MISSISSAUGA

DECLARATION

Section 17 of the Planning Act

Applicant: **Arcadis Professionals Services (Canada) Inc.**

Municipality: **City of Mississauga**

Our File: **OZ-OPA 22-24 W7 (OPA 17)**

I, Sacha Smith, Deputy Clerk, solemnly declare,

1. That the decision in respect of the above-noted matter was made on September 29, 2026 when By-law Number 0165-2026 was enacted and that notice as required by Section 17 of the Planning Act was given on October 8, 2026.

2. That no appeal to the Ontario Land Tribunal of the decision in respect of the above-noted matter was received under Section 17 of the Planning Act within the time specified for submitting an appeal.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

Declared before me

At the City of Mississauga

In the Regional Municipality of Peel

This 29th day of October, 2026.

Lindsey Anne Raykoff, a Commissioner, etc.,
Province of Ontario, for the
Corporation of the City of Mississauga.
Expires September 18, 2028.

Commissioner of Oaths

Declarant
Sacha Smith, Manager & Deputy Clerk

NOTICE OF PASSING OF
AN OFFICIAL PLAN AMENDMENT AND A ZONING BY-LAW AMENDMENT

Date of Notice	October 8, 2026
OPA Number	OPA 17 (By-law 0165-2026)
Zoning By-law Number	0166-2026
Date Passed by Council	September 29, 2026
Last Day to Appeal	October 28, 2026
File Number	OZ-OPA 22-24 Ward 7
Applicant	Arcadis Professionals Services (Canada) Inc.
Property Location	East side of Hurontario Street and south of Kirwin Avenue. The subject lands are located in the Cooksville Growth Centre Character Area, as identified in Mississauga Official Plan 2051. 3115 Hurontario Street

TAKE NOTICE that on September 29, 2026 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA 17 and Zoning By-law Amendment, under Section 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13, as amended. Council has considered the written and oral submissions from the public on this matter.

THE PURPOSE AND EFFECT of the Official Plan Amendment is to change the land use designation from Mixed Use to Residential High-Rise and to amend the height permissions to permit a maximum building height of 39 storeys on the subject lands in the Cooksville Growth Centre Character Area.

The purpose of the Zoning By-law is to permit a 39 storey apartment containing 484 dwelling units with ground floor commercial and community uses. This By-law amends the zoning of the property outlined on the attached Schedule “A” from “D” (Development) to “H”-RA7-4” (Urban Apartments -Residential-Exception with a Holding Provision).

A description of the lands to which the By-law applies and/or a key map showing the location of the lands to which the By-law applies are attached.

The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 17 is in full force and effect.

When the decision is final
The proposed official plan amendment is exempt from approval by the Minister of Municipal Affairs and Housing. The decision of the City of Mississauga is final if a Notice of Appeal is not received on or before the last date of appeal noted above.

IF YOU WISH TO APPEAL, a copy of an appeal form is available from the Ontario Land Tribunal (OLT) website at https://olt.gov.on.ca/. An appeal may be filed using the OLT e-file service https://olt.gov.on.ca/e-file-service/ (first-time users will need to register for a My Ontario

Account) by selecting **Mississauga (City): Clerk and Secretary–Treasurer** as the Approval Authority. Alternatively, you may submit an appeal to the City Clerk in person at the Clerk's Office, ground floor, or by registered mail/courier addressed to the City Clerk, City of Mississauga, Attention: Diana Rusnov, Clerk's Office, 300 City Centre Drive, Mississauga, ON L5B 3C1 no later than 4:30pm on **October 28, 2026**. The filing of an appeal after 4:30pm will be deemed to have been received the next business day. If the e-file service is down, you can submit your appeal to city.clerk@mississauga.ca . An appeal will be processed once all fees are received.

Who can file an appeal

Only the applicant, the Minister, or an owner of land affected by the planning application, a specified person or a public body who made written or oral submissions to the Council of the City of Mississauga prior to Council's decision may appeal a decision of the City of Mississauga to the Ontario Land Tribunal.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment and/or by-law amendment was passed, the person or public body made oral submissions at a public meeting or written submissions to the Council of the City of Mississauga or, in the opinion of the Ontario Land Tribunal, there are reasonable grounds to add the person or public body as a party.

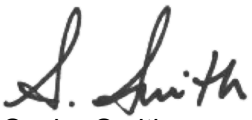
The Notice of Appeal must:

1. set out the reasons for the appeal and the specific part of the proposed official plan amendment to which the appeal applies;
2. be accompanied by the fee prescribed under the *Ontario Land Tribunal Act* in the amount of $1,100.00 per application, payable to the Minister of Finance. Payment can be made directly to the OLT if using the e-file service to file an appeal or by certified cheque or money order if filing with the City Clerk. (An appellant may request a reduction of the filing fee to $400.00. The request for a reduction of the filing fee must be made at the time of filing the appeal. For more information and a copy of the OLT Fee Schedule go to https://olt.gov.on.ca/appeals-process/fee-chart/.)
3. include the processing fee prescribed under the User Fees and Charges By-law in the amount of $338.74 per application, payable by certified cheque to the City of Mississauga. This fee must be paid directly to the City of Mississauga in person, or by mail/courier, in addition to the OLT fee (Minister of Finance).

Additional Information

A copy of the Official Plan Amendment and Zoning By-law Amendment in their entirety can be found on the City's website at www.mississauga.ca/portal/cityhall/publicnotices.

Further information regarding these Amendments may be obtained from **Jaspreet Sidhu** of the City Planning and Building Department at 905-615-3200 ext. **5061.**



Sacha Smith
Manager/Deputy Clerk,
Secretariat and Access & Privacy
300 City Centre Drive, Mississauga ON L5B 3C1

Amendment No. 17

to

Mississauga Official Plan 2051

By-law No. 0165-2026

A by-law to Adopt Mississauga Official Plan 2051 Amendment No. 17

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

AND WHEREAS in accordance with O Reg 525/97, an official plan amendment is exempt from the approval of the Minister of Municipal Affairs and Housing;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan 2051 regarding changes to the land use designation and building height of the subject lands within the Cooksville Growth Centre Character Area;

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

1. The document attached hereto, constituting Amendment No. 17 to Mississauga Official Plan 2051, is hereby adopted.

ENACTED and PASSED this 29th day of September, 2026.

Signed _____ MAYOR

Signed _____ CLERK

DEPUTY

Amendment No. 17

to

Mississauga Official Plan 2051

The following text and Maps "A", "B" and "C" attached constitute Amendment No. 17.

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

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

Appendix II is a copy of the Planning and Building Department report dated June 3, 2026, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to change the land use designation from Mixed Use to Residential High-Rise and to amend the height permissions to permit a maximum building height of 39 storeys on the subject lands in the Cooksville Growth Centre Character Area.

LOCATION

The lands affected by this Amendment are located on the east side of Hurontario Street and south of Kirwin Avenue. The subject lands are located in the Cooksville Growth Centre Character Area, as identified in Mississauga Official Plan 2051.

BASIS

Mississauga Official Plan 2051 came into effect on March 24, 2026, as approved with modifications by the Minister of Municipal Affairs and Housing.

The subject lands are designated Mixed Use which permits a range of commercial, institutional, and supporting uses including retail stores, restaurants, service establishments, financial institutions, entertainment and indoor sports facilities, overnight accommodation, motor vehicle sales and rental, makerspaces, funeral establishments, post-secondary educational facilities, secondary offices, commercial parking facilities, and residential uses in conjunction with other permitted uses. In addition, community infrastructure, parkland, transit facilities, transportation infrastructure, urban agriculture, conservation, and servicing infrastructure are permitted, along with accessory uses to community infrastructure uses that remain subordinate to the primary use.

An Official Plan Amendment is required to change the land use designation of the subject lands from Mixed Use to Residential High-Rise and to amend height permissions to permit a maximum building height of 39 storeys, whereas the Official Plan currently permits a maximum building height of 35 storeys.

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

1. The proposal supports the planned function of the Cooksville Growth Centre Character Area by providing transit-supportive intensification within a Strategic Growth Area and Protected Major Transit Station Area.

2. The proposed Residential High-Rise designation appropriately reflects the predominantly residential nature of the development, while maintaining commercial and community uses.

3. The proposed maximum building height of 39 storeys represents appropriate intensification given the subject lands' proximity to higher order transit and is consistent with the Official Plan direction to locate the greatest building heights in proximity to the Cooksville GO Station.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 7/7J, Land Use Designations, of Mississauga Official Plan 2051, is hereby amended by changing the land use designation of the subject lands from Mixed Use to Residential High-Rise as shown on Map "A" of this Amendment.

2. Schedule 8L, Protected Major Transit Station Areas (Hurontario LRT - Cooksville GO, Dundas, Queensway, North Service), Building Heights Schedule, of Mississauga Official Plan 2051, is hereby amended by changing the maximum height of the subject lands from 3 to 35 to 3 to 39, as shown on Map "B" of this Amendment.

3. Schedule 8M, Protected Major Transit Station Areas (Hurontario LRT - Cooksville GO, Dundas, Queensway, North Service), Land Use Schedule, of Mississauga Official Plan 2051, is hereby amended by changing the land use designation of the subject lands from Mixed Use to Residential High-Rise, as shown on Map "C" of this Amendment.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan 2051 will be amended in accordance with this Amendment.

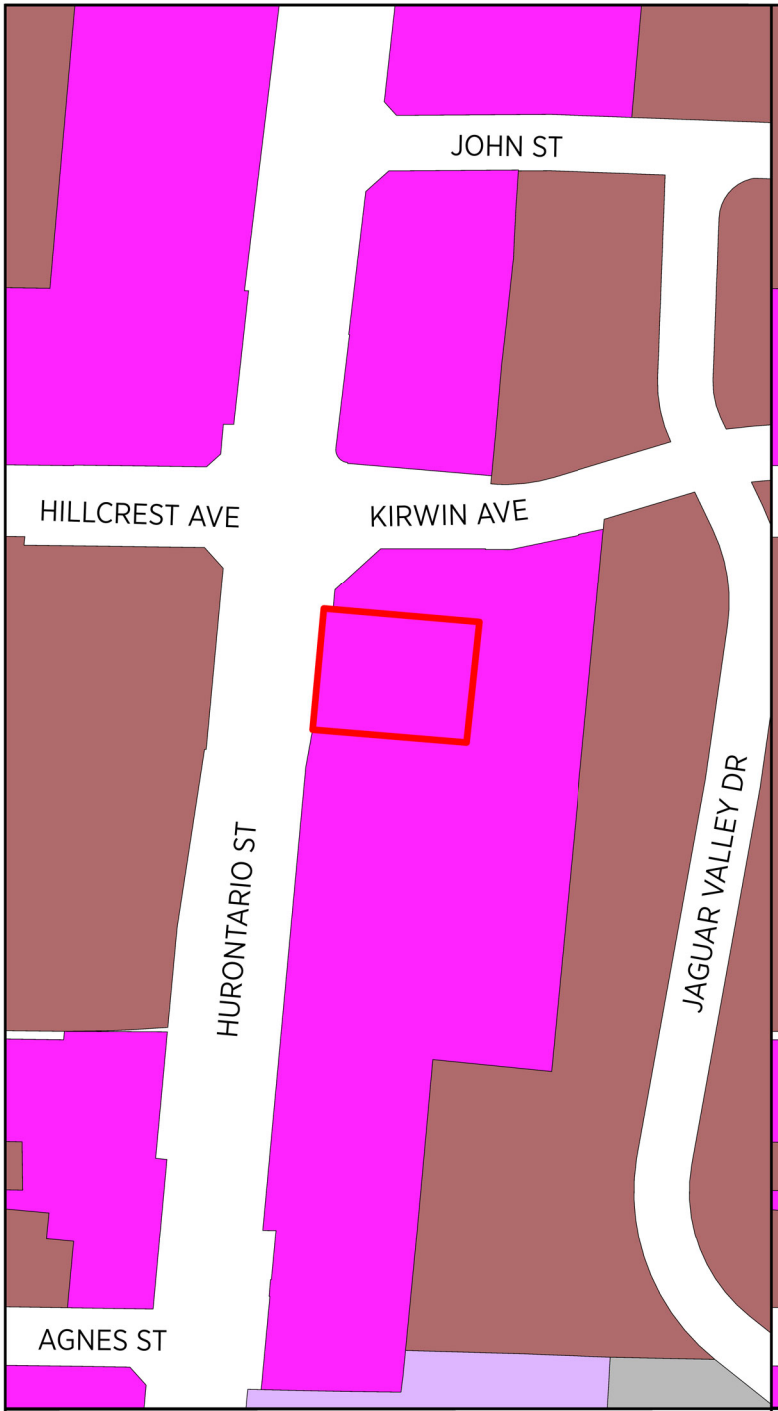
The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan 2051 dated March 24, 2026.

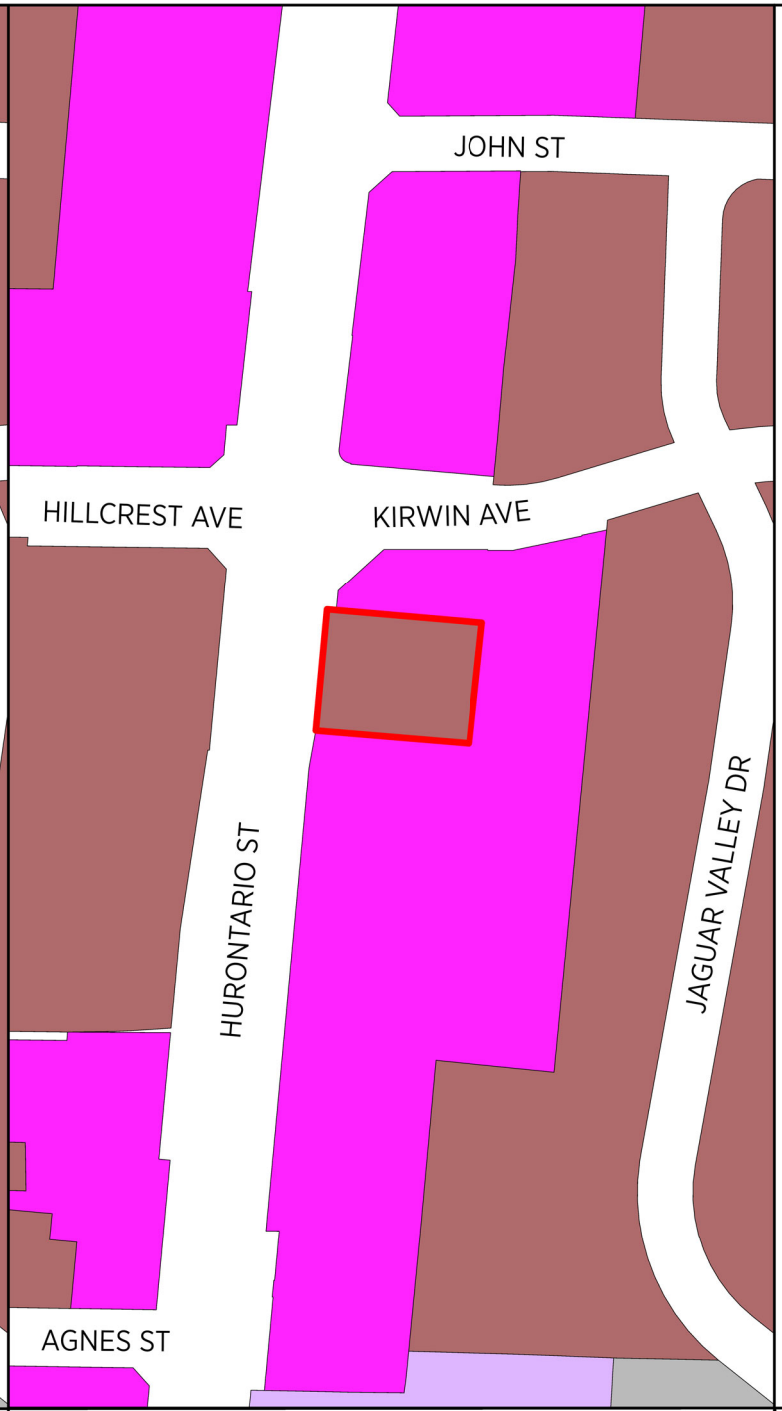
INTERPRETATION

The provisions of Mississauga Official Plan 2051, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan 2051.



EXISTING LAND USE DESIGNATIONS



AMENDED LAND USE DESIGNATIONS

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

- Heritage Conservation District
- 30 1996 NEP/2000 NEF Composite Noise Contours
- LBPIA Operating Area Boundary See Aircraft Noise Policies
- Area Exception from LBPIA Operating Area
- Natural Hazards

STRATEGIC GROWTH AREAS

- Downtown Core
- Growth Centre
- Growth Node
- Employment Area
- Lakeview Innovation Corridor Employment Area
- Special Policy Area
- Special Purpose Area

AREA OF AMENDMENT

From
Mixed Use

To
Residential High-Rise

Notes:

1. Major Transit Station Areas are shown on Schedule 8 and Schecules 8A to 8R.
2. The limits of the Natural Hazards shown on this schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.
3. Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
4. Roads shown on this schedule are existing or under construction and are shown for information purposes only. For future roads refer to Schedule 3, Long Term Street Network.

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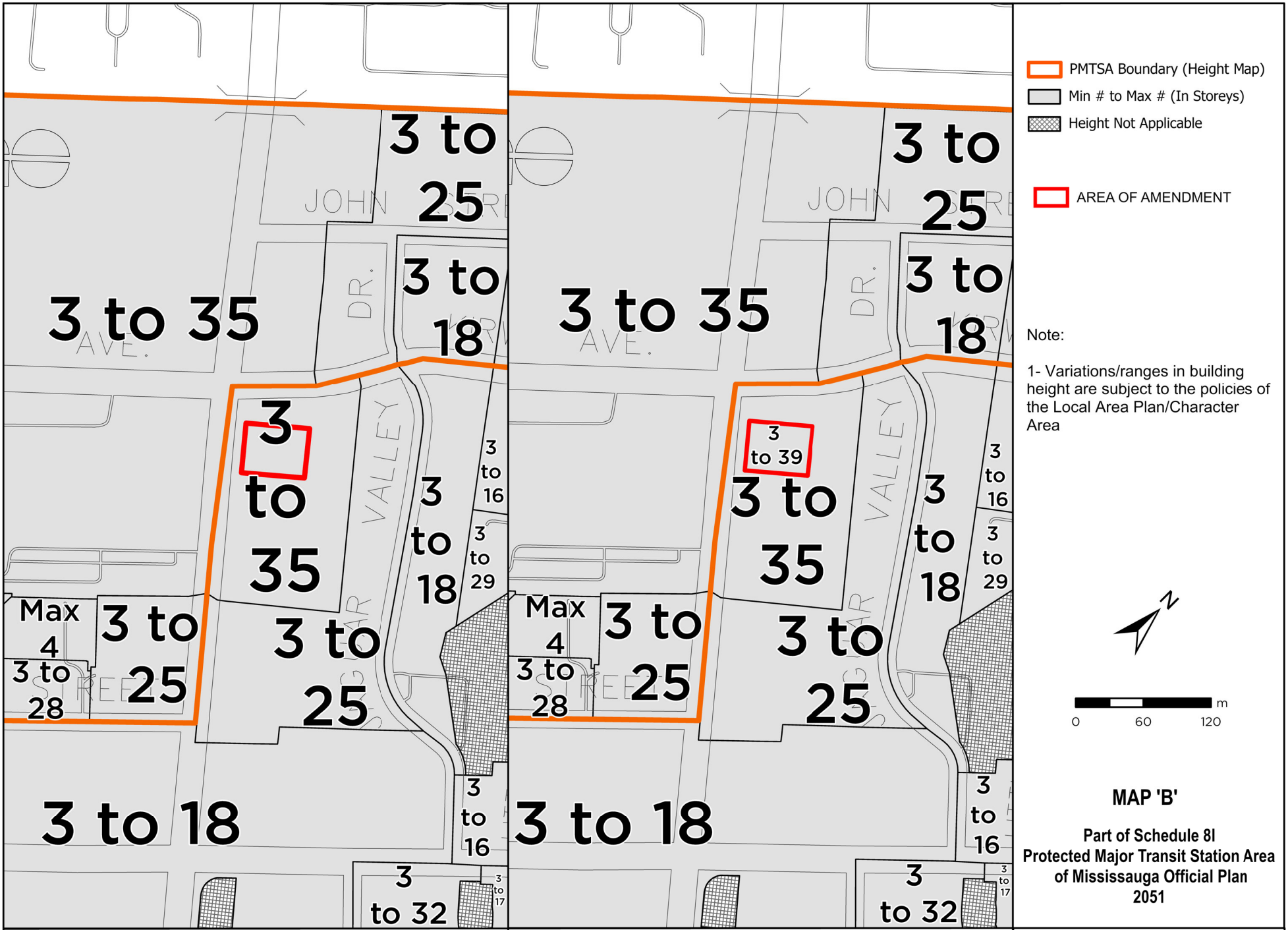
MAP 'A'

Part of Schedule 7/7J
Land Use Designations
of Mississauga Official Plan
2051

MISSISSAUGA

9/16/2026
breric

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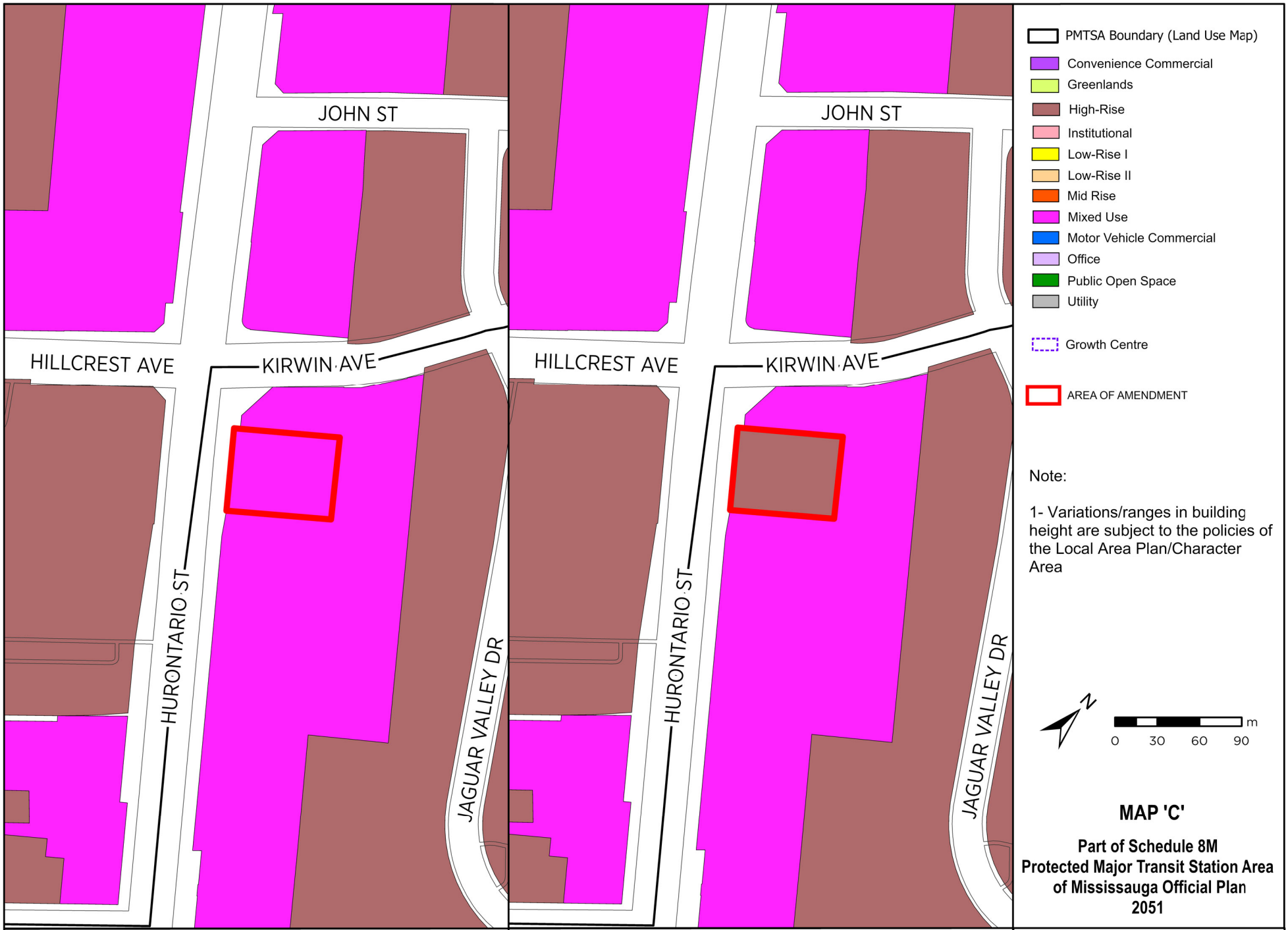
MAP 'B'

Part of Schedule 8l
Protected Major Transit Station Area
of Mississauga Official Plan
2051

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APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend Public Meetings of the Planning and Development Committee held on September 5, 2023 and June 22, 2026 in connection with this proposed Amendment.

No deputants spoke at the Public Meetings. Comments received from the public were generally related to building height and density, traffic and access, site circulation, impacts on the redevelopment potential of adjacent lands, and the provision of community and commercial uses. These concerns were addressed in the Planning and Building Department report dated June 3, 2026, attached to this Amendment as Appendix II.

City of Mississauga
Corporate Report

MISSISSAUGA

Date: June 3, 2026 To: Chair and Members of Planning and Development Committee From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Originator's file: OZ/OPA 22-24 W7 Meeting date: June 22, 2026

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 7)

Official Plan Amendment and Rezoning applications to permit a 39 storey apartment building containing 484 dwelling units with ground floor commercial and community uses

3115 Hurontario Street, east side of Hurontario Street, south of Kirwin Avenue

Owner: Clearbrook Developments Ltd.

File: OZ/OPA 22-24 W7

Recommendation

1. That applications under File OZ/OPA 22-24 W7, Clearbrook Developments Ltd., 3115 Hurontario Street to amend Mississauga Official Plan to **Residential High-Rise Special Site**; and to change the zoning to **RA7-Exception** (Urban Apartments) to permit a 39 storey apartment building containing 484 dwelling units with ground floor commercial and community uses, be approved in accordance with the provisions contained in the staff report dated June 3, 2026 from the Commissioner of Planning and Building, and that staff be directed to return to City Council with the appropriate implementing documents and by-laws for approval.

2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.

3. That Planning and Development Committee's approval of the rezoning application under File OZ/OPA 22-24 W7, be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

4. That the "H" holding provision is to be removed from the **H-RA7-Exception** zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated June 3, 2026 from the Commissioner of Planning and Building have been satisfactorily addressed.

Executive Summary

- The applications are to amend the policies of the official plan and change the zoning by-law to allow a 39 storey apartment building containing 484 dwelling units with ground floor commercial uses and a 2 storey community uses
- The property is located in the Downtown Cooksville Growth Centre and within the Dundas Major Transit Station Area (MTSA). The property is in a designated Strategic Growth Area and is, therefore, envisioned to accommodate significant growth and development
- It has been concluded that the proposed development is supportable from a planning perspective for the following reasons:
  - The proposal represents appropriate transit-supportive intensification within a Protected Major Transit Station Area adjacent to the future Hurontario LRT and near the Cooksville GO Station
  - The proposal will contribute to the City's housing supply while retaining and expanding the existing DAM Youth Charity and introducing ground floor commercial uses
  - The proposed built form and site design are compatible with the surrounding and planned context and can be appropriately accommodated on the subject site
- Comments received from the community to date pertain to building height and density, traffic and access, site circulation, impacts on adjacent redevelopment potential, and the provision of community and commercial uses
- The applications support direction established via the Mayor's Housing Task Force in that they facilitate the provision of new housing units within a Major Transit Station Area, support transit-oriented intensification, and contribute to the City's objective of increasing housing supply through the redevelopment of an underutilized site
- The applicant has made revisions to the proposal in response to issues raised by staff and the public, including refinements to the private rear access connection, relocation of the electrical room to the rear of the site to minimize its presence along Hurontario Street, revisions to the internal site layout, increased upper storey setbacks, and updated drawings to achieve a 15 m (49.2 ft) tower separation from the east lot line. The applicant has also chosen to increase the overall building height from the previously proposed 35 storeys to 39 storeys. Staff are satisfied with the changes to the proposal

and find them to be acceptable from a planning standpoint, and recommend that the applications be approved

- The applications predate the city's current service delivery targets. Staff have worked closely with the applicant to resolve outstanding matters with the proposal to advance this project

Background

Official plan amendment and rezoning applications were deemed complete on December 8, 2022, and subsequently circulated to City departments and external agencies for technical comments. There have been a total of 4 submissions.

The purpose of this report is to provide an overview of the applications and provide a detailed planning analysis, including recommendations for the Planning and Development Committee's consideration.

Property Overview

1. Site Information

(i) Site Location and Description

The site is located on the east side of Hurontario Street, south of Kirwin Avenue, in the Downtown Cooksville Growth Centre. The surrounding area contains a mix of low- and high-density residential uses, retail commercial and office uses. The site is currently occupied by a two storey detached building that houses a non-profit organization (The Dam Youth Charity). The property currently has two accesses to Hurontario Street that connect to form a circular driveway. The property contains several mature trees. Other than a couple trees along the frontage and one in the middle of the property, the mature trees are located along the rear and north lot lines.



Aerial Photo of 3115 Hurontario Street

(ii) Site Context

North of the subject land is a two storey dental office with an associated surface parking lot. Further north is Kirwin Avenue. To the south is an indoor shopping mall containing retail, service commercial and office uses. To the east is the parking garage for the abutting indoor shopping mall. Further east are three apartment buildings ranging in height from four to five storeys. To the west is Hurontario Street, beyond which is a 12 storey apartment building and T.L Kennedy Secondary School.

The surrounding land uses are:

North: Dental office
East: Parking garage
South: Indoor shopping mall
West: Apartment and Secondary School

(iii) Surrounding Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- OZ/OPA 22-19 W6 – 0, 25 Hillcrest Avenue and 3154, 3168 Hurontario Street – Official Plan Amendment and Rezoning approved in principle at the Ontario Land Tribunal to permit five apartment buildings with heights of 42, 39, 39, 36 and 35 storeys
- OZ/OPA 22-17 W7, SP 26-13 W7 – 65 Agnes Street - applications approved at OLT for a 29 storey apartment building. Site Plan application in process for a 24 storey rental apartment
- OZ/OPA 22-16 W7, SP 25-45 W7 – 60 Dundas Street East - applications approved at OLT for three apartment buildings with heights of 16, 31 and 32 storeys. Site Plan application in process
- OZ/OPA 21-11 W7 – 3085 Hurontario Street – applications approved for four apartment buildings with heights of 31, 33, 36 and 39 storeys
- SP 21-102 W7 – 3009 Cook Street – Application approved for a 28 storey apartment building
- OZ/OPA 21-5 W5 – 3016, 3020, 3026, and 3032 Kirwin Avenue and 3031 Little John Lane – applications in process for an 8 storey rental apartment building
- SP 24-26 W7 - 3355 Hurontario Steet – Application in process for a 45 storey apartment with ground floor commercial uses (permitted through Ministerial Zoning Order – MZO)
- SP 21-102 W7 – 3051 Cook Street – Site Plan application approved to permit a 28 storey apartment building with grade related commercial uses
- 3210 Hurontario Street - Infrastructure Ontario (IO) is proposing a Transit Oriented Community (TOC) at the Cooksville GO Station, which consists of eight apartment buildings with non-residential uses on two separate parcels with heights ranging from 28 to 49 storeys

2. Mississauga Official Plan (MOP 2051)

The City's new Official Plan was approved with modifications by the Ministry of Municipal Affairs and Housing on March 24, 2026 and the policies are now in effect.

The lands are located within the Downtown Cooksville Growth Centre and are designated **Mixed Use**. The **Mixed Use** designation permits a range of commercial, institutional, and supporting uses including retail stores, restaurants, service establishments, financial institutions, entertainment and indoor sports facilities, overnight accommodation, motor vehicle sales and rental, makerspaces, funeral establishments, post-secondary educational facilities, secondary offices, commercial parking facilities, and residential uses in conjunction with other permitted uses. In addition, community infrastructure, parkland, transit facilities, transportation

infrastructure, urban agriculture, conservation, and servicing infrastructure are permitted, along with accessory uses to community infrastructure uses that remain subordinate to the primary use.

Growth Centres represent unique areas within the City's Strategic Growth Areas where much of the City's future population and employment growth will be directed. The Downtown Cooksville Growth Centre, which includes the Dundas MTSA, is intended to accommodate intensification, support major employment uses, and provide strong connections to regional and higher order transit networks.

Refer to Appendix 2 for the existing and proposed Official Plan map.

3. Current Zoning

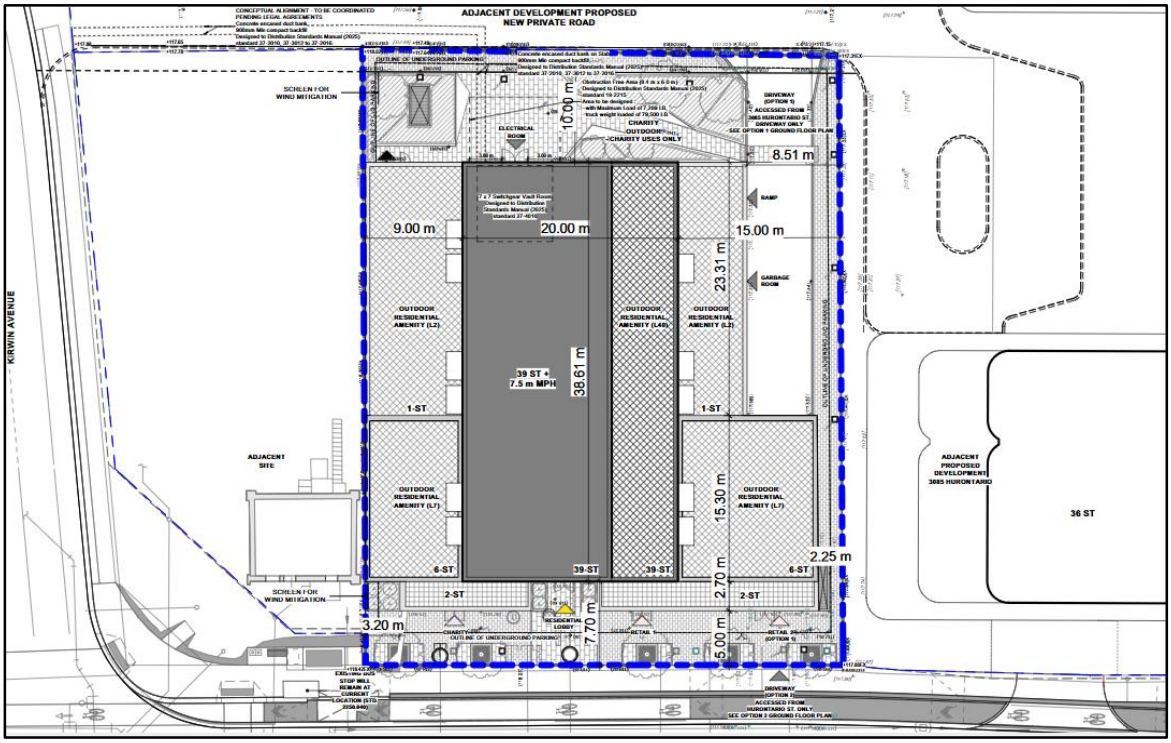
The subject property is currently zoned **D** (Development), which permits legally existing uses and buildings.

Refer to Appendix 2 for the existing and proposed Zoning Map.

Proposed Development

1. Description

The applicant proposes to develop the property with a 39 storey apartment building containing 484 dwelling units with ground floor commercial and community uses. Official plan amendment and rezoning applications are required to permit the proposed development. Refer to Appendix 2 for details of the proposed development.



Concept Plan



Rendering (Looking east)



Rendering (Looking West)



Rendering (Street View from Hurontario Street)

2. Supporting Studies

The applicant has submitted various materials and studies in support of the applications which can be viewed at: https://yoursay.mississauga.ca/development-applications-public-feedback.

3. Green Development Initiatives

The applicant has identified that the following green development initiatives will be incorporated into the development:

- All parking is proposed within an enclosed underground parking garage, with no surface parking areas proposed on the site
- A reduced parking rate is proposed to encourage the use of alternative transportation modes
- Covered canopies are proposed at the residential entrance to enhance pedestrian comfort and provide weather protection
- The development is intended to comply with Ontario Building Code energy efficiency requirements, including energy modelling measures
- A tri-sorter waste management system is proposed to facilitate waste, recycling, and compost collection, with a centralized waste collection area adjacent to the loading area, including bulk garbage storage
- The development is considering the incorporation of below-grade intake and exhaust ventilation systems
- Full-height glazing is proposed along the ground floor commercial frontage to support an active public realm
- Landscaping and streetscape improvements, including street trees and outdoor amenity areas, are proposed, with consideration for native and adaptive plant species within the landscape design

Analysis and Evaluation

The following section summarizes the various elements that were considered in developing the Planning and Building Department's position on the applications.

1. Reason for Applications

An amendment to MOP 2051 is required to implement the 39 storey apartment proposal. Additionally, an amendment is required to Zoning By-law 0225-2007 as the current **D** zoning only permits legally existing uses and buildings.

2. Policy Summary

The *Planning Act* allows any property owner within the Province of Ontario to submit a development application to the local municipality in order to build or change the use of their property. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Planning Statement, 2024 and conform with the applicable provincial plans. The policy and regulatory documents that affect these applications have been reviewed and assessed in the context of the proposed development applications. The following section summarizes how the proposed development is consistent with the applicable policy and regulatory documents.

(i) Provincial Planning Statement, 2024

The *Provincial Planning Statement, 2024* (PPS) provides policy direction on matters of provincial interest related to land use planning, such as increasing housing supply, supporting a strong economy, aligning development with infrastructure, protecting the environment, public health and safety. The PPS contains a number of sections and associated policies that are relevant to the proposed development, including but not limited:

Section 2.2 of the PPS directs municipalities to provide for an appropriate range and mix of housing options and densities, including intensification within previously developed areas and efficient use of land and infrastructure. Sections 2.3 and 2.4 further direct growth and redevelopment to Settlement Areas and Strategic Growth Areas to support complete communities and compact built form.

The proposed applications are consistent with the PPS as they facilitate transit-supportive intensification within a Strategic Growth Area through the redevelopment of an underutilized site, while contributing additional housing supply and efficiently utilizing existing infrastructure and services.

(ii) Mississauga Official Plan 2051

Planning staff have undertaken an evaluation of the relevant policies of Mississauga Official Plan against this proposed development application. The following is an analysis of the key policies and criteria:

(i) Directing Growth

The subject site is located within the Downtown Cooksville Growth Centre Character Area, which forms part of the City's Strategic Growth Areas and is within the Dundas Protected Major Transit Station Area (PMTSA). The site is currently designated **Mixed Use**, which permits a range of commercial, service, office, and residential uses in conjunction with other permitted uses. The applicant is proposing to redesignate the lands to **Residential High Rise – Special Site** to permit a high-rise residential development with a maximum building height of 39 storeys.

The Downtown Cooksville Growth Centre is intended to accommodate significant population and employment growth through compact, transit-supportive, mixed use development. The subject site is located within an Intensification Area and MTSA, where Mississauga Official Plan directs the majority of future growth to occur. The proposal contributes to the planned function of the Growth Centre by supporting residential intensification within proximity to higher order transit, existing and planned infrastructure, and community services.

The proposed redesignation from **Mixed Use** to **Residential High-Rise** is appropriate given the limited amount of non-residential gross floor area proposed as part of the development. Approximately 97% of the proposed gross floor area is dedicated to residential uses, while the remaining 3% consists of retail and charity/community uses located at grade and within a portion of the second storey. Given the limited scale of the non-residential component, the proposal does not achieve the mix of uses typically contemplated within the **Mixed Use** designation. The proposed **Residential High-Rise** designation more accurately reflects the primary function and built form of the development.

Housing

To ensure there is an appropriate range and mix of housing options and densities in unit types and sizes, MOP 2051 encourages that development containing more than 50 new residential units should include 50 percent 2-bedroom and 3-bedroom units (5.2.3). The proposed development attributes 33.7% of all dwelling units as 2-bedroom and 3-bedroom units. See below for a breakdown of the unit mix proposed.

Table 1: Proposed Unit Mix and Percentage Split

Unit Type	Total	Percentage
Studio	36	7.4%
1 Bedroom	285	58.9%
2 Bedroom	131	227.1%
3 Bedroom	32	6.6%
Total	484	100%

(ii) Compatibility

The subject site is located within the Downtown Cooksville Growth Centre Character Area, an Intensification Area intended to accommodate compact, transit-supportive development with a mix of residential, commercial, employment, and community uses. The surrounding lands contain a mix of residential, mixed use, commercial, and institutional uses reflective of the evolving urban context along the Hurontario Street corridor. The site is currently designated **Mixed Use**, which permits a range of commercial, retail, office, service, and residential uses. The proposed amendment to **Residential High Rise – Special Site** would facilitate a high-rise residential development form within a Strategic Growth Area and Protected Major Transit Station Area.

The proposal represents a compatible form of intensification within the Growth Centre context, where high density built forms are anticipated. The development contributes to the planned urban structure through a compact built form, supports transit ridership, and makes efficient use of existing and planned infrastructure. The proposed development is compatible with the existing and planned context and provides an appropriate built form relationship through setbacks, tower separation distances, access configuration, and streetscape improvements that reinforce the evolving urban character of the area.

Height

While the Official Plan identifies a maximum building height of 35 storeys for the subject lands, the proposed 39 storey building is considered appropriate within the context of the Cooksville Growth Centre and broader Strategic Growth Area framework. The subject site is located within the Dundas MTSA along the Hurontario corridor, in proximity to the Hazel McCallion LRT, Dundas BRT, and Cooksville GO Station, where the Official Plan directs significant intensification and transit-supportive growth. Section 13.5.4.1 of Mississauga Official Plan 2051 identifies that the greatest building heights within the

Cooksville Growth Centre are intended to be located in proximity to the Cooksville GO Station, which includes the subject site and surrounding area.

Section 13.5.4.2 permits the maximum building height shown on Schedule 8 to be exceeded by up to three storeys, without an amendment to the Official Plan, where a development provides additional non-residential uses, including community infrastructure, subject to meeting the building transition policies of the Plan. The policy permits one additional storey in building height for every 900 m² (9,687.5 ft^2) of non-residential gross floor area provided above the first storey. The proposal includes approximately 1 100 m² (11,840.3 ft^2) of non-residential gross floor area, consisting of retail and community-related space for The Dam Youth Charity. Based on the proposed non-residential floor area, the development could achieve one additional storey under this policy framework. However, as the proposal exceeds the maximum permitted height by four storeys, an Official Plan Amendment is required.

The proposed height is considered appropriate within the context of the Cooksville Growth Centre and is consistent with the evolving built form pattern within the surrounding area. Recent approvals in proximity to the Cooksville GO Station and Hurontario Street corridor have included heights exceeding those identified on Schedule 8: Protected Major Transit Station Areas of Mississauga Official Plan 2051, as summarized below.

Address	Approved Height	Height Permitted in OP	Additional Storeys Approved Over Permitted
0, 25 Hillcrest Avenue and 3154, 3168 Hurontario Street	42, 39, 39, 36 and 35 storeys (OLT Settlement)	3 to 35 storeys	+7
65 Agnes Street	29 storeys (OLT Settlement)	3 to 16 storeys	+8
3085 Hurontario Street	31, 33, 36 and 39 storeys (Council Approval)	3 to 35 storeys	+4

The proposal includes non-residential and community-related uses, including space for The Dam Youth Charity, which contributes to the creation of a complete community and supports the planned function of the Cooksville Growth Centre. The additional height assists in accommodating residential density and community-oriented uses within a transit-supportive location, while maintaining an appropriate built form relationship with

the surrounding context through setbacks, tower separation distances, podium treatment, and streetscape improvements.

The proposed development supports the vision for the Cooksville Growth Centre as a vibrant, walkable, mixed-use community with higher density development focused in proximity to higher order transit infrastructure. In this context, the proposed increase in height represents appropriate intensification and is consistent with the intent and objectives of the Official Plan.

(iii) Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

(iv) Proximity to public transit

The site is located 450 m (1,476.4 ft) from the Cooksville GO Station. The following major MiWay bus routes currently offer service near the site:

- Route 2 – Hurontario
- Route 103 – Hurontario Express
- Route 53 – Kennedy
- Route 38 – Creditview
- Route 2- Hurontario
- Route 8 - Cawthra
- Route 26 – Burnhamthorpe
- Route 3 - Bloor

There is a transit stop on Hurontario Street within 30 m (98.4 ft) of the site.

(v) Proximity to existing community services

The following community services are located in proximity to the site:

- TL Kennedy Soccer and Football field
- Sgt David Yakichuk Park
- John C. Price Park
- Cooksville Library
- Heart Comonos
- Indus Community Services

For these reasons, these applications are consistent with MOP and the PPS.

3. Zoning By-law 0225-2007

The proposed **RA7-Exception** (Urban Apartment – Exception) zone is appropriate to accommodate the proposed 39 storey apartment building containing 484 dwelling units with ground floor commercial and community uses.

A table summarizing the proposed zoning regulations can be found in Appendix 2.

4. "H" Holding Provision

Should this application be approved by Council, staff will request an "H" Holding Provision which can be lifted upon:

- Confirmation that the Owner has secured public vehicular and pedestrian access to Kirwin Avenue, over the abutting lands to the east (3085 Hurontario Street), to the satisfaction of the City. In the event that the abutting lands to the east do not re-develop in order to facilitate the public vehicular and pedestrian access when the Owner seeks to remove the H holding provision from the subject lands, the Owner may proceed to provide access to the subject lands onto Hurontario Street and this condition shall be deemed to be satisfied by such access to Hurontario Street

- Receipt of a signed Development Agreement to the satisfaction of the City

5. Departmental and Agency Comments

The applications were circulated to all City departments and commenting agencies on March 20, 2026. The following section summarizes the comments received. Refer to Appendix 2 for detailed comments.

(i) Region of Peel (ROP)

The Region had an opportunity to review the Functional Servicing Report, last revised August 8, 2025, and found it to be satisfactory. The proposed development is to be serviced in accordance with the requirements of the Ontario Building Code and is proposed with a single watermain connection. Based on the submitted materials and the supporting analysis, the Region has no further comments or requirements and has no objections to the approval of the OPA/RZ.

(ii) City Planning and Building Department – Development Engineering and Construction

Technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

(iii) City Planning and Building Department – Park Planning

The site is located within a parkland-deficient area; however, due to its size and configuration, an on-site parkland dedication is not appropriate. Cash-in-lieu of parkland

dedication will be required in accordance with the Planning Act and the City's applicable policies and by-laws.

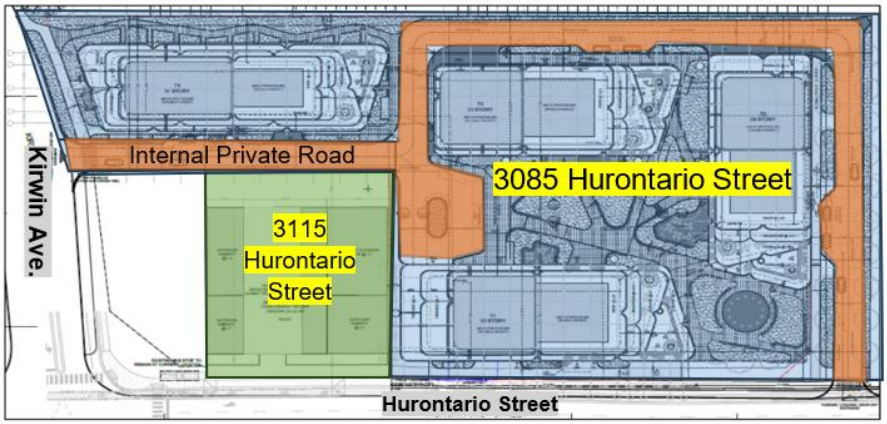
(iv) Dufferin-Peel Catholic School Board and Peel District School Board

Comments dated May 2026 for the Dufferin-Peel Catholic District School Board and the Peel District School Board advise there is sufficient capacity within both the elementary and secondary school catchment areas to accommodate the students anticipated from the proposed development.

Both school boards have requested a warning clause in all offers of purchase and sale be included to advise prospective buyers of potential student accommodation issues that could require students to be accommodated in temporary facilities and/or bussed outside the neighbourhood. Refer to Appendix 2 for the School Accommodations Summary by school board.

(v) Private Rear Access Connection

A key component of the proposed development is the provision of a private vehicular and pedestrian connection to Kirwin Avenue through the abutting lands to the east at 3085 Hurontario Street (see drawing below). The proposed connection would support improved internal site circulation and reduce reliance on direct access to Hurontario Street, which is intended to function as a higher order transit corridor within the Downtown Cooksville Growth Centre.



From a transportation and planning perspective, the rear access connection is desirable as it would assist in removing local traffic movements from Hurontario Street and direct them to the local street network. The connection would also support improved pedestrian connectivity, a more interconnected block structure, and the broader objectives of creating a complete and transit-supportive community.

The adjacent lands municipally known as 3085 Hurontario Street were approved by Council on March 19, 2025 under Resolution GC-0053-2025, pending zoning by-law enactment, for a development proposal containing four apartment buildings and an internal private road

network connecting to Kirwin Avenue and Hurontario Street. Staff are of the opinion that utilizing this planned internal road network to provide access to the subject lands represents good planning, as it would limit additional vehicular access points onto Hurontario Street and support a more coordinated and interconnected redevelopment pattern within the Growth Centre.

6. Housing Affordability, Housing Supply and the Mayor's Housing Task Force

Housing affordability and housing supply within the City of Mississauga continues to be a challenge and is a critical priority. As Mississauga continues to grow, a broad range of housing options and tenures are necessary to fulfill increasing demand.

To achieve a balanced mix of unit types and sizes, and support the creation of housing suitable for families, development containing more than 50 new residential units is encouraged to include 50 percent of a mix of two bedroom units and three bedroom units. The applicant has increased the proportion and range of two and three bedroom units since the initial submission, which assists in supporting a broader mix of housing options for a range of household sizes and ages. The applicant is also encouraged to continue exploring opportunities to incorporate affordable housing options within the proposed development.

For development applications of 50 units or more, the applicant may be required to demonstrate how the application can meet the City's housing objectives and policies and can contribute to the regional housing unit target of 30 percent of all new housing units being affordable, and that 25 percent of all new housing units be rental tenure.

Engagement and Consultation

1. Community Feedback

A community meeting was held by Ward 7 Councillor, Dipika Damerla, on September 7, 2022. No member of the public attended the meeting, and one (1) written submissions was received about the application.

A Public Meeting was held by the Planning and Development Committee on September 5, 2023, at which time an Information Report (Planning and Development Committee - September 05, 2023) was received for information. Recommendation PDC-0053-2023 was then adopted by Council on September 13, 2023 as follows:

1. That the report dated August 11, 2023, from the Commissioner of Planning and Building regarding the applications by Clearbrook Development Ltd. to permit a 35 storey apartment building containing 431 dwelling units with ground floor commercial and community uses, under file OZ/OPA 22-24 W7, 3115 Hurontario Street, be received for information.

Comment

The proposed driveway location, access, site circulation, setbacks and overall site design may impact access to adjacent lands and limit future redevelopment opportunities, and therefore the block should be comprehensively planned with surrounding properties.

Response

Staff acknowledge concerns related to access and comprehensive planning of the block. The development applications for the subject lands and lands to the south and east advanced at the same time and, therefore, the two proposals took into consideration the other development proposal throughout the processes. Additionally, City staff required that the applicant's proposal be designed such that it did not sterilize the future redevelopment of the lands to the north.

With respect to access, it is the City's preference to restrict vehicular access to Hurontario Street and secure access to Kirwin Avenue through the abutting lands to the east. This was also reflected in the Council approved recommendation for the adjacent lands at 3085 Hurontario Street, requiring that landowner to provide access to the abutting lands over their internal private road. To further reinforce this matter, an H holding provision is recommended requiring confirmation that the owner has secured public vehicular and pedestrian access over the abutting lands at 3085 Hurontario Street to Kirwin Avenue, to the satisfaction of the City. Should the abutting lands not redevelop to facilitate this connection, access to Hurontario Street may be permitted and the condition deemed satisfied.

Comment

There may not be sufficient infrastructure and servicing capacity to support the proposed development and future redevelopment within the area.

Response

The proposal was reviewed by internal departments and external agencies, including and the Region of Peel. Supporting technical studies were submitted in support of the applications and staff are satisfied that the proposed development can be appropriately serviced and does not limit the future redevelopment potential of surrounding lands.

Comment

The proposed reduced tower and podium setbacks to the north property line, including separation distances between windows, may limit or sterilize the redevelopment potential of the adjacent lands.

Response

The proposed development maintains a 15 m (49.2 ft) tower separation distance to the north property line, which is consistent with the City's standard tower separation requirement and supports the ability for adjacent lands to redevelop in the future. The proposal has been refined through the review process, including revisions to the building setbacks and tower placement, to

achieve appropriate separation distances and improve the relationship with surrounding properties.

The subject site is located within the Cooksville Growth Centre, where compact built form and intensification are anticipated as part of the planned urban structure. In this context, staff are satisfied that the proposed setbacks and separation distances appropriately balance redevelopment potential, built form objectives, and transit-supportive intensification, while maintaining an appropriate relationship with adjacent lands.

Next Steps

Upon adoption of the recommendations contained in this report, Staff will prepare the implementing Official Plan Amendment and Zoning By-law Amendment and bring these documents to City Council for approval.

Prior to development of the lands, the applicant will be required to obtain site plan approval and building permits.

Conclusion

In conclusion, City staff have evaluated the applications to permit a 39 storey apartment building containing 484 dwelling units with ground floor commercial and community uses against the Provincial Planning Statement and Mississauga Official Plan 2051. The applications represent appropriate transit-supportive intensification within the Downtown Cooksville Growth Centre and Dundas Protected Major Transit Station Area through the redevelopment of an underutilized site in proximity to higher order transit infrastructure, including the future Hazel McCallion LRT and Cooksville GO Station.

The proposed development contributes to the City's housing supply objectives, supports the planned function of the Cooksville Growth Centre, and introduces a compact built form with active ground floor uses and integrated community infrastructure, including space for The Dam Youth Charity. Staff are satisfied that the proposal is compatible with the existing and planned context and that the proposed built form, height, site organization, and access arrangements can be appropriately accommodated on the subject site.

The application has been comprehensively reviewed and is considered appropriate for approval.

Attachments

Appendix 1: Information Report
Appendix 2: Supplementary Information

Originator's file: OZ/OPA 22-24 W7

A Whittemore

Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Jaspreet Sidhu, Development Planner

City of Mississauga
Corporate Report

MISSISSAUGA

Date: August 11, 2023 To: Chair and Members of Planning and Development Committee From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Originator's file: OZ/OPA 22-24 W7 Meeting date: September 5, 2023

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 7)

Official Plan Amendment and Rezoning applications to permit a 35 storey apartment building containing 431 dwelling units with ground floor commercial and community uses

3115 Hurontario Street, east side of Hurontario Street, south of Kirwin Avenue

Owners: Clearbrook Developments Ltd.

File: OZ/OPA 22-24 W7

Pre-Bill 109

Recommendation

That the report dated August 11, 2023, from the Commissioner of Planning and Building regarding the applications by Clearbrook Development Ltd. to permit a 35 storey apartment building containing 431 dwelling units with ground floor commercial and community uses, under file OZ/OPA 22-24 W7, 3115 Hurontario Street, be received for information.

Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

PROPOSAL

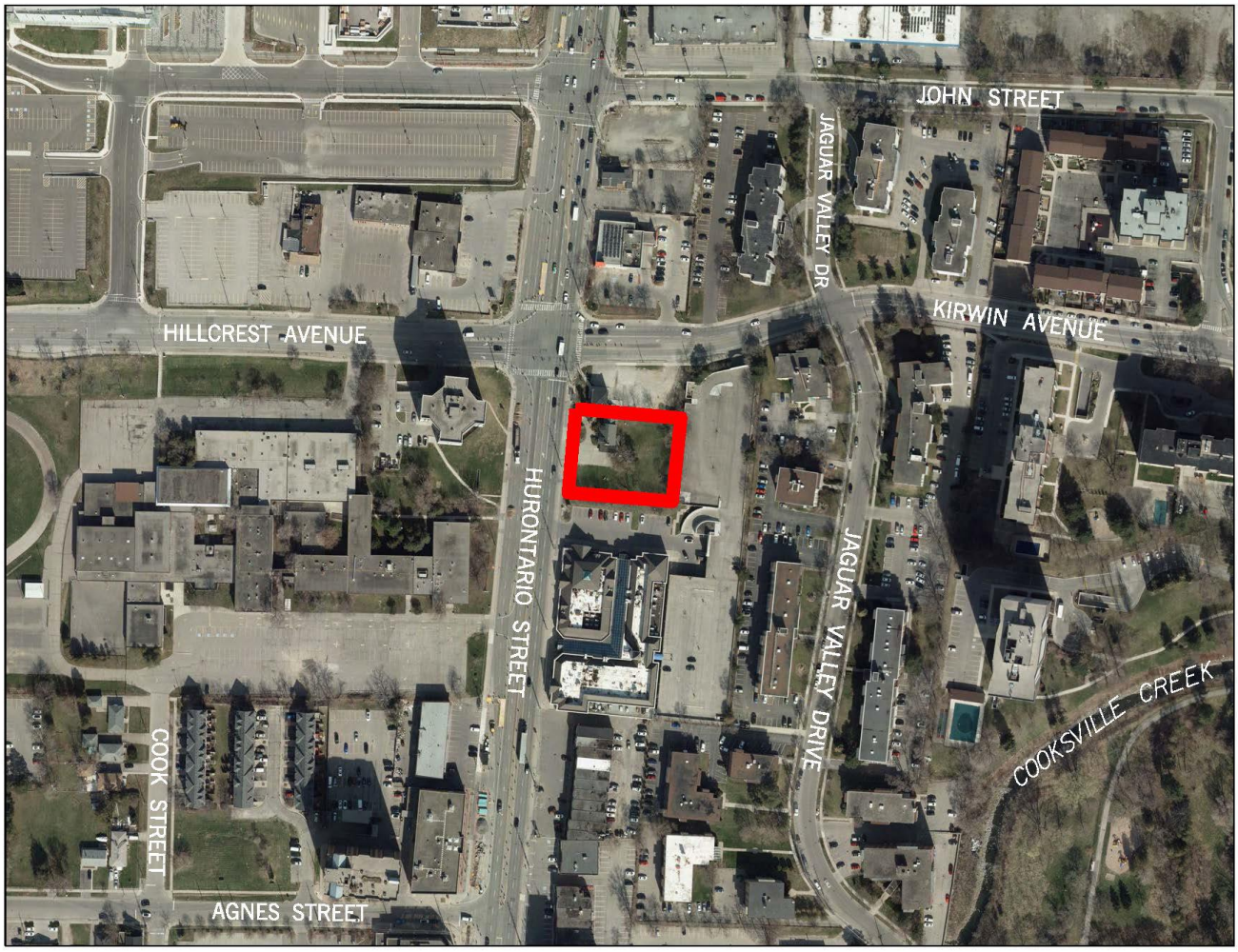
The official plan amendment and rezoning applications are required to permit a 35 storey apartment building containing 431 dwelling units, with 195.3 m^2 (2,102.2 ft^2) of commercial uses and 14 106.4 m^2 (151,840 ft^2) of community uses located at grade. The applicant is proposing to redesignate a portion of the property from **Mixed Use** to **Residential High Density – Special Site** to permit a maximum building height of 35 storeys and a maximum Floor Space Index (FSI)

of 12.0. The zoning by-law will also need to be amended from **D** (Development) to **RA5 – Exception** (Apartments – Exception) to implement this development proposal. The applicant has indicated the proposed tenure is condominium.

During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

Comments

The property is located on the east side of Hurontario Street, south of Kirwin Avenue within the Downtown Cooksville Neighbourhood Character Area. The site is currently occupied by a two-storey building (formerly a detached dwelling) used by non-profit organization (The Dam Youth Charity).



Aerial image of 3115 Hurontario Street, east side of Hurontario Street, south of Kirwin Avenue



Applicant's renderings

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and

infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 4

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 7.

Financial Impact

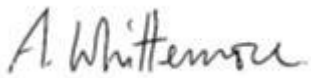
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional technical information, conformity with Mississauga Official Plan, compatibility of the proposal with the surrounding context, appropriateness of the proposed zoning regulations, and feasibility of the proposed mix of uses.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Adam Lucas, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Clearbrook Developments Ltd.

3115 Hurontario Street

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1. Proposed Development

The applicant proposes to redevelop the property with a 35 storey apartment building containing 431 dwelling units and with 195.3 m^2 (2,102.2 ft^2) of commercial uses and 1,406.4 m^2 (15,138 ft^2) community uses at grade. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal	
Applications submitted:	Received: November 08, 2022 Deemed complete: December 08, 2022
Developer/ Owner:	Clearbrook Development Ltd.
Applicant:	IBI Group Professional Services Inc.
Number of units:	431 units
Unit breakdown:	Bachelor: 0 1 Bedroom: 297 2 Bedroom: 125 3 Bedroom: 9
Existing Gross Floor Area:	170.9 m^2 (1,840 ft^2)
Proposed Gross Floor Area:	27 109 m^2 (291,799 ft^2)
Height:	35 storeys / 121 m (397 ft.)
Lot Coverage	Waiting on applicant
Floor Space Index:	10.89
Landscaped Area:	3.5%
Road Type:	Common element condominium private road (CEC)
Anticipated Population:	944* *Average household sizes for all units (by type) based on the 2016 Census

Development Proposal		
Parking:	Required	Provided:
Resident Spaces	0.8 per unit = 345 parking spaces	0.65 per unit = 280 parking spaces
Shared residential visitor and non residential parking	0.2 per unit = 86 parking spaces	0.15 per unit = 65 parking spaces
Total	431 parking spaces	280 parking spaces
Green Initiatives:	• Bicycle parking • Compliance with Energy modelling • Window glazing along ground floor	

Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at http://www.mississauga.ca/portal/residents/development-applications:

- Survey Plan
- Architectural Drawings
- Planning Justification Report
- Draft Official Plan Amendment
- Draft Zoning By-law Table
- Urban Design Study
- Sun/Shadow Study
- Pedestrian Wind Study
- Housing Report

- Tree Inventory and Preservation Plan Report
- Landscape Drawing Package
- Engineering Drawing Package
- Functional Servicing Report (FSR)
- Stormwater Management Report (SWMR)
- Geotechnical Report
- Hydrogeological Report
- Noise and Vibration Impact Study
- Transportation Impact Study
- Phase 1 and Phase 2 Environmental Assessments
- Waste Management Report

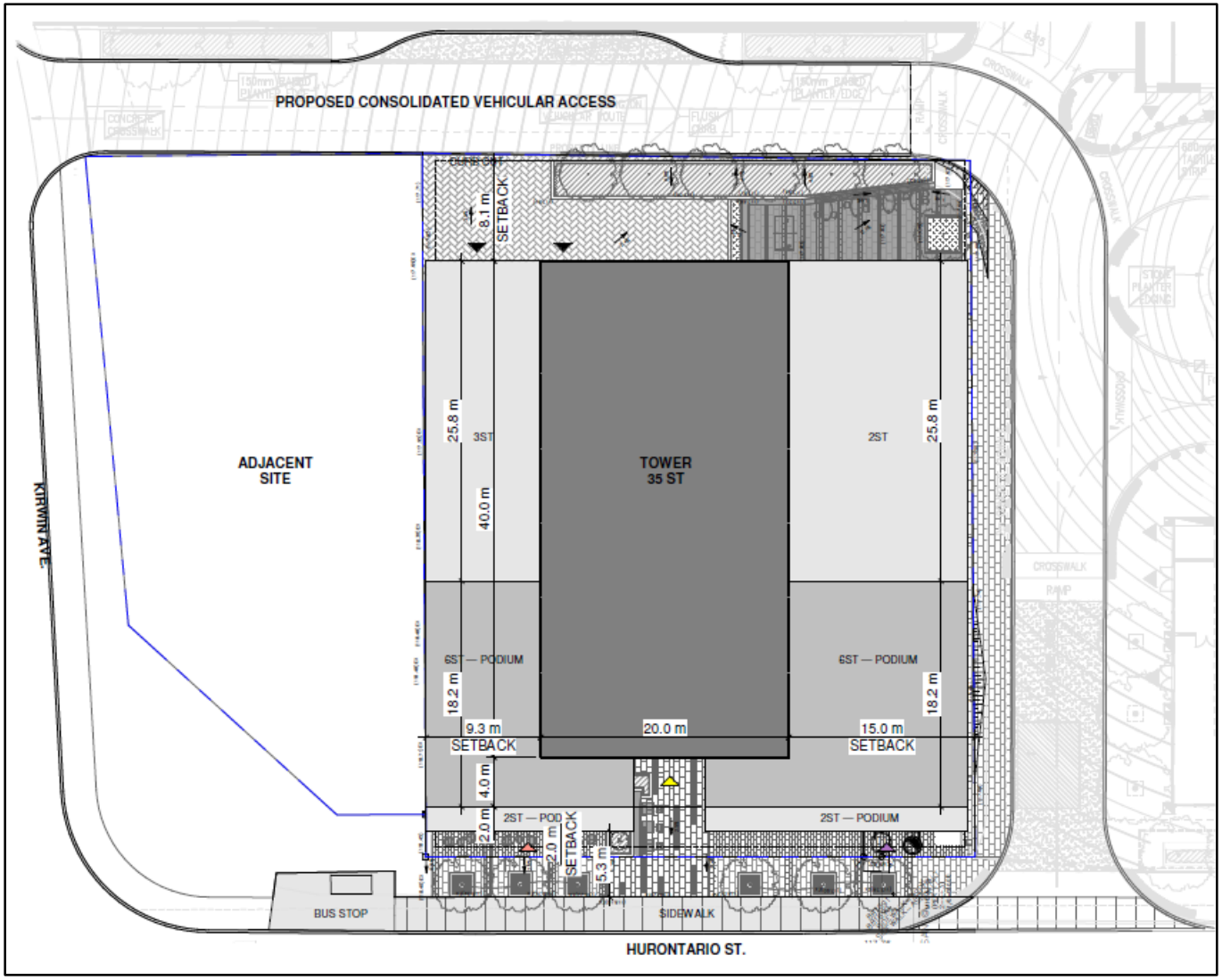
The application was reviewed by the Urban Design Advisory Panel on October 18, 2022. The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration. Panel's suggestions have been incorporated into staff comments.

Application Status

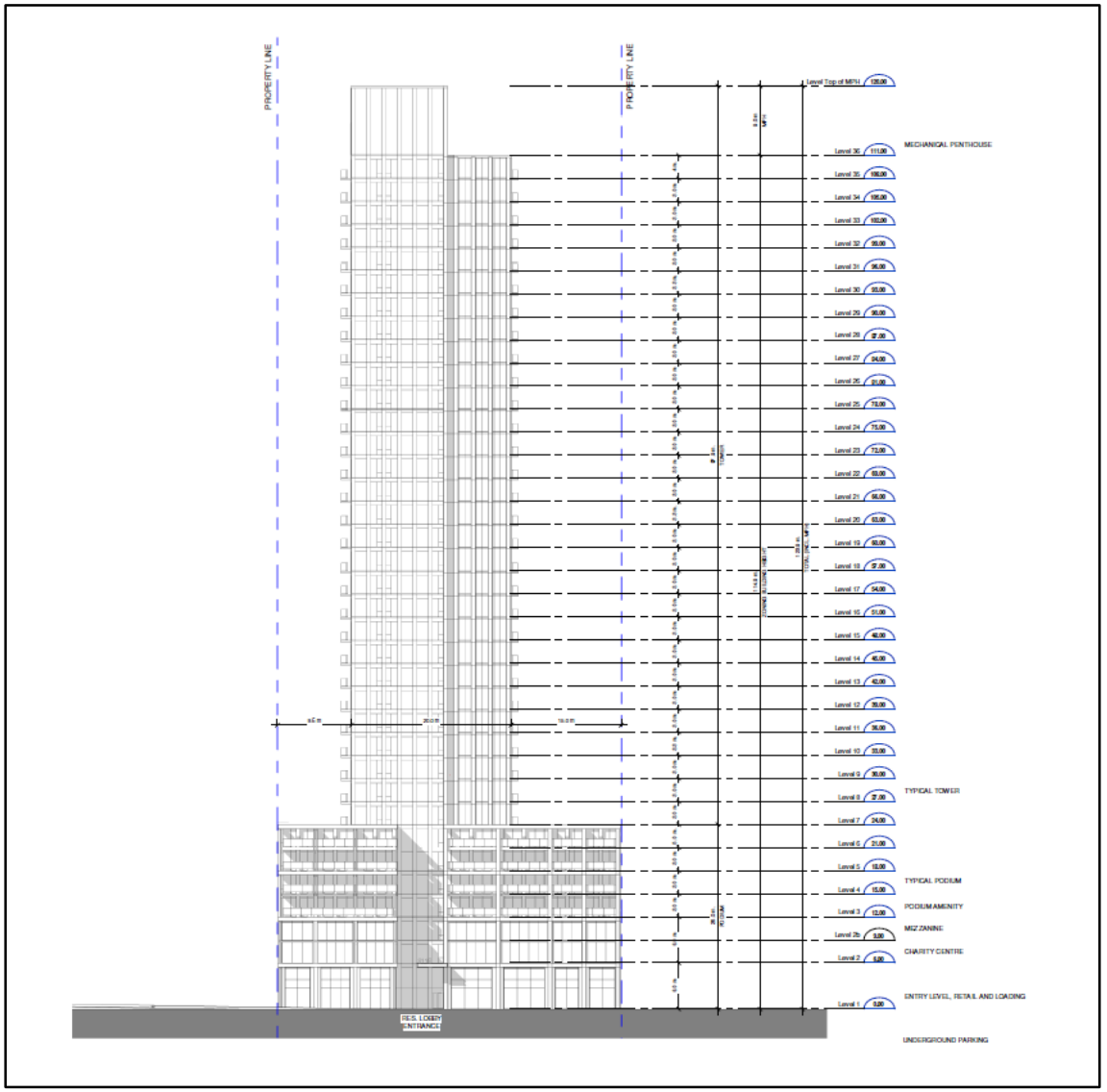
Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

A pre-application community meeting was held by Ward 7 Councillor, Dipika Damerla on September 7, 2022. No members of the public attended the meeting and no written submissions were received about the applications.

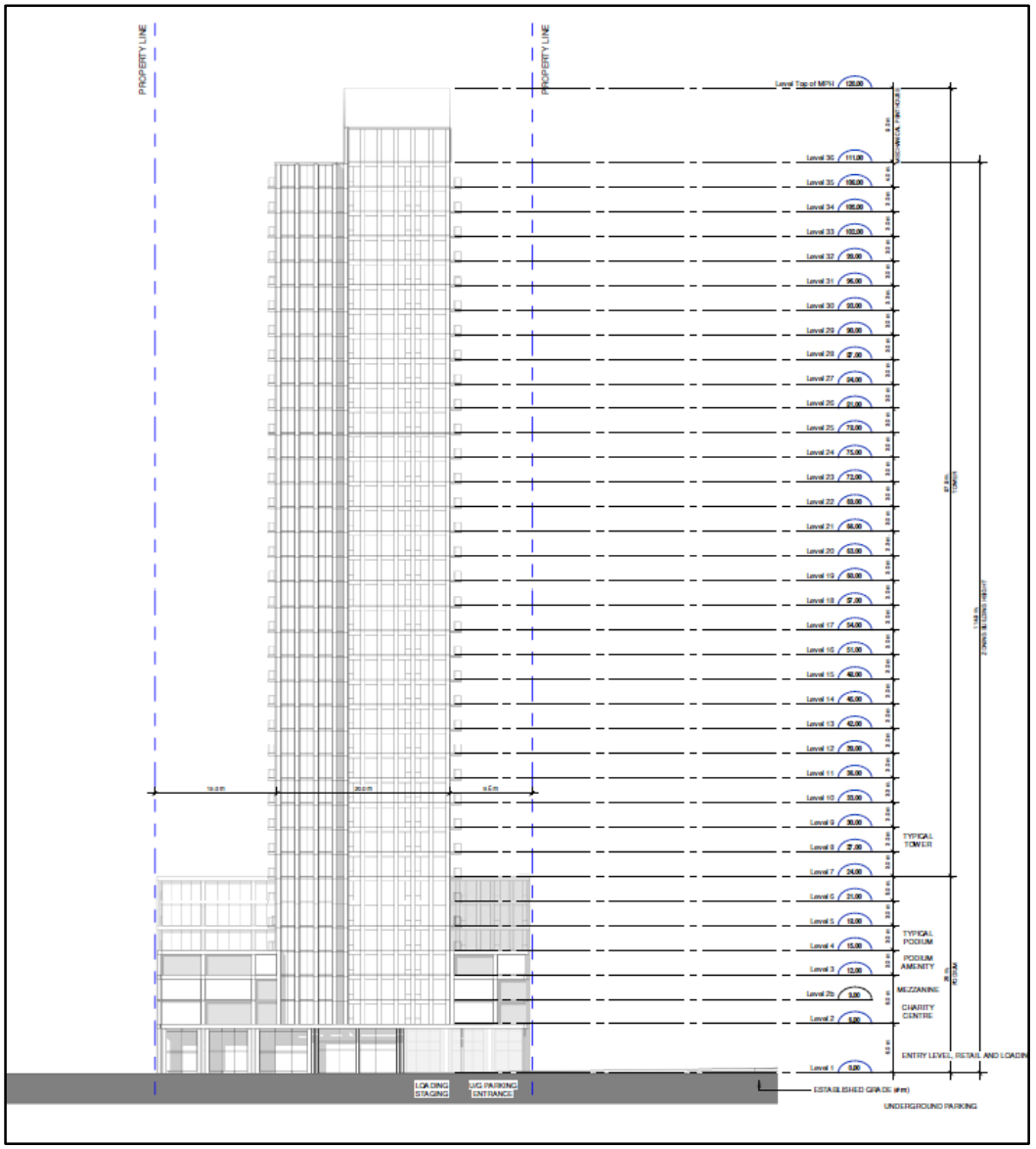
Concept Plan, Elevations and Renderings



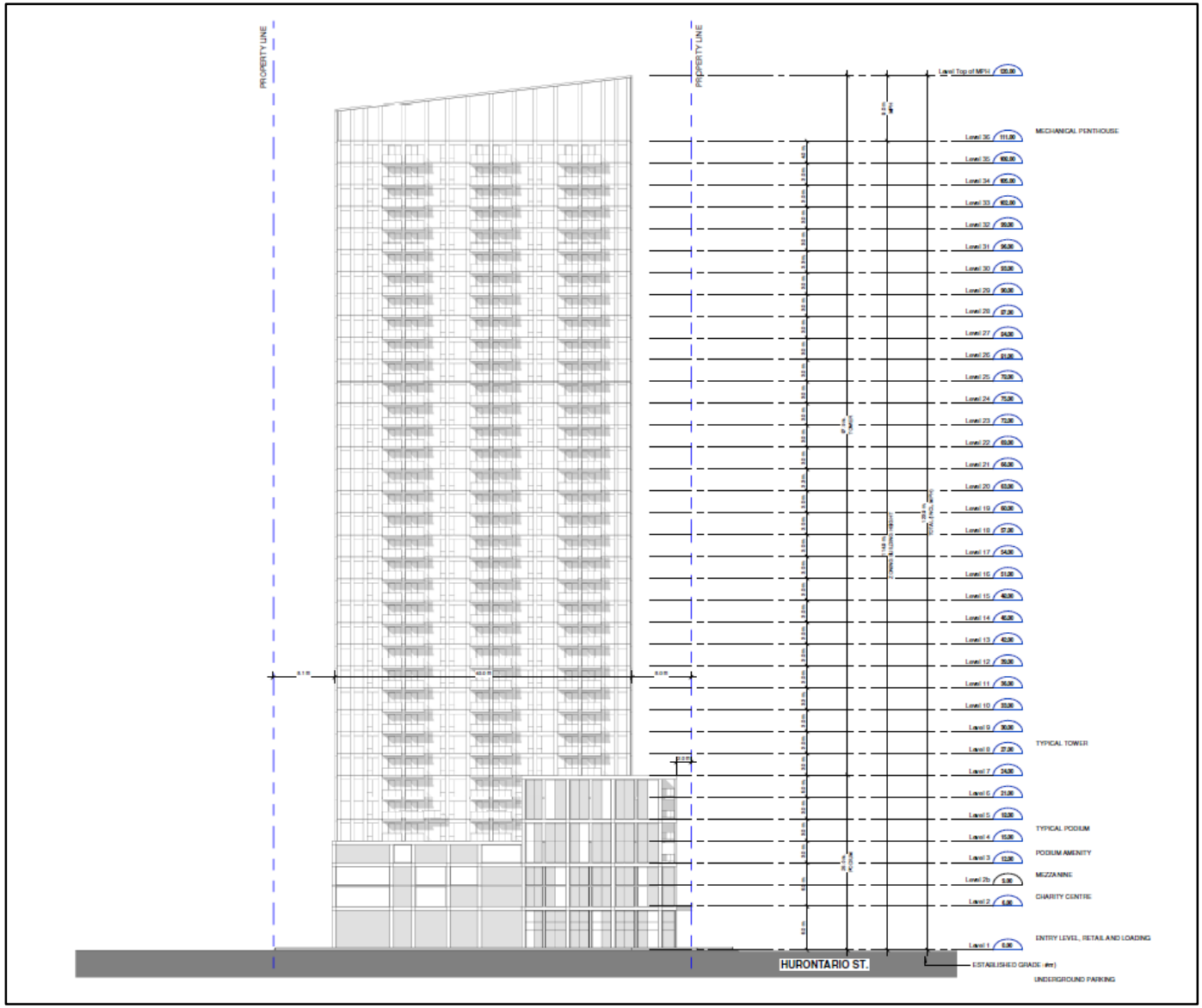
Concept Plan



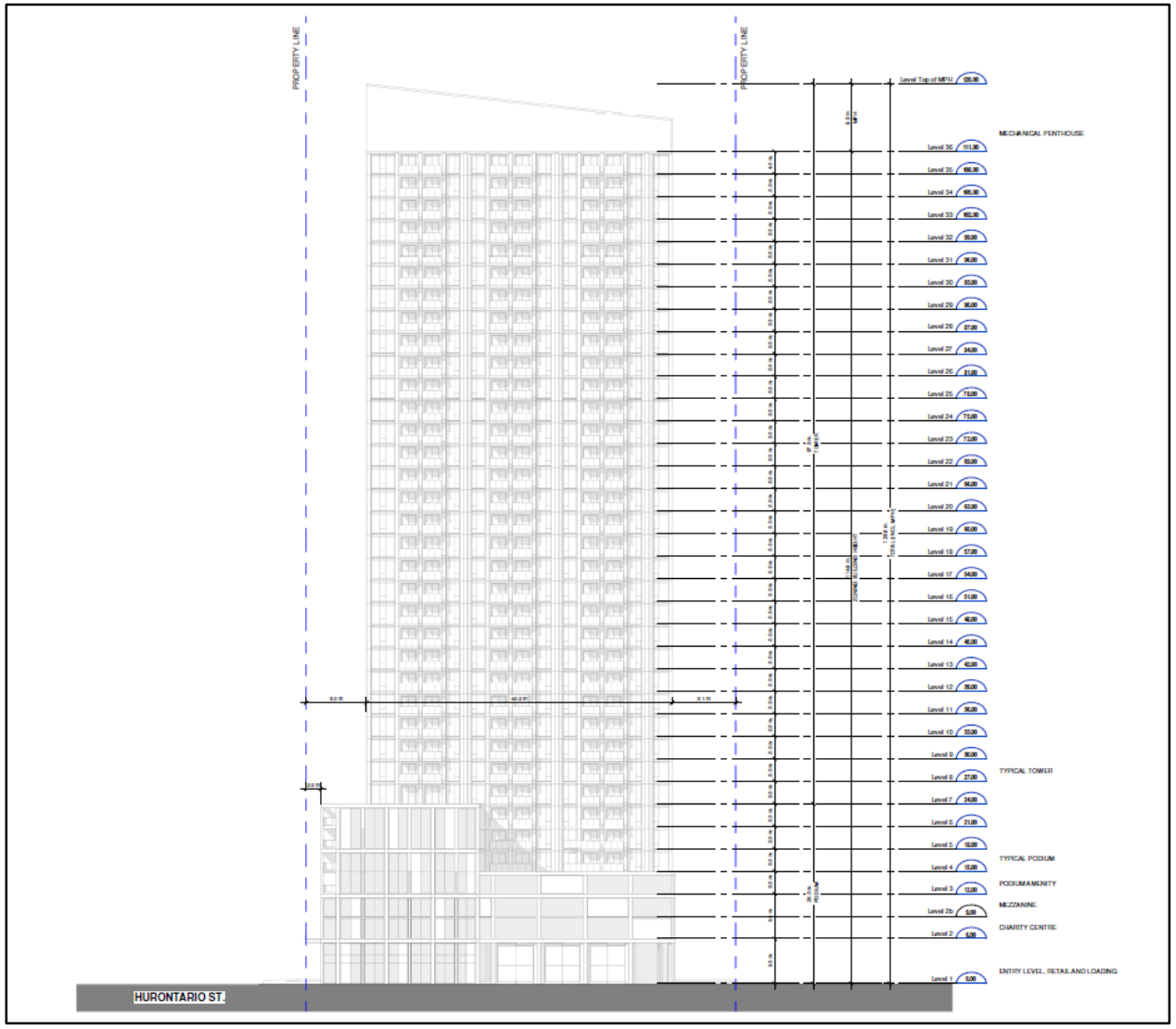
East Elevation



West Elevation



North Elevation



South Elevation



Applicant's Rendering – View from Hurontario Street Looking East



Applicant's Rendering – View from Hurontario Street Looking Northeast

2. Site Description

Site Information

The property is located within the Downtown Cooksville Character Area, which forms part of the City's Urban Growth Centre, on the east side of Hurontario Street, south of Kirwin Avenue. The surrounding area contains a mix of low and high density residential uses, retail commercial and office uses. The site is currently occupied by a two storey detached building that houses a non-profit organization (The Dam Youth Charity). The property currently has two accesses to Hurontario Street that connect to form a circular driveway. The property contains several mature trees. Other than a couple along the frontage and one in the middle of the property, the mature trees are located along the rear and north lot lines.



Aerial Photo of 3115 Hurontario Street

Property Size and Use	
Frontage:	44.3 m (145.3 ft.)
Depth:	65.2 m (213.9 ft.)
Gross Lot Area:	0.25 ha (0.62 ac.)
Existing Uses:	Two-storey detached building

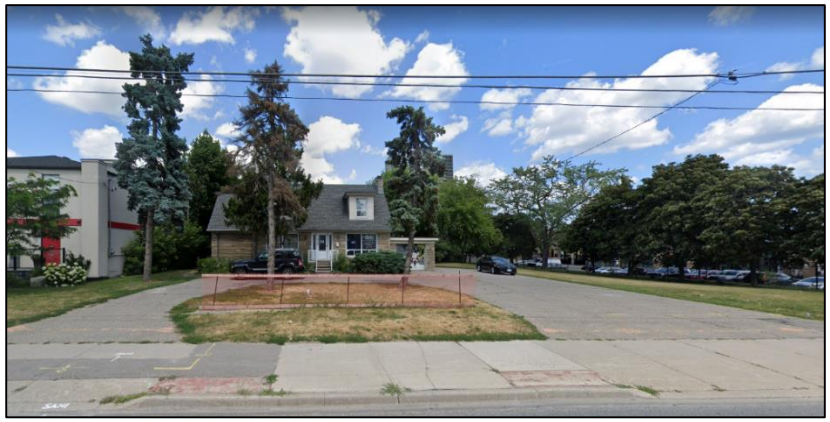


Image of existing conditions facing east

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **D** (Development). The **D** zone permits legally existing uses within legally existing buildings.

- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals were filed, the policies of the new Mississauga Official Plan apply. The subject lands are designated **Mixed Use** in the Downtown Cooksville Character Area.

3. Site Context

Surrounding Land Uses

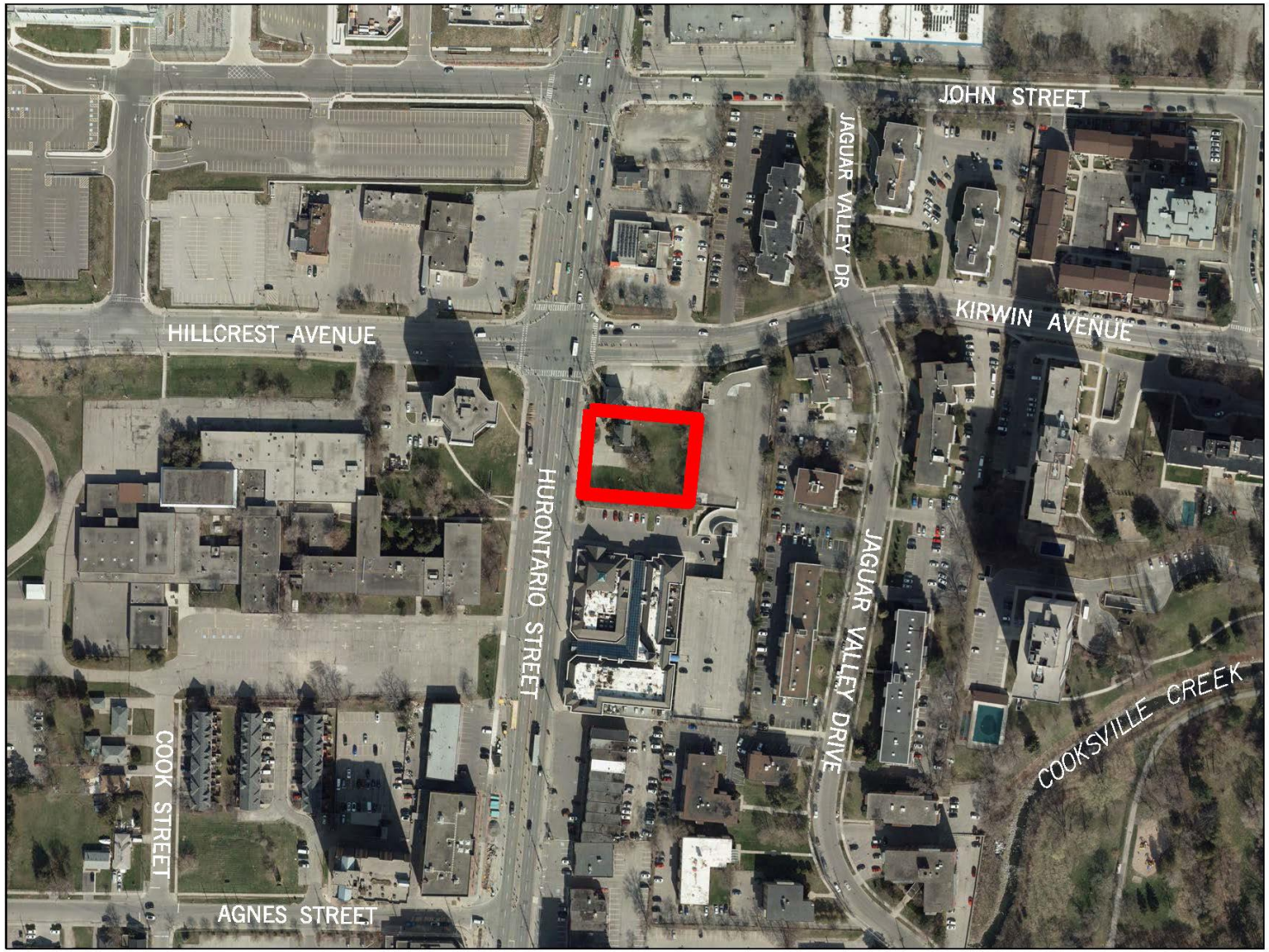
North of the subject land is a two storey dental office with associated surface parking lot. Further north is Kirwin Avenue. To the south is an indoor shopping mall containing retail, service commercial and office uses. To the east is the parking garage for the abutting indoor shopping mall. Further east are three apartment buildings ranging in height from four to five storeys. To the west is Hurontario Street, beyond which is a 12 storey apartment building and T.L Kennedy Secondary School.

The surrounding land uses are:

North: Dental office
East: Parking garage
South: Indoor shopping mall
West: Apartment and Secondary School

Neighbourhood Context

The subject property is located in the former Township of Cooksville, which is an area that has evolved over a long period and was eventually amalgamated with other former townships to form the Town of Mississauga in 1968. The surrounding area contains commercial uses along Dundas Street East and West and Hurontario Street, as well as a variety of residential building types, including a number of apartment buildings developed in the 1950s and 1960s.



Aerial Photo of 3115 Hurontario Street

Demographics

Based on the 2016 census, the existing population of the Downtown Cooksville area is 9,310 with a median age of this area being 38 (compared to the City's median age of 40). 65% of the neighbourhood population are of working age (15 to 64 years of age), with 20% children (0-14 years) and 15% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 17,500 and 20,600 respectively. The average household size is 2 persons with 92% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 1,515 units (40%) owned and 2,290 units (60%) rented with a vacancy rate of approximately 0.8%* and 0.9%*. In addition, the number of jobs within this Character Area is 2,722. Total employment combined with the population results in a PPJ for Downtown Cooksville of 131 persons plus jobs per ha.

*Please note that vacancy rate data does not come from the census. This information comes from CMHC which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). This specific Character Area is located within the South and Northeast geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Other Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- OZ/OPA 22-19 W6 – 25 and 33 Hillcrest Avenue, 3146, 3154 and 3168 Hurontario Street – application in process (under appeal) for five apartment towers, 46 43, 43, 39 and 34 storeys, with commercial and community uses.

- OZ/OPA 22-17 W7 – 65 Agnes Street - applications in process (under appeal) for a 29 storey apartment building.

- OZ/OPA 22-16 W7 – 60 Dundas Street East - applications in process for three apartment buildings with heights of 29, 33, 36 storeys.

- OZ/OPA 21-11 W7 – 3085 Hurontario Street – applications in process for four apartment buildings with heights of 9, 30, 33 and 35 storeys.

- SP 21-121 W4 – 1 Fairview Road East – application in process for a 32 storey apartment building with ground floor retail uses.

- SP 21-102 W7 – 3009 Cook Street – applications in process for a 28 storey apartment building.

- OZ/OPA 21-9 W7 – 189 Dundas Street West - applications in process (under appeal) for three apartment buildings with heights of 18, 20 and 32 storeys.

- OZ/OPA 21-5 W5 – 3016, 3020, 3026, and 3032 Kirwin Avenue and 3031 Little John Lane – applications in process for an 8 storey rental apartment building.

- SP 20-52 W7 –3009 Novar Road (formally 89 Dundas Street West) – application in process for an 18 storey apartment with ground floor commercial uses.

- OZ/OPA 20-22 W7 – 3420 and 3442 Hurontario Street is approved for 33 and 30 storey apartment buildings.

These applications are well within the anticipated population forecasted for the node.

Community and Transportation Services

This application will have minimal impact on existing services in the community.

In terms of community infrastructure in the area, the City of Mississauga's Cooksville Library, is within a 0.5 km (0.3 mi) radius of the site and Mississauga Valley Community Centre is within a 1.3 km (0.7 mi) radius of the site and offers a pool, arena, gymnasium, soccer field, tennis courts, baseball fields, playground and splash pad facilities.

The 2022 Parks Plan notes that the Downtown Cooksville Character Area does not meet the minimum provision target of 1.2 ha (3.0 ac.) of parkland per 1000 people. Furthermore, the Parks Plan also notes the need to have a city owned playground within 400 m (1,312.3 ft.) of walking distance unimpeded by major pedestrian barriers. Notwithstanding the parkland deficiency and proximity to a park within 400 m (1,312.3 ft.) walking distance, John C. Price Park is approximately 530 m (1,738.9 ft.) from the subject site which can service the future residents of this development.

John C Price Park contains a playground and walking trails that connect to neighbouring parks including Richard Jones Park, Cooksville Park and further out Cooksville Creek Trail.

The site is 450 m (1,476.4 ft.) walking distance to the Cooksville GO station, which provides two-way peak train service and two-way off-peak bus service to downtown Toronto. The site is also located along the future Light Rail Transit (HLRT) line on Hurontario Street.

The following major MiWay bus routes service the site:

- Route 2 – Hurontario
- Route 103 – Hurontario Express
- Route 53 – Kennedy
- Route 38 – Creditview
- Route 2- Hurontario
- Route 8 - Cawthra
- Route 26 – Burnhamthrope
- Route 3 - Bloor

4. Summary of Applicable Policies, Regulations and Proposed Amendments

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
***Provincial Policy Statement* (PPS)**	The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV) Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1) The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6) On April 6, 2023 the Ministry of Municipal Affairs and Housing released the new Provincial Planning Statement for comment. The Provincial Planning Statement will replace both the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe. At the time of writing this report, the new Provincial Planning Statement is not in force and effect.	Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1) Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a) Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3) Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)
***Growth Plan for the Greater Golden Horseshoe* (Growth Plan)**	The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)	Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c) Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities,

Policy Document	Legislative Authority/Applicability	Key Policies
		open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4) To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)
Region of Peel Official Plan (ROP)	With the approval from the Ministry of Municipal Affairs and Housing, the Region of Peel's new Official Plan came into effect on November 4, 2022 and will be used to evaluate the proposal. MOP is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the application meets the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the *Provincial Policy Statement* and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the *Planning Act* and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.	The ROP identifies the subject lands as being located within Peel's Urban System. General objectives of ROP, as outlined in Section 5.6, include: • achieving sustainable development; • establishing healthy complete communities; • achieving intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services; • achieving an urban form and densities that are pedestrian-friendly and transit supportive; • promoting crime prevention and improvement in the quality of life; • protecting, restoring, and enhancing the natural environment; • allowing opportunities for residents to live in their own communities as they age; • preserving and protecting lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment lands and infrastructure uses, where appropriate; and, • providing for a wide range of goods and services to meet the needs of those living and working in the Urban System.

Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. The City's MOP review is currently underway to ensure consistency with and conformity to changes in legislation and planning policy documents, including recent changes to the *Planning Act*, the 2020 PPS, the Growth Plan 2019 and Amendment No.1 (2020), and the Region of Peel's new Official Plan.

Existing Designation

The lands are located within the Downtown Cooksville Character Area and are designated **Mixed Use**. The **Mixed Use** designation permits a range of retail, service commercial, office and residential uses within the same building.

Major Transit Station Areas

The subject property is located within the Dundas Major Transit Station Area (MTSA) as identified in the Region of Peel's Official Plan.

On August 10, 2022, Mississauga Council adopted Official Plan Amendments (MOPAs) No. 142 to 144, which add policies to MOP pertaining to Major Transit Station Areas, including policies pertaining to maximum building heights. Regional Council approval is required for these amendments to come into effect.

On February 9, 2023, the Minister of Municipal Affairs and Housing (MMAH) submitted a letter to Regional Council advising the proposed MTSA maximum height policies are contrary to the modifications MMAH made to the in-effect Regional Official Plan. Staff are in discussions with MMAH regarding this position.

On February 23, 2023, Regional Council referred the City's MTSA Official Plan Amendments back to regional staff to discuss with the City and Province.

MOPAs 145 and 146

The three Downtowns (Fairview, Cooksville and Hospital) were reviewed by staff as part of a comprehensive review, resulting in a report that was approved by City Council on July 5, 2022, titled "Planning 15-Minute Cities: Downtown Fairview, Cooksville and Hospital Policy Review – Official Plan Amendments and Built Form Standards". It was concluded that lands included in the three Downtown areas are meeting and/or exceeding the required residential intensification necessary to meet provincial targets, as specified by the PPS, the Growth Plan and ROP, at the current heights permitted by MOP (i.e. maximum 25 storeys). Notwithstanding, in recognition of proximity to the junction of multiple transit routes (Cooksville Go Station and HuLRT), a maximum height of 30 storeys was identified for this area of Downtown Cooksville (MOPA 146).

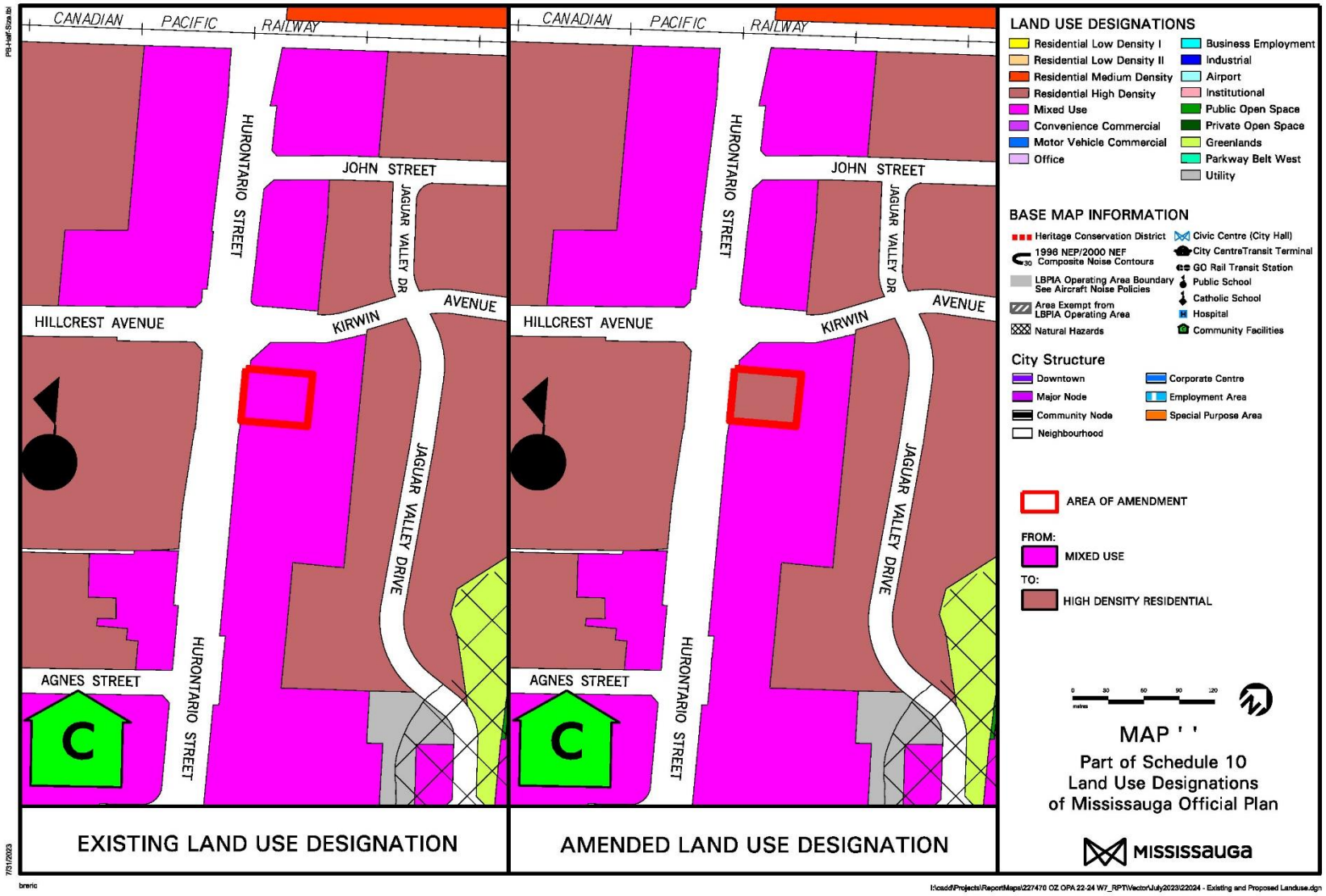
MOPAs 145 and 146 implemented the direction of the comprehensive review. MOPA 145 contains the policies on vision, guiding principles, community infrastructure, urban design, roads and pedestrian connections. MOPA 146 contains the protected MTSA policies related to height and land uses that are specific to Downtown Fairview, Cooksville and Hospital.

On August 10, 2022 Mississauga Council adopted MOPAs 145 and 146. Currently, MOPA 145 is under appeal and OPA 146 is before the Region pending approval.

Proposed Designation

The applicant is proposing to change the designation from **Mixed Use** to **Residential High Density - Special Site** to permit a maximum building height of 35 storeys and a maximum Floor Space Index (FSI) of 12.0. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.



Excerpt of Downtown Cooksville Character Area

Relevant Mississauga Official Plan Policies

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	General Intent
Chapter 5 Direct Growth	Mississauga will ensure there is adequate land capacity to accommodate growth that will be directed to appropriate locations with most of the growth directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Sections: 5.1.2, 5.1.3, 5.1.4, 5.1.6) New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure. (Section 5.1.9) The Downtown is an Intensification Area. (Section 5.3.1.3) The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare. (Section 5.3.1.4) The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown. (Section 5.3.1.6) Character Area policies will establish how the density and population to employment targets will be achieved within the Downtown. (Section 5.3.1.7) The Downtown will be planned as a focal area for investment in community infrastructure, as well as institutional, commercial, recreational, educational, cultural and entertainment uses. (Section 5.3.1.10) Development in the Downtown will be in a form and density that achieves a high quality urban environment. (Section 5.3.1.11) Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the Corridor. (Section 5.4.3) Land use and design policies and the delineation of Corridor boundaries will be determined through local area reviews. (Section 5.4.6) Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit. (Section 5.4.7) Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas. Additional

	General Intent
	Intensification Corridors may be identified in the future. (Section 5.4.11) Not all segments of Intensification Corridors are appropriate for intensification. Planning studies for Intensification Corridors will identify appropriate locations for intensification and the appropriate densities, land uses and building heights. (Section 5.4.12) Local area reviews for the Downtown, Major Nodes, Community Nodes and Corporate Centres will determine appropriate locations for intensification within these areas. (Section 5.5.2) Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. (Section 5.5.3) Intensification Areas will be planned to reflect their role in the City Structure hierarchy. (Section 5.5.4) Intensification Areas will be planned to maximize the use of existing and planned infrastructure (Section 5.5.9) Major Transit Station Areas will be subject to, a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. (Section 5.5.13) Pedestrian movement and access from major transit routes will be a priority in Intensification Areas. (Section 5.5.14)
Chapter 7 Complete Communities	In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking; c. encourage environments that foster incidental and recreational activity; and d. encourage land use planning practices conducive to good public health. (Section 7.1.3) Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6) In cooperation with the appropriate public and private agencies and other levels of government, Mississauga will provide community infrastructure, supportive of complete communities, to meet the civic, cultural, educational, recreational, religious, social and emergency service needs of residents, employees and visitors. (Section 7.1.7) When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area. (Section 7.1.10) Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1) Mississauga will provide opportunities for: a. the development of a range of housing choices in terms of type, tenure and price;

	General Intent
	b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3) Inclusionary Zoning is a tool that enables the City to require that new residential development or redevelopment in specified locations include affordable housing units where residential uses are permitted by this Plan. Inclusionary Zoning in Mississauga will be guided by the following principles and objectives: a) Inclusionary Zoning will be implemented in conjunction with other planning tools to increase the supply of affordable housing, contributing to diverse, mixed-income communities that offer a range of housing options for residents of various socio-economic backgrounds; b) Inclusionary Zoning policies will be informed by ongoing monitoring and periodic financial impact assessments in accordance with Provincial requirements, or more frequently as necessary, to create and maintain affordable housing stock without negatively impacting overall development activity; c) The City will work collaboratively with the Region of Peel, private and non-profit developers, housing providers, and other special interest groups to leverage expertise and achieve housing objectives; and d. The City and the Region of Peel will work collaboratively to establish Inclusionary Zoning Implementation Guidelines to ensure the efficient delivery and monitoring of affordable housing units, such as but not limited to the procedure for qualifying purchasers and tenants, establishing annual affordable prices and rents, and ensuring the units remain affordable for the affordability period. (Section 7.3.1) An owner of new development or redevelopment proposing 50 or more residential units or 3,600 square metres or more of gross floor area (GFA) for residential purposes, and located within an IZ Area as identified on Map 7-1: Inclusionary Zoning (IZ) Areas of this Plan, and subject to an Inclusionary Zoning By-law, is required to include affordable ownership housing units or affordable rental housing units for moderate-income households, as follows: a. the minimum required percentage of gross floor area for residential purposes in ownership housing to be set-aside as affordable ownership housing units or affordable rental housing units for moderate-income households is established in Table 7-1; b. notwithstanding Policy 7.3.2 (a), a discounted set-aside rate may be considered for the delivery of housing for low- income households at the City's discretion through a site specific zoning by-law amendment; (Section 7.3.2) Inclusionary Zoning By-laws will not apply to c) approved development, as specifically identified as exempt in the zoning by-law that is already subject to an affordable housing contribution requirement as of June 22, 2022. Inclusionary Zoning By-laws will apply to additional development permissions for such lands; d) development or redevelopment meeting the exemption criteria under the Planning Act or related Ontario Regulations; (Section 7.3.9) Inclusionary Zoning requirements identified in Section 7.3 and Section 19.23 come into effect on the later of January 1, 2023 or the date the applicable protected Major Transit Station Area identified in the Region of Peel Official Plan is approved by the Minister of Municipal Affairs and Housing. (Section 7.3.12)

	General Intent
	To provide a range of affordable prices and rents, the City, in consultation with the Region of Peel, will establish maximum prices and rents on an annual basis during the affordability period for affordable ownership housing units and affordable rental housing units as follows, and in accordance with Implementation Guidelines. (Section 7.3.3) The suite mix of the affordable housing unit component will generally be a balanced mix of one bedroom units and family sized units (two- and three-bedroom units), to provide a range of unit types suitable for individuals and families. Bachelor units will not qualify as affordable housing units for the purposes of Inclusionary Zoning requirements. Further unit size and suite mix requirements may be established through Implementation Guidelines. (Section 7.3.4) Community infrastructure is a vital part of complete communities, contributing to the quality of life and well-being of residents. It is essential in meeting social, cultural, education, recreational, and spiritual needs for a growing and multicultural resident population. In addition to the services provided by the City, community infrastructure is also provided by other agencies, levels of government and the private sector. (Section 7.4) The preferred location for community infrastructure will be within the Downtown, Major Nodes, Community Nodes and Corridors. (Section 7.4.2) The availability and location of existing and planned community infrastructure will be taken into account so that new community infrastructure can be provided efficiently and effectively and tailored to meet the needs of the population in each community. (Section 7.4.12)
Chapter 8 Create a Multi-Modal City	Mississauga will strive to create a fine-grained system of roads that seeks to increase the number road intersections and overall connectivity throughout the city. (Section 8.2.2.3) The creation of a finer grain road pattern will be a priority in Intensification Areas. (Section 8.2.2.4) Additional roads may be identified during the review of development applications and through the local area review process. The City may require the completion of road connections and where appropriate, the creation of a denser road pattern through the construction of new roads. (Section 8.2.2.5) Future additions to the road network should be public roads. Public easements may be required where private roads are permitted. (Section 8.2.2.7) Permanent below or at grade encroachments into the road system will not be permitted, however above grade amenities such as canopies/awnings may be considered. (Section 8.2.2.8)
Chapter 9 Build A Desirable Urban Form	Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1) Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (Section 9.1.2)

	General Intent
	Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5) The city vision will be supported by site development that: a. respects the urban hierarchy; b. utilizes best sustainable practices; c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; and e. employs design excellence. (Section 9.1.10) A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces. (Section 9.1.11) Mississauga may undertake or require studies that develop additional policies, guidelines and design control tools that may contain more specific urban form requirements. (Section 9.1.14) A high quality, compact urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of Intensification Areas form of surrounding areas. (Section 9.2.1.4) Small land parcels should be assembled to create efficient development parcels. (Section 9.2.1.5) Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances. (Section 9.2.1.6) Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands. (Section 9.2.1.7) The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas. (Section 9.2.1.8) Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width. (Section 9.2.1.9) Appropriate height and built form transitions will be required between sites and their surrounding areas. (Section 9.2.1.10) Tall buildings will be sited and designed to enhance an area’s skyline. (Section 9.2.1.11) Tall buildings will be sited to preserve, reinforce and define view corridors. (Section 9.2.1.12) Tall buildings will be appropriately spaced to provide privacy and permit light and sky views. (Section 9.2.1.13)

	General Intent
	In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm. (Section 9.2.1.14) Tall buildings will address pedestrian scale through building articulation, massing and materials. (Section 9.2.1.15) Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas. (Section 9.2.1.16) Principal streets should have continuous building frontage that provide continuity of built form from one property to the next with minimal gaps between buildings. (Section 9.2.1.17) The public realm and the development interface with the public realm will be held to the highest design standards. (Section 9.2.1.19) Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. (Section 9.2.1.21) Active uses will be required on principal streets with direct access to the public sidewalk. (Section 9.2.1.23) Development will face the street. (Section 9.2.1.24) Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections. (Section 9.2.1.25) Built form will relate to and be integrated with the street line, with minimal building setbacks where spatial enclosure and street related activity is desired. (Section 9.2.1.28) Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (Section 9.2.1.29) Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities. (Section 9.2.1.32) Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed. (Section 9.2.1.36) Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure natural surveillance from public areas. (Section 9.2.1.37) Private open space and/or amenity areas will be required for all development. (Section 9.3.5.5) Residential developments of a significant size, except freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. (Section 9.3.5.6)

	General Intent
	Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered. (Section 9.3.5.7) Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. (Section 9.5.1.1) Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: a. Natural Heritage System; b. natural hazards (flooding and erosion); c. natural and cultural heritage features; d. street and block patterns; e. the size and configuration of properties along a street, including lot frontages and areas; f. continuity and enhancement of streetscapes; g. the size and distribution of building mass and height; h. front, side and rear yards; i. the orientation of buildings, structures and landscapes on a property; j. views, sunlight and wind conditions; k. the local vernacular and architectural character as represented by the rhythm, textures and building materials; l. privacy and overlook; and m. the function and use of buildings, structures and landscapes. (Section 9.5.1.2) Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. (Section 9.5.1.3) Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimate conditions are mitigated. (Section 9.5.1.9) New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures that attractiveness of the thoroughfare. (Section 9.5.1.11) Noise will be mitigated through appropriate built form and site design. (Section 9.5.1.12) Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by: a) providing walkways that are connected to the public sidewalk, are well lit, attractive and safe; b) fronting walkways and sidewalks with doors and windows and having visible active uses inside; c) avoiding blank walls facing pedestrian areas; and d) providing opportunities for weather protection, including awnings and trees.(Section 9.5.2.2) Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing: a. street trees and landscaping, and relocating utilities, if required; b. lighting;

	General Intent
	c. weather protection elements; d. screening of parking areas; e. bicycle parking; f. public art; and g. street furniture. (Section 9.5.2.5) Heating, venting and air conditioning equipment and mechanical/utility functions will be located away from the public realm and not be visible from public view. (Section 9.5.2.12) Tall buildings will minimize undue physical and visual negative impact relating to: a. microclimatic conditions, including sun, shadow and wind; b. noise; c. views; d. skyview; and e. adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences. (Section 9.5.3.9) The lower portion of tall building developments will include a built form that achieves street frontage and at grade relationships to support a pedestrian oriented environment. (Section 9.5.3.10) Mechanical equipment, vents and metering devices will be integrated into the building design and will not be visible from the public realm. (Section 9.5.3.17) Rooftop mechanicals and appurtenances will be integrated into building design and will not be visible from the public realm and residential developments. (Section 9.5.3.18) Service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm. (Section 9.5.5.7)
Chapter 11 General Land Use Designations	Lands designated Residential High Density will permit: a) apartment dwelling b) uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property c) uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities. (Section 11.2.5.6) Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses: a. commercial parking facility; b. financial institution; c. funeral establishment; d. makerspaces e. motor vehicle rental;

	General Intent
	f. motor vehicle sales; g. g. overnight accommodation; h. personal service establishment; i. post-secondary educational facility; j. residential, in conjunction with other permitted uses; k. restaurant; l. retail store; and m. secondary office. (Section 11.2.6.1) The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses. (Section 11.2.6.2) Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation. (Section 11.2.6.3)
Chapter 12 Downtown	Proposals for heights less than three storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that: a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan (Section 12.1.1.3). Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of development within the Downtown and lower density and height of development in the surrounding area. (Section 12.1.1.4) Within the Downtown, on lands designated Mixed Use, Downtown Core Commercial, Convenience Commercial or Office, ground floor retail or office uses will be provided (Section 12.1.1.6) Notwithstanding the Residential High Density policies of this Plan, the maximum building height for lands designated Residential High Density will not exceed 25 storeys (Section 12.1.2.2) A high level of urban design, pedestrian amenity, and intensity of development is encouraged along principal street frontages. A sense of entry to the Character Area should be articulated at these locations by prominent built form, landscaping and signage components. (Section 12.4.1.1) The sections of Hurontario Street and Dundas Street within the Character Area should function as a focus for the Cooksville Neighbourhood, having a strong sense of place and main street character with active mixed use building frontages and highly pedestrianized nature. These street frontages should reinforce a distinctive, quality image with high standards in built form, landscaping and related pedestrian amenities. (Section 12.4.1.2) Street Edge Uses - Development abutting the street should encourage a high level of activity along the street by incorporating grade related retail with residential and/or offices above. Retail units should be clearly oriented to, and accessed from, the public sidewalk.

	General Intent
	(Section 12.4.1.3) Street Scale and Enclosure - Development should be closely related to, and integrated with, the public sidewalk to focus activity on the street and provide a sense of spatial enclosure for the street. Development should address the following: a. limited building setback range of three to five metres from the street line, with the larger setback in areas of high transit or pedestrian use; b. minimum building height of two to four storeys and maximum of six storeys directly abutting the street line; c. maximum continuity of street walls with built form occupying a minimum of 80% of the street frontage; and d. a minimum setback of ten metres from the street line is required for buildings exceeding six storeys in height. (Section 12.4.1.4) Development Fabric - Development fronting on the Hurontario Street and Dundas Street frontages should reinforce patterns and characteristics supportive of a main street role with highly animated pedestrian spaces. Development should address the following: a. commercial frontages should be broken up into smaller retail units and accessed directly from the public sidewalk with frequent access doorways; b. no parking should be provided between the buildings and street line; c. blank walls should be avoided along the street in favour of fenestration; d. service, loading and garbage storage areas should be accessed from rear lanes or abutting side streets; e. split level commercial frontages should be avoided; f. periodic building indentations should be provided as relief to long building walls and to provide opportunities for pedestrian spaces; g. storefront signage should respect the pedestrian scale and architectural character of development; h. pedestrian weather protection should be provided in the form of canopies and/or inset arcades; and i. the development and integration of rear yard parking lots to reduce the number of driveways along Hurontario Street and Dundas Street. (Section 12.4.1.6) Streetscape (Open Space and Landscaping) - Development of private land abutting the sidewalk should closely coordinate with the public boulevard to create an integrated design character at the pedestrian level and to reinforce the sense of a community main street. Opportunities for the development of entry forecourts and plazas will be encouraged in order to create a varied streetscape. Any existing vegetation will be considered for preservation through the redevelopment/infill process to enhance the liveability of a space. (Section 12.4.1.7) All development applications are required to address the relationship with adjacent properties and the need to minimize access onto Hurontario Street and Dundas Street. (Section 12.4.2.1)
Chapter 19 Implementation	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows: the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • that a municipal comprehensive review of the land use designation or a five year review is not required; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the

	General Intent
	proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)

Mississauga Zoning By-law

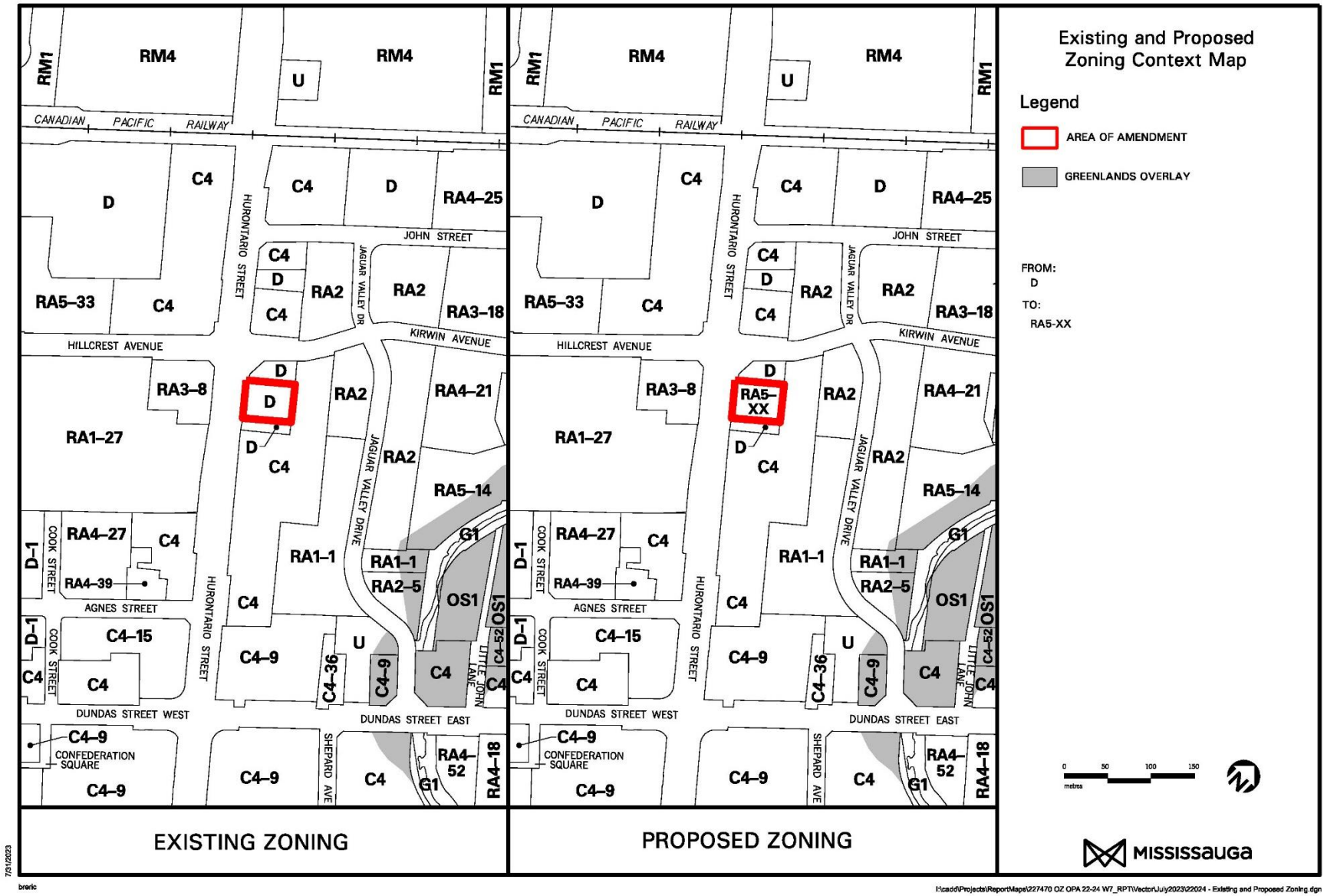
Existing Zoning

The subject property is currently zoned **D** (Development). The **D** zone permits legally existing uses within legally existing buildings. The **RA5-33** zone permits an office and accessory retail commercial uses.

Proposed Zoning

The applicant is proposing to rezone the property to **RA5 – Exception** (Apartments – Exception) to permit a 35 storey apartment building with 431 dwelling units with gross floor area of 25 507.3 m^2 (274,558.3 ft^2), and 195.3 m^2 (2,102.2 ft^2) of ground floor commercial and 14,106.4 m^2 (151,840 ft^2) community uses.

Through the processing of the applications staff may recommend a more appropriate zone category for the development in the Recommendation Report.



Excerpt of Zoning Map 21

Proposed Zoning Regulations

Zone Regulations	Proposed RA5 Base Zone Regulations	Proposed RA5 Exception Zone Regulations
General Provisions		
Minimum Separation Distance from Residential Zones to a: **Restaurant** **Convenience Restaurant** **Take-out Restaurant**	60.0 m (196.8 ft.)	Request regulation not apply
A rooftop **balcony** shall be setback from the exterior edge of a structure	1.2 m (3.9 ft.)	Request regulation not apply
Parking, Loading, Stacking Lane and Bicycle Parking Regulations		
Minimum parking space width, where the length of one side of the **parking space** abuts a **building**, **structure** or part thereof, except for a **building**, **structure** or part thereof, that extends 1.0 m (3.3 ft.) or less into the front and/or rear of the **parking space**	The minimum width of a **parking space**, other than an **accessible parking space** or **parallel parking space**, shall be increased to 2.75 m (9.0 ft.)	2.6 m (8.5 ft.) parking space width
Minimum parking **aisle** width where a one-way **aisle** is provided for access to and from **parking spaces** with a **parking angle** not exceeding 60°	5.5 m (18.0 ft.)	4.5 m (14.8 ft.)
Condominium **Apartment** Required Number of **Parking Spaces** (Precinct 1)	Residential spaces per unit: 0.8 Visitor spaces per unit: 0.2	Residential spaces per unit 0.65 Visitor spaces per unit: 0.15
Apartment Zones		
Permitted Additional **Uses**	**Retail store**, **service establishment**, **financial institution**, **office** and **medical office - restricted**	The following are to be included as site specific additional uses: • Private Club • Day Care • Education and Training Facility • Restaurant • Take-Out Restaurant • Recreational Establishment

Zone Regulations	Proposed RA5 Base Zone Regulations	Proposed RA5 Exception Zone Regulations
		• Medical Office • Financial Institution • Veterinary Clinic
Location of Additional **Uses**	An additional use shall not be permitted above the **first storey** of an **apartment building**	Request regulation not apply
Access to Additional **Uses**	An additional use shall be wholly contained within the **dwelling** and the entrance to the additional use shall only be from within the **dwelling**.	Request regulation not apply
RA5 Zones (Apartment)		
Maximum **Floor Space Index – Apartment Zone**	2.9	10.89
Maximum **height**	77.0 m (252.6 ft.) and 25 **storeys**	121 m (397.0 ft.) and 35 storeys excluding Mechanical Penthouse* *Maximum Height Mechanical Penthouse: 10 m (32.8 ft.)
Minimum **Front** and **Exterior Side Yards** for that portion of the dwelling with a **height:** Less than or equal to 13.0 m (9.8 ft.): Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.): Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.): Greater than 26.0 m (85.3 ft.):	 7.5 m (24.6 ft.) 8.5 m (27.9 ft.) 9.5 m (31.2 ft.) 10.5 m (34.4 ft.)	Minimum Front Yard Setback of 1.5 m (4.9 ft.) to the podium (Floors 1 – 6) Minimum Front Yard Setback of 7.5 m (24.6 ft.) to the tower portion (Floors 7 - 35)
Minimum **Interior Side Yard** for that portion of the dwelling with a **height**: Less than or equal to 13.0 m (42.7 ft.):	 4.5 m (14. 8 ft.)	Minimum Interior Side Yard Setback of 0.0 m (0.0 ft.) for podium (Floors 1 - 6) Minimum Interior Side Yard Setback to Tower (North): 8.5 m (27.9 ft.)

Zone Regulations	Proposed RA5 Base Zone Regulations	Proposed RA5 Exception Zone Regulations
Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.): Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.): Greater than 26.0 m (85.3 ft.): Where an **interior side lot line**, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof:	6 m (19.7 ft.) 7.5 m (24.6 ft.) 9 m (29.5 ft.) 4.5 m (14.8 ft.)	Minimum Interior Side Yard Setback to Tower (South): 14.5 m (47.6 ft.)
Minimum **Rear Yard** for that portion of the dwelling with a **height**: Less than or equal to 13.0 m (42.7 ft.): Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.): Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.): Greater than 26.0 m (85.3 ft.): Where a **rear lot line**, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof:	 7.5 m (24.6 ft.) 10.0 m (32.8 ft.) 12.5 m (41.0 ft.) 15.0 m (49.2 ft.) 4.5 m (14.8 ft.)	Minimum Rear Yard Setback of 7.5 m (24.6 ft.)
Maximum encroachment of a **balcony** located above the **first storey** , sunroom, window, **chimney**, pilaster,	1.0 m (3.3 ft.)	Permit Maximum Encroachment of 2.0 m (6.6 ft.)

Zone Regulations	Proposed RA5 Base Zone Regulations	Proposed RA5 Exception Zone Regulations
cornice, balustrade or roof eaves into a required **yard**		
Maximum encroachment into a required **yard** of a **porch**, **balcony** located on the **first storey**, staircase, landing or awning, provided that each shall have a maximum width of 6.0 m (19.7 ft.):	1.8 m (5.9 ft.)	Maximum Balcony Encroachment into required yard above first storey: 2.15 m (7.1 ft.)
Minimum above grade separation between **buildings** for that portion of dwelling with a height: Less than or equal to 13.0 m (42.7 ft.): Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.): Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.): Greater than 26.0 m (85.3 ft.):	 3.0 m (9.8 ft.) 9.0 m (29.5 ft.) 12.0 m (39.4 ft.) 15.0 m (49.2 ft.)	Minimum above grade separation distance between buildings for that portion of height less than or equal to 26 m (85.3 ft.) shall be: 0.0 m (0.0 ft.) Minimum above grade separation distance between buildings for that portion of height greater than or equal to 26 m (85.3 ft.) shall be: 7.0 m (23.0 ft.)
Parking, Loading, Servicing Area and Parking Structure		
Minimum setback from a **parking structure** completely below finished grade, inclusive of external access stairwells, to any **lot line**:	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)
Minimum Landscape Area, Landscape Buffer, and Amenity Area		
Minimum **Landscaped Area**	40 % of the **lot area**	3.5 %
Minimum depth of a **landscaped buffer** abutting a **lot line** that is a **street line** and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an **Apartment** Zone:	4.5 m (14.8 ft.)	0.0 m (0.0 ft.) along Hurontario Street
Minimum depth of a **landscaped buffer** along any other **lot line**:	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)

Zone Regulations	Proposed RA5 Base Zone Regulations	Proposed RA5 Exception Zone Regulations
	Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.	

Affordable Housing

Mississauga's Inclusionary Zoning (IZ) By-law was enacted on August 10, 2022, and came into effect on August 11, 2022 initiating the IZ transition period. MTSAs were identified in the Regional Official Plan and approved by the Minister of Municipal Affairs and Housing on November 4, 2022. The City's IZ transition period concluded as of January 1, 2023 at which time IZ came into full force and effect for all applicable development applications.

Pursuant to the exemption provision outlined in Article 2.1.34.1(6)(2) of Mississauga Zoning By-law 0225-2007, during the transition period a proposal is exempt from IZ if a rezoning application is deemed complete prior to January 1, 2023 AND a subsequent complete site plan application is filed within 2 years of the date the rezoning application was deemed complete.

The rezoning application associated with this proposal, (OZ/OPA 22-24 W7) was filed on November 8, 2022 and deemed complete on December 8, 2022. Provided a complete site plan application is filed by **December 8, 2024**, this proposed development could receive an exemption from IZ.

Should the complete site plan application not be submitted by the deadline, IZ will apply in full as follows:

- The subject lands fall within IZ Area 1. The property is subject to Inclusionary Zoning.
- Current set aside rate is 4%, which is set to increase each subsequent year. The set aside rate will be applicable for the year the complete site plan application submission has been made.
- An IZ legal agreement must be in place prior to Building Permit issuance for the development on the subject lands.

In the event that this rezoning application is approved, a condition will be added to the rezoning to indicate that an exemption may apply, subject to Article 2.1.34.1(6)(2) of Mississauga Zoning By-law 0225-2007. The City will determine the final exemption status at the time of the complete site plan application filing.

Housing Report Comments:

The applicant's Housing Report provides information relative to the proposed development and how it upholds the applicable policy directions through provincial, regional and local plans. However, the report is incorrect in stating that the proposal is not subject to IZ policies. The applicant will need to revise the report and applicable sections to reflect this, as well as note potential unit contributions in the event they do not meet the timing for the site plan application submission.

The applicant has provided some additional provisions to provide for the range of housing options as contemplated by the Housing Reports Terms of Reference (TOR).

The Housing Reports TOR outlines various options to ensure the proposal provides a range of housing options. These include providing middle-income affordable ownership units, affordable rental units, off-site land contributions, or financial contributions to affordable middle income housing elsewhere.

The applicant is encouraged to explore opportunities to include more two bedroom and three bedroom units. Information is needed on pricing and affordability period (i.e., 25 years or more).

Based on the information submitted by the applicant, rental protection does not apply to this development.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
48 Kindergarten to Grade 5 20 Grade 6 to Grade 8 12 Grade 9 to Grade 12	Clifton Public School	Camilla Road Senior Public School	T.L. Kennedy Secondary School
	Enrolment: 312 Capacity: 468 Portables: 0	Enrolment: 585 Capacity: 655 Portables: 3	Enrolment: 760 Capacity: 1476 Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
8 Kindergarten to Grade 8 6 Grade 9 to Grade 12	Metropolitan Andrei Elementary School	Michael Goetz Catholic Secondary School
	Enrolment: 477	Enrolment: 1055

	Capacity: 582 Portables: 6	Capacity: 1530 Portables: 0

6. Community Questions and Comments

A community meeting was held by Ward 7 Councillor, Dipika Damerla and IBI Group Professional Services Inc. on September 13, 2022. No members of the public attended and no written comments were received by the Planning and Building Department.

7. Development Issues

The following is a summary of comments from agencies and departments regarding the application(s):

Agency / Comment Date	Comments
Region of Peel (January 19, 2023)	The Region of Peel will provide front-end collection of garbage and recyclable materials for the residential component only subject to the Waste Collection Design Standards Manual (WCDSM). There is a 300 mm diameter watermain located on Kirwin Ave. There is also a Region of Peel 525 mm diameter sanitary sewer planned along Kirwin Ave, east of Hurontario, the project is anticipated for 2024-2025 budget and 2025-2026 construction, timelines subject to change. Connections to the ROP infrastructure within Hurontario ROW, where possible, is discouraged due to LRT works and ensuing moratorium. Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. This proposal will require a secondary fire line in compliance with the Ontario Building Code, which is administered by the Local Municipality. All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications. Satisfactory site servicing, and mechanical drawings will be required as well Fire Protection approval.

Agency / Comment Date	Comments
	All the design criteria, standards, specifications, procedures and report and submission requirements by the Region will need to be provided. Prior to approval, a satisfactory Functional Servicing Report is required.
Dufferin-Peel Catholic District School Board (December 15, 2022)	Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.
Peel District School Board (January 20, 2023)	Based on the Peel District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.
City Community Services Department – Park Planning Section (July 21, 2023)	The 2022 Parks Plan notes that the Downtown Cooksville character area does not meet the minimum provision target of 1.2 ha (3.0 ac) of parkland per 1000 people. Further, the Parks Plan also notes the need to have a city owned play ground within 400 m (1,312.3 ft.) walking distance unimpeded by major pedestrian barriers. Notwithstanding the parkland deficiency and proximity to a park within 400 m (1,312.3 ft.) walking distance, John C. Price Park is approximately 530 m (1,738.8 ft.) from the subject site which can service the future residents of this development. It is further noted, prior to the issuance of building permits, for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act and in accordance with the City's Policies and By-laws.
City Community Services Department – Public Art Coordinator (December 15, 2023)	The HLRT transit corridor has been identified as a priority zone for public art. Developers are encouraged to include public art as part of their development and/or contribute an agreed upon amount of their gross construction costs to the City's Public Art Reserve Fund for the inclusion of public art near the subject site.
City Transportation and Works Department (February 17, 2023)	Technical reports have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements. Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows: **Stormwater** A Functional Servicing and Stormwater Management Report prepared by MTE Consultants Inc., dated September 2022, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity

Agency / Comment Date	Comments
	impacts of stormwater run-off generated from the site. Mitigation measures may include new infrastructure and/or on-site stormwater management controls. The applicant is proposing to construct a private storm sewer system to service the development lands, with a connection to the City of Mississauga's stormwater infrastructure on Hurontario St, as well as on-site stormwater management controls for the post-development discharge. The applicant is required to provide further technical information to: • demonstrate the feasibility of the proposed storm sewer system to ensure it is in compliance with the HuLRT project on Hurontario St; and • demonstrate that the 5 mm water balance through Low Impact Development (LID) will be achieved; and • demonstrate that there will be no impact on the existing drainage system including how groundwater will be managed on-site **Traffic** A Transportation Impact Study (TIS), prepared by Nextrans Consulting Engineers dated September 2022, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided. The applicant is required to provide the following information: • An updated Transportation Impact Study addressing all staff comments; • Additional turning movement diagrams to evaluate the internal site circulation and access points; • Review the driveway access to ensure the adjacent municipal roads and the internal driveway can operate efficiently; and • Address any traffic concerns from the Community related to the proposed development. **Environmental Compliance** A Phase One Environmental Site Assessment (ESA), dated March 11, 2022, and a Phase Two ESA, dated May 27, 2022, both prepared by MTE Consultants, were submitted in support of the proposed development. The Phase Two ESA identified that soil and groundwater conditions met the applicable regulatory standards and no further environmental investigation is required. The following is to be submitted for further review: • Letter of reliance for the Phase One and Two ESA reports;

Agency / Comment Date	Comments
	• Written documentation prepared by a Qualified Person (as defined in Section 5 of Ontario Regulation 153/04, as amended) stating the geotechnical and environmental suitability of the fill materials located on-site; • Written documentation prepared by a Professional Engineer that includes a plan to decommission the monitoring wells or proof of decommissioning; • Written documentation that includes a plan to remove potential hazardous materials such as asbestos, lead in paint and polychlorinated biphenyls on-site; and, • Completed Storm Sewer Use By-law Acknowledgement Form. **Noise** A Noise and Vibration Impact Study prepared by RWDI, September 8, 2022, was received for review. The study evaluates the potential impact of environmental noise to and from the development and recommends mitigation measures to reduce any negative impacts. The report indicated that noise sources that may have an impact on this development include road traffic, transportation sources and stationary noise sources such as HVAC related equipment on the roof-top. No mitigation measures for vibration from the HuLRT are required. Noise mitigation will be required in the form of upgraded building components and central air-conditioning within the units as well as noise warning clauses included in the development agreement. A revised noise study is required as part of the next submission to address staff comments. **Engineering Plans/Drawings** The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which are to be revised as part of subsequent submissions, in accordance with City standards. The above matters are to be resolved prior to the preparation of a recommendation report.
Light Rail Transit Office (January 10, 2023)	Please be advised that higher order transit is planned for Hurontario Street in the form of light rail transit (LRT) operating between Port Credit GO and Brampton's Gateway Station. Metrolinx representatives have been circulated this development application and will be providing comments separately regarding this submission. Please confirm all required clearances and/or agreements requested by Metrolinx (and Mobilinx) have been addressed prior to final approval. The boulevard in this area is very constrained due to the need to widen the road to accommodate for the Guideway tracks and Cooksville STOP located in a central median north of this development. The boulevard adjacent to this application consists of a cycle track, narrow pole zone and sidewalk adjacent to the shared property line. The Mobilinx design of the HuLRT corridor is currently at the 100% complete stage with construction works already commencing therefore the HuLRT ROW design should inform the design of the Hurontario Street frontage for this site. Remove any proposed street tree planting on the plans and revise the boulevard condition and grades along the shared property line to reflect the HuLRT projects's boulevard condition and grading.

Agency / Comment Date	Comments
	Any proposed above and below ground utilities in the vicinity of the HuLRT project will need to be reviewed, co-ordinated and approved by Mobilinx the design team for the HuLRT project.
Metrolinx (January 20, 2023)	Preliminary Site Servicing Plan Developer is assuming existing utility infrastructure. Mobilinx will make modifications (i.e. water main and sanitary replacement and realignment) to the existing as per their projects scope. Updates required on site grading & erosion sediment control plans. Project design does not take into consideration boulevard changes from Hurontario LRT project scope of work, updates required. The applicant should be advised that Metrolinx and its contractors will be utilizing the Hurontario Street right-of-way, and its intersections, during the projects Construction Period and the developer may be required to work with Metrolinx. Concerns with the designed boulevard streetscape, further consultation is required.
Parking (January 23, 2023)	Staff advise that the recently updated parking requirements for off-street parking, Zoning By-Law 0117-2022, that came into effect June 8, 2022, is supportive of provincial and municipal land use and transportation policies. A satisfactory proxy survey was not included in this submission. As the proposed parking rates are lower than the Precinct 1 parking rates contained in Zoning By-law 0225-2007, as amended, staff require the Applicant undertake a satisfactory Parking Utilization Study (PUS) with appropriate proxy sites in Mississauga, per the City's Parking Terms of Reference, to justify the requested parking rates, including visitor parking. Should the Applicant wish to pursue a reduction in parking spaces, the submission of a satisfactory Parking Utilization Study (PUS) is required. Details can be reviewed in the City's Parking Terms of Reference for parking justification requirements. Staff request the Applicant provide clarifications, specific details and commitments as to how the Transportation Demand Management (TDM) measures will be provided and implemented on-site, and how such measures will reduce parking demand on-site. As per City of Mississauga Zoning By-law 0225-2007, as amended, that a minimum required number of Electric Vehicle Ready parking spaces will need to be provided
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: - Fire and Emergency Services, City of Mississauga - MiWay, City of Mississauga - Alectra Utilities - Canada Post - CS Viamonde

Agency / Comment Date	Comments
	- Enbridge - GTA Airport Authority - Bell Canada

Development Requirements

There are engineering matters including: environmental, grading, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

8. Community Benefits Charge

Schedule 17 of Bill 197, *COVID-19 Economic Recovery Act*, 2020, amended the *Planning Act*. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the *Planning Act* now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The by-law specifies to which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

As the subject proposal is more than 5 storeys and contains more than 10 residential units, the CBC is applicable and will be payable at the time of first building permit.

9. Next Steps

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Does the proposal conform to the city structure and character area elements for the Downtown Cooksville Character Area?
- Is the proposed development compatible with the existing and planned character of the area?
- Are the proposed zoning by-law exception standards appropriate?

- Have the supporting technical studies adequately addressed all concerns?

- Is there adequate infrastructure capacity to accommodate the proposal?

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.

Supplementary Information

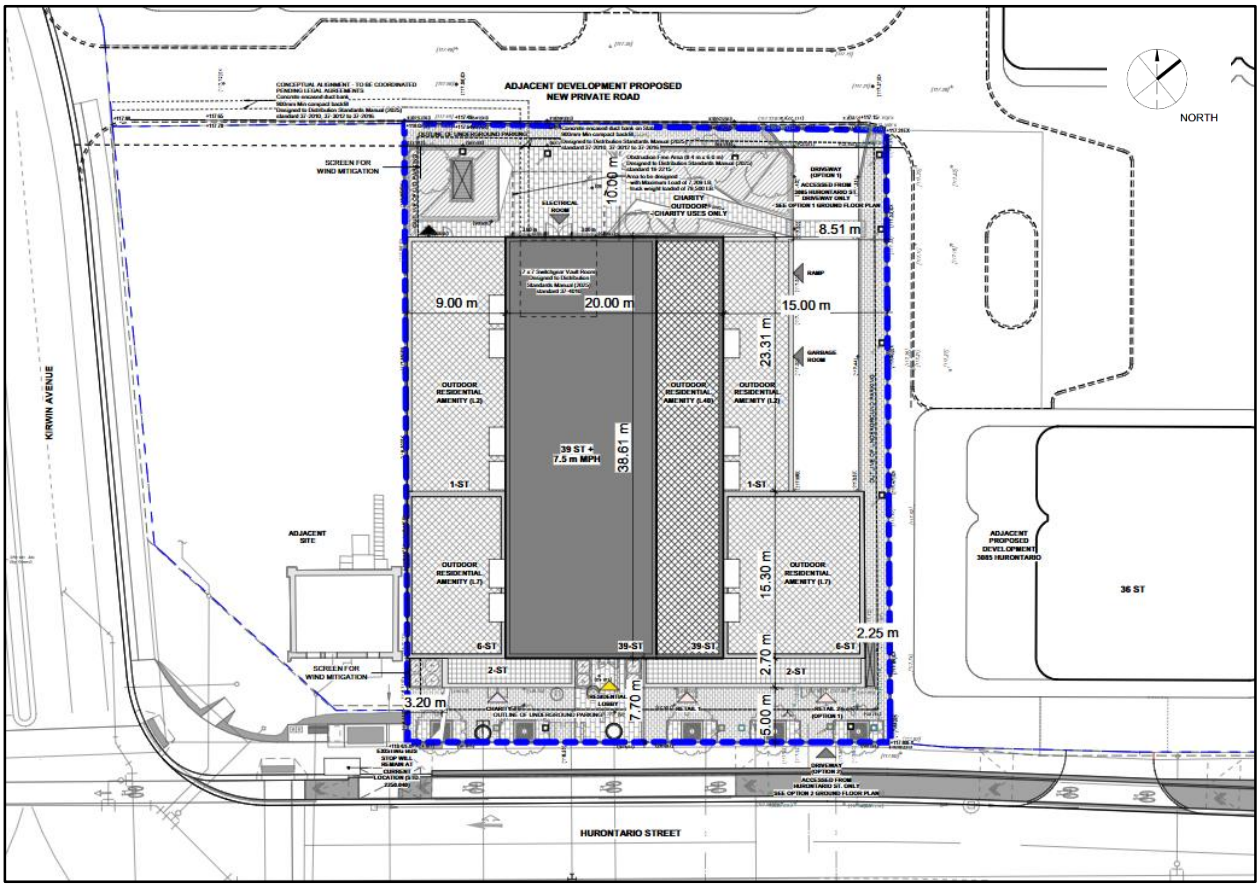
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3115 Hurontario Street

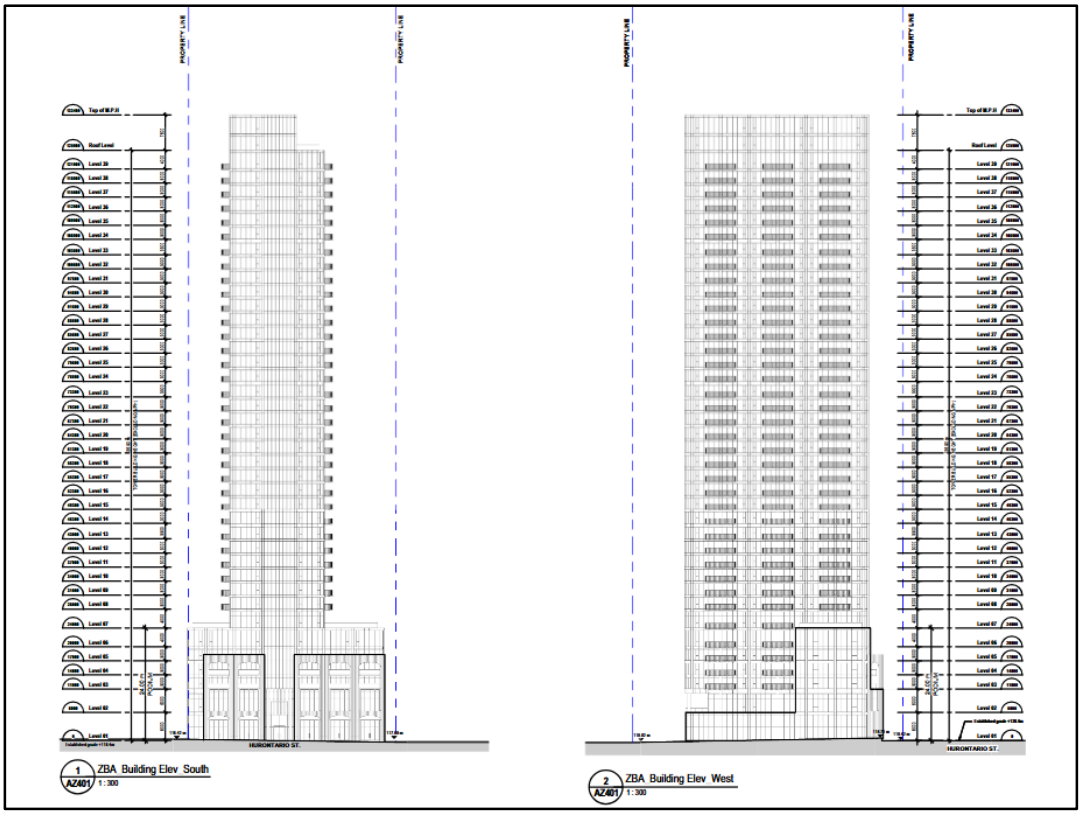
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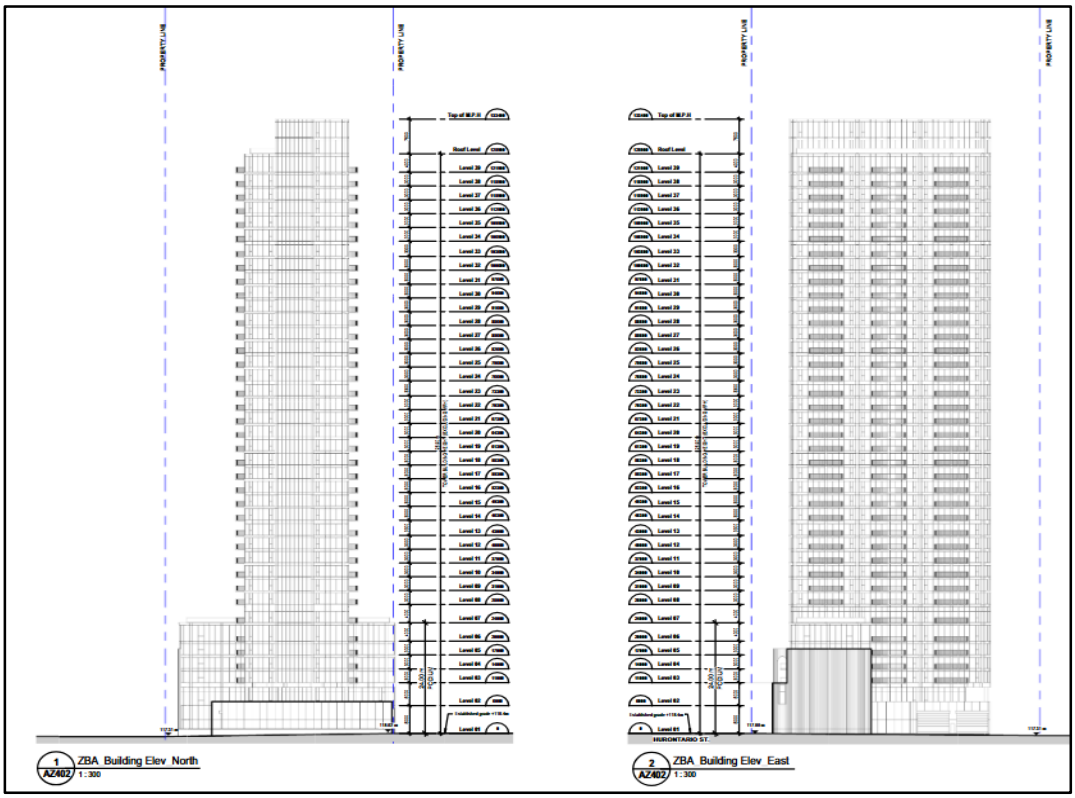
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1. Concept Plan



2. Elevations and Renderings







Rendering – Looking East



Rendering – Streetview, Hurontario Street



Rendering – With Driveway

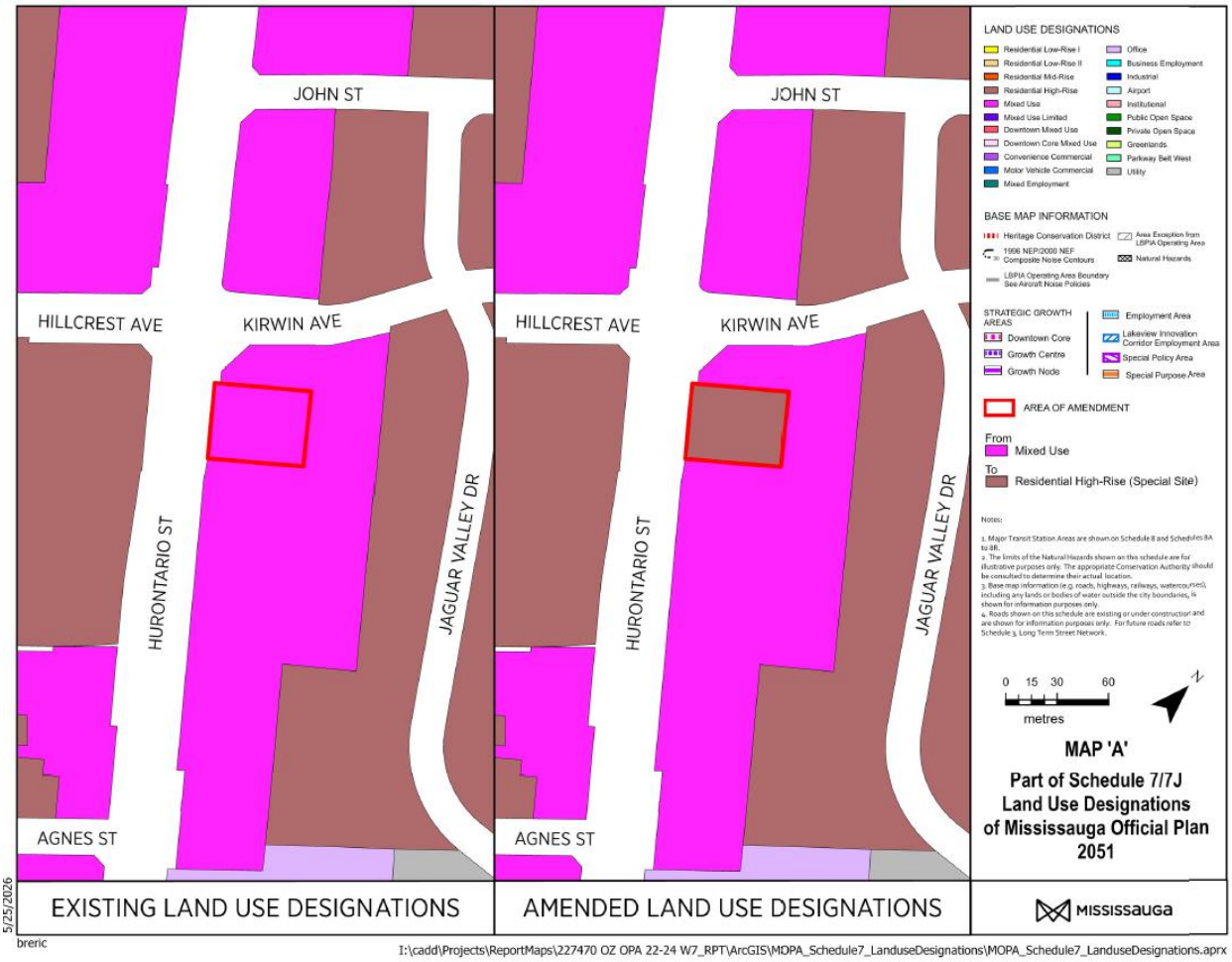


Rendering – Without Driveway

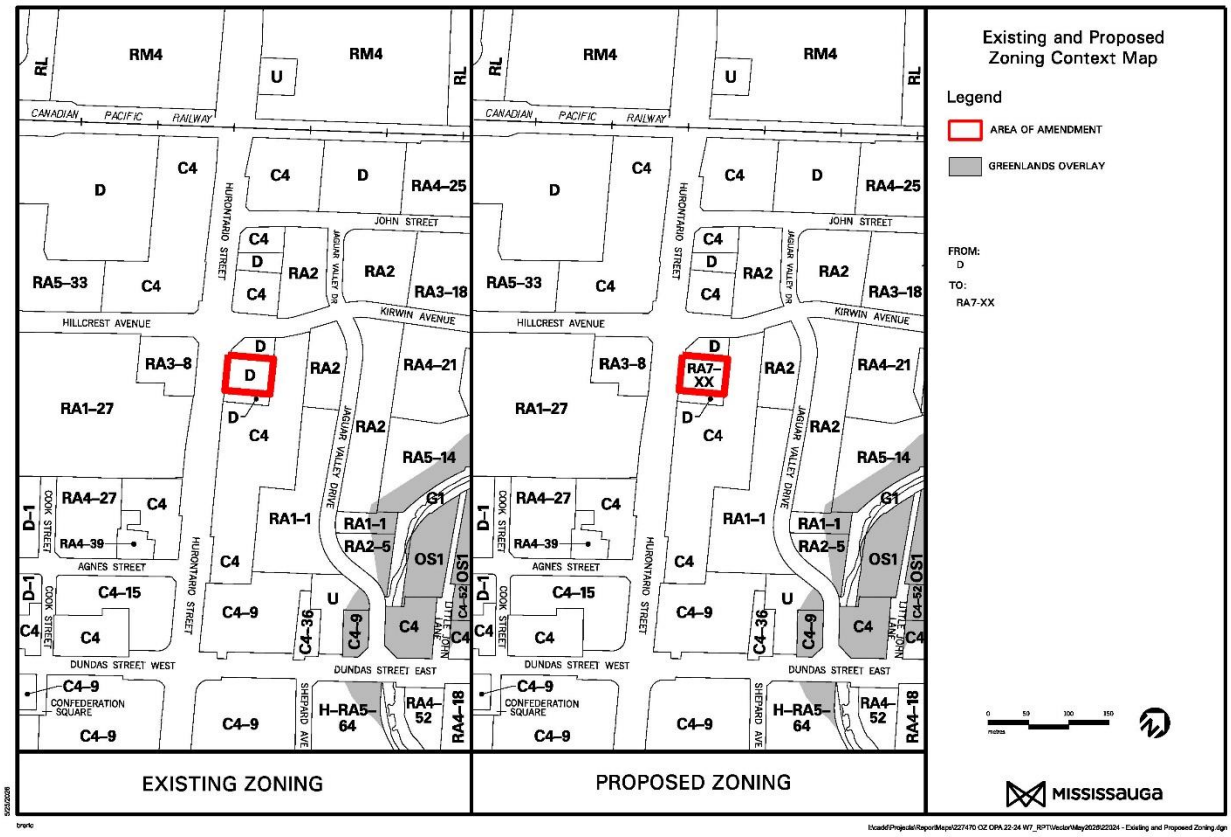
3. Site and Development Statistics

Applications submitted:	Received: November 8, 2022 Deemed complete: December 8, 2022	
Developer/Owner:	Clearbrook Development Ltd.	
Applicant:	IBI Group Professional Services Inc.	
Property Frontage:	Hurontario Street – 44 m (144.4 ft.)	
Property Area	0.25 ha (0.61 ac.)	
Existing Gross Floor Area:	170.9 m^2 (1,839.6 ft^2)	
Proposed Gross Floor Area:	28 510 m^2 (306,880 ft^2)	
Lot Coverage:	Option 1: 61.2% - Option 2: 55.8%	
Floor Space Index:	11.51	
Total Number of Dwelling Units:	484 Studio Unit: 36 One Bedroom Unit: 285 Two Bedroom Units: 131 Three Bedroom Units: 32	
Height:	102 m (334.6 ft.) and 39 storeys	
Landscaped Area:	172.6 m^2 (1857.9 ft^2)	
Amenity Area (per unit):	4.0 m^2 (43.1 ft^2)	
Road Type:	Public and Private Road	
Anticipated Population:	1,404	
Parking:	Required	Proposed
Resident Spaces	0	120
Visitor Spaces	0	73
Non-Residential spaces	0	0
Total	0	193
Green Initiatives:	• All parking located underground • Reduced parking rates encourage transit use • Covered canopies improve pedestrian comfort • Energy efficient building design proposed • Tri-sorter system supports waste diversion • Below-grade ventilation systems being considered • Glazed frontage supports active streetscape • Landscaping includes trees and amenity areas	

4. Existing and Proposed Official Plan Map



5. Existing and Proposed Zoning Map and Regulations



Zone Regulations	Existing D (Development) Zone Regulations	Proposed RA7 (Urban Apartments) Base Zone Regulations	Proposed RA7-XX (Urban Apartments) Exception Zone Regulations
Additional uses shall be permitted on the **first storey** in accordance with **Section 4.16** of this By-law	N/A	✓	Additional uses shall be permitted on the **first** and second **storey** in accordance with **Section 4.16** of this By-law
Maximum **tower floor plate** for a **building** greater than or equal to 12 **storeys**	N/A	750 m^2 (8,073 ft^2)	771 m^2 (8,299 ft^2)
Maximum **Height**	10.7 m (32.8 ft)	78.5 m (257.5 ft.) and 25 **storeys**	102 m (334.6 ft.) and 39 **storeys**
Maximum **yard** to a podium lobby	N/A	N/A	7.7 m (25.3 ft.)
Minimum setback to the exterior face of the tower from the portion of the **building** containing the first 2 storeys of the **podium**	N/A	N/A	2.7 m (8.9 ft.)
Minimum setback to the exterior face of the tower from the portion of the **building** containing a **podium**	N/A	3.0 m (9.8 ft.)	0 m (0 ft.)
Minimum interior side yard setback to podium	N/A	4.5 m (14.8 ft.)	0 m (0 ft.) and 2.25 m (7.4 ft.)
Minimum **interior side lot lines** setback to tower	N/A	12.5 m (41.0 ft.)	9.0 m (29.5 ft.) and 15.0 m (49.2 ft.)
Minimum **rear lot line** setback to tower	N/A	12.5 m (41.0 ft.)	10.0 m (32.8 ft.)
Minimum setback from a **parking structure** completely below finished grade, inclusive of external access stairwells and vents, to **interior lot lines** that is not a **street line**	N/A	3.0 m (9.8 ft.)	1.2 m (3.9 ft.) and 1.1 m (3.6 ft.)

Zone Regulations	Existing D (Development) Zone Regulations	Proposed RA7 (Urban Apartments) Base Zone Regulations	Proposed RA7-XX (Urban Apartments) Exception Zone Regulations
Minimum setback from a **parking structure** completely below finished grade, inclusive of external access stairwells and vents, to **rear lot lines** that is a **street line**	N/A	N/A	1.2 m (3.9 ft.)
Minimum setback from a **parking structure** completely below finished grade, inclusive of external access stairwells and vents, to **front lot lines** that is a **street line**	N/A	N/A	3.0 m (9.8 ft.)
Minimum depth of a **landscaped buffer** along all **lot lines** that is not a **street line**	N/A	3.0 m (9.8 ft.)	0 m (0 ft.)

Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.

6. Department and Agency Comments

Department/Agency	Comments
Region of Peel (June 2, 2026)	The Region had an opportunity to review the Functional Servicing Report, last revised August 8, 2025, and found it to be satisfactory. The proposed development is to be serviced in accordance with the requirements of the Ontario Building Code and is proposed with a single watermain connection. Based on the submitted materials and the supporting analysis, the Region has no further comments or requirements and has no objections to the approval of the OPA/OZ.
City Planning and Building Department – Development Engineering and Construction (May 29, 2026)	Based on a review of the materials submitted to date, staff are satisfied with the details provided in the reports, plans and studies in order to confirm the engineering feasibility of the development proposal. **Traffic:** A total of 3 traffic impact studies (TIS) and 1 addendum letter submission were provided by Nextrans Consulting Engineers in support of the proposed development. Each submission was reviewed and audited by staff. Based on the final submission, dated November 2025, the study complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 157 (60 in, 97 out) and 195 (106 in, 89 out) two-way site trips for the weekday AM and PM peak hours in 2030 respectively. With the traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions. **Stormwater:** A Preliminary Functional Servicing and Stormwater Management (FSSWM) Report, prepared by MTE Consultants., dated August 8, 2025, was submitted in support of the proposed development. The Report indicates that an increase in stormwater runoff will occur because of the proposed redevelopment. To mitigate the increase in impervious area and its impact on the receiving municipal drainage system, on-site stormwater management controls for post-

Department/Agency	Comments
	development discharge are required. In general, the applicant has demonstrated a satisfactory stormwater servicing concept. Catch basins, a stormwater management tank, and an oil-grit separator (OGS) unit are proposed within the development to provide quantity and quality control. The site's private storm sewer system is proposed to connect/discharge to the municipal storm sewer system on Hurontario Street. As there are ongoing/proposed road works in this area associated with the Hurontario LRT project, further investigation and coordination with Metrolinx and any other applicable parties will be required to confirm the feasibility of the proposed storm connection. Additional technical information is required to address staff comments related to the storm servicing design. **Environmental Compliance:** A Phase One Environmental Site Assessment (ESA), dated March 11, 2022, and a Phase Two ESA, dated May 27, 2022, both prepared by MTE Consultants, were submitted in support of the proposed development. The documents indicate that the site is suitable for the proposed use and no further investigation is required at this time. As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to Building Permit. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks. **Noise and Vibration:** A Noise and Vibration Impact Study prepared by RWDI, dated September 8, 2022, and revised March 13, 2026, was submitted in support of the proposed development. The study evaluated the potential impact to and from the proposed development and recommended mitigation measures, including the implementation of central air-conditioning, noise barriers, and upgraded glazing. A detailed Noise Impact Study will be required through the Site Plan approval process to confirm the sound level criteria associated with the mechanical equipment and ventilation systems for the proposed

Department/Agency	Comments
	building satisfy the MECP NPC-300 Environmental Noise Guideline. Noise sources that may have an impact on the proposed development include road traffic from Hurontario Street, Kirwin Avenue, Dundas Street East, and Hillcrest Avenue, as well as rail traffic from the CP Galt subdivision and the future Hurontario LRT. The submitted Noise and Vibration Impact Study confirms that noise warning clauses and mitigation will be required, including ventilation requirements such as provisions for central air conditioning and noise attenuation barriers, the details of which will be confirmed through the Site Plan and building permit processes. Vibration sources that may have an impact on the proposed development include the future Hurontario LRT. The submitted Noise and Vibration Impact Study confirms that the predicted vibration levels at the proposed development are below the limits; therefore, vibration mitigation will not be required.
City Planning and Building Department – Park Planning (May 29, 2026)	The subject property is located within the Downtown Cooksville Character Area, which is experiencing a parkland deficit and does not meet the City's 400 m (1640 ft) service standard for access to a City-owned playground. The proposed private amenity areas are supported to supplement the recreational needs of future residents. Given the site's size, layout and configuration, an on-site parkland dedication is not appropriate. Accordingly, cash-in-lieu of parkland dedication will be required in accordance with the Planning Act and the City's applicable policies and by-laws.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: • City of Mississauga, Transit Reviewer • City of Mississauga, Transit Infrastructure • City of Mississauga, Public Art Coordinator • Canada Post Corporation • Public Art • Alectra • VS Viamonde • Rogers

7. School Accommodations

The Peel District School Board

Student Yield	School Accommodation		
48 - Kindergarten to Grade 5 20 - Grade 6 to Grade 8 12 - Grade 9 to Grade 12	Clifton P.S.	Camilla Road Sr. P.S.	TL Kennedy S.S.
	Enrolment: 312 Capacity: 468 Portables: 0	Enrolment: 585 Capacity: 655 Portables: 3	Enrolment: 760 Capacity: 1476 Portables: 0

The school board has provided clauses to be included in Development Agreement, alerting prospective purchasers that some of the children from the development may have to be accommodated in temporary facilities or bused to schools. The same clause must be included in the Agreement of Purchase and Sale.

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation
8 - Kindergarten to Grade 8	Metropolitan Andrei Elementary School
	Enrolment: 477 Capacity: 483 Portables: 0

The school board has provided clauses to be included in Development Agreement, alerting prospective purchasers that some of the children from the development may have to be accommodated in temporary facilities or bused to schools. The same clause must be included in the Agreement of Purchase and Sale.

NOTICE OF PASSING OF
AN OFFICIAL PLAN AMENDMENT AND A ZONING BY-LAW AMENDMENT

Date of Notice	October 8, 2026
OPA Number	OPA 17 (By-law 0165-2026)
Zoning By-law Number	0166-2026
Date Passed by Council	September 29, 2026
Last Day to Appeal	October 28, 2026
File Number	OZ-OPA 22-24 Ward 7
Applicant	Arcadis Professionals Services (Canada) Inc.
Property Location	East side of Hurontario Street and south of Kirwin Avenue. The subject lands are located in the Cooksville Growth Centre Character Area, as identified in Mississauga Official Plan 2051. 3115 Hurontario Street

TAKE NOTICE that on September 29, 2026 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA 17 and Zoning By-law Amendment, under Section 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13, as amended. Council has considered the written and oral submissions from the public on this matter.

THE PURPOSE AND EFFECT of the Official Plan Amendment is to change the land use designation from Mixed Use to Residential High-Rise and to amend the height permissions to permit a maximum building height of 39 storeys on the subject lands in the Cooksville Growth Centre Character Area.

The purpose of the Zoning By-law is to permit a 39 storey apartment containing 484 dwelling units with ground floor commercial and community uses. This By-law amends the zoning of the property outlined on the attached Schedule “A” from “D” (Development) to “H”-RA7-4” (Urban Apartments -Residential-Exception with a Holding Provision).

A description of the lands to which the By-law applies and/or a key map showing the location of the lands to which the By-law applies are attached.

The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 17 is in full force and effect.

When the decision is final
The proposed official plan amendment is exempt from approval by the Minister of Municipal Affairs and Housing. The decision of the City of Mississauga is final if a Notice of Appeal is not received on or before the last date of appeal noted above.

IF YOU WISH TO APPEAL, a copy of an appeal form is available from the Ontario Land Tribunal (OLT) website at https://olt.gov.on.ca/. An appeal may be filed using the OLT e-file service https://olt.gov.on.ca/e-file-service/ (first-time users will need to register for a My Ontario

Account) by selecting **Mississauga (City): Clerk and Secretary–Treasurer** as the Approval Authority. Alternatively, you may submit an appeal to the City Clerk in person at the Clerk's Office, ground floor, or by registered mail/courier addressed to the City Clerk, City of Mississauga, Attention: Diana Rusnov, Clerk's Office, 300 City Centre Drive, Mississauga, ON L5B 3C1 no later than 4:30pm on **October 28, 2026**. The filing of an appeal after 4:30pm will be deemed to have been received the next business day. If the e-file service is down, you can submit your appeal to city.clerk@mississauga.ca . An appeal will be processed once all fees are received.

Who can file an appeal

Only the applicant, the Minister, or an owner of land affected by the planning application, a specified person or a public body who made written or oral submissions to the Council of the City of Mississauga prior to Council's decision may appeal a decision of the City of Mississauga to the Ontario Land Tribunal.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment and/or by-law amendment was passed, the person or public body made oral submissions at a public meeting or written submissions to the Council of the City of Mississauga or, in the opinion of the Ontario Land Tribunal, there are reasonable grounds to add the person or public body as a party.

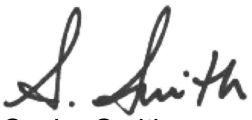
The Notice of Appeal must:

1. set out the reasons for the appeal and the specific part of the proposed official plan amendment to which the appeal applies;
2. be accompanied by the fee prescribed under the *Ontario Land Tribunal Act* in the amount of $1,100.00 per application, payable to the Minister of Finance. Payment can be made directly to the OLT if using the e-file service to file an appeal or by certified cheque or money order if filing with the City Clerk. (An appellant may request a reduction of the filing fee to $400.00. The request for a reduction of the filing fee must be made at the time of filing the appeal. For more information and a copy of the OLT Fee Schedule go to https://olt.gov.on.ca/appeals-process/fee-chart/.)
3. include the processing fee prescribed under the User Fees and Charges By-law in the amount of $338.74 per application, payable by certified cheque to the City of Mississauga. This fee must be paid directly to the City of Mississauga in person, or by mail/courier, in addition to the OLT fee (Minister of Finance).

Additional Information

A copy of the Official Plan Amendment and Zoning By-law Amendment in their entirety can be found on the City's website at www.mississauga.ca/portal/cityhall/publicnotices.

Further information regarding these Amendments may be obtained from **Jaspreet Sidhu** of the City Planning and Building Department at 905-615-3200 ext. **5061.**



Sacha Smith
Manager/Deputy Clerk,
Secretariat and Access & Privacy
300 City Centre Drive, Mississauga ON L5B 3C1

Amendment No. 17

to

Mississauga Official Plan 2051

By-law No. 0165-2026

A by-law to Adopt Mississauga Official Plan 2051 Amendment No. 17

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

AND WHEREAS in accordance with O Reg 525/97, an official plan amendment is exempt from the approval of the Minister of Municipal Affairs and Housing;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan 2051 regarding changes to the land use designation and building height of the subject lands within the Cooksville Growth Centre Character Area;

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

1. The document attached hereto, constituting Amendment No. 17 to Mississauga Official Plan 2051, is hereby adopted.

ENACTED and PASSED this 29th day of September, 2026.

Signed _____ MAYOR

Signed _____ CLERK

DEPUTY

Amendment No. 17

to

Mississauga Official Plan 2051

The following text and Maps "A", "B" and "C" attached constitute Amendment No. 17.

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

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

Appendix II is a copy of the Planning and Building Department report dated June 3, 2026, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to change the land use designation from Mixed Use to Residential High-Rise and to amend the height permissions to permit a maximum building height of 39 storeys on the subject lands in the Cooksville Growth Centre Character Area.

LOCATION

The lands affected by this Amendment are located on the east side of Hurontario Street and south of Kirwin Avenue. The subject lands are located in the Cooksville Growth Centre Character Area, as identified in Mississauga Official Plan 2051.

BASIS

Mississauga Official Plan 2051 came into effect on March 24, 2026, as approved with modifications by the Minister of Municipal Affairs and Housing.

The subject lands are designated Mixed Use which permits a range of commercial, institutional, and supporting uses including retail stores, restaurants, service establishments, financial institutions, entertainment and indoor sports facilities, overnight accommodation, motor vehicle sales and rental, makerspaces, funeral establishments, post-secondary educational facilities, secondary offices, commercial parking facilities, and residential uses in conjunction with other permitted uses. In addition, community infrastructure, parkland, transit facilities, transportation infrastructure, urban agriculture, conservation, and servicing infrastructure are permitted, along with accessory uses to community infrastructure uses that remain subordinate to the primary use.

An Official Plan Amendment is required to change the land use designation of the subject lands from Mixed Use to Residential High-Rise and to amend height permissions to permit a maximum building height of 39 storeys, whereas the Official Plan currently permits a maximum building height of 35 storeys.

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

1. The proposal supports the planned function of the Cooksville Growth Centre Character Area by providing transit-supportive intensification within a Strategic Growth Area and Protected Major Transit Station Area.

2. The proposed Residential High-Rise designation appropriately reflects the predominantly residential nature of the development, while maintaining commercial and community uses.

3. The proposed maximum building height of 39 storeys represents appropriate intensification given the subject lands' proximity to higher order transit and is consistent with the Official Plan direction to locate the greatest building heights in proximity to the Cooksville GO Station.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 7/7J, Land Use Designations, of Mississauga Official Plan 2051, is hereby amended by changing the land use designation of the subject lands from Mixed Use to Residential High-Rise as shown on Map "A" of this Amendment.

2. Schedule 8L, Protected Major Transit Station Areas (Hurontario LRT - Cooksville GO, Dundas, Queensway, North Service), Building Heights Schedule, of Mississauga Official Plan 2051, is hereby amended by changing the maximum height of the subject lands from 3 to 35 to 3 to 39, as shown on Map "B" of this Amendment.

3. Schedule 8M, Protected Major Transit Station Areas (Hurontario LRT - Cooksville GO, Dundas, Queensway, North Service), Land Use Schedule, of Mississauga Official Plan 2051, is hereby amended by changing the land use designation of the subject lands from Mixed Use to Residential High-Rise, as shown on Map "C" of this Amendment.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan 2051 will be amended in accordance with this Amendment.

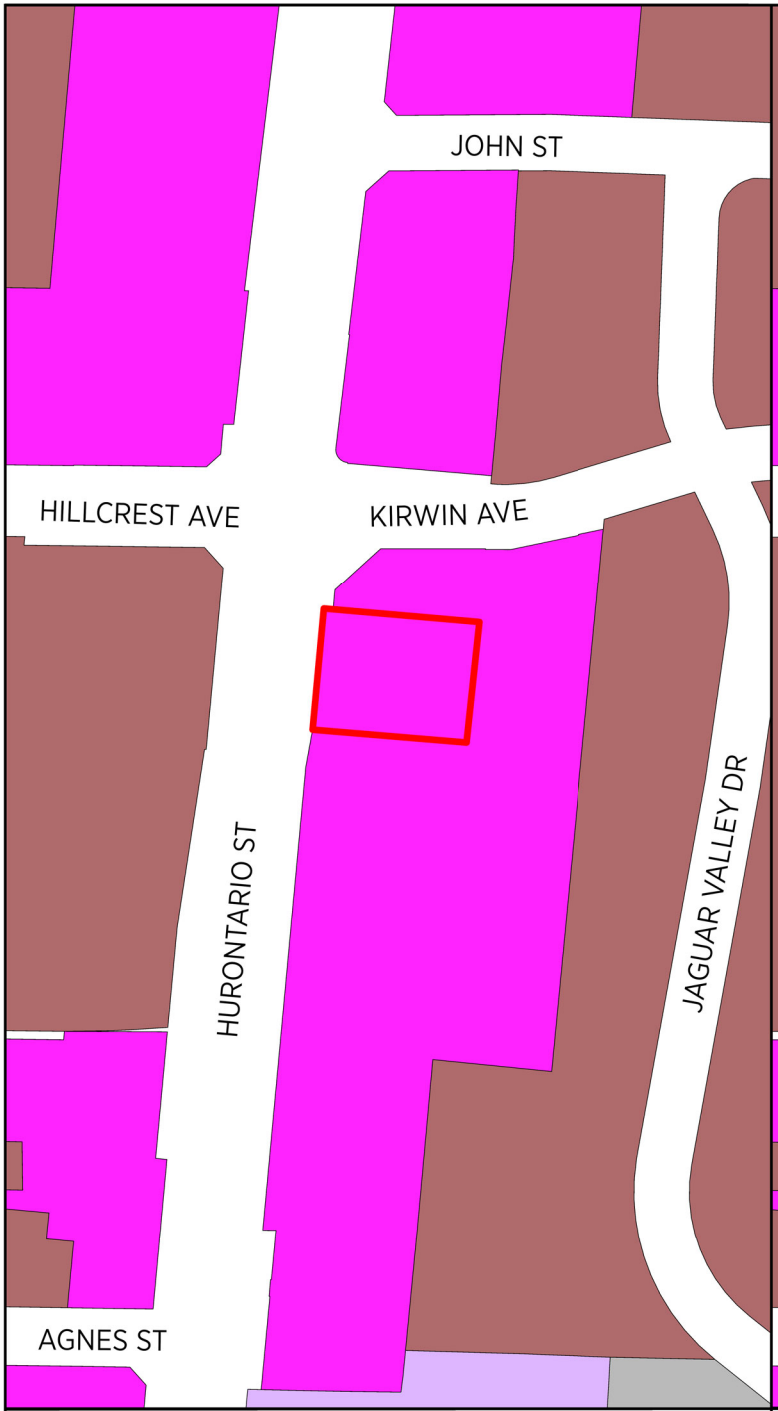
The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan 2051 dated March 24, 2026.

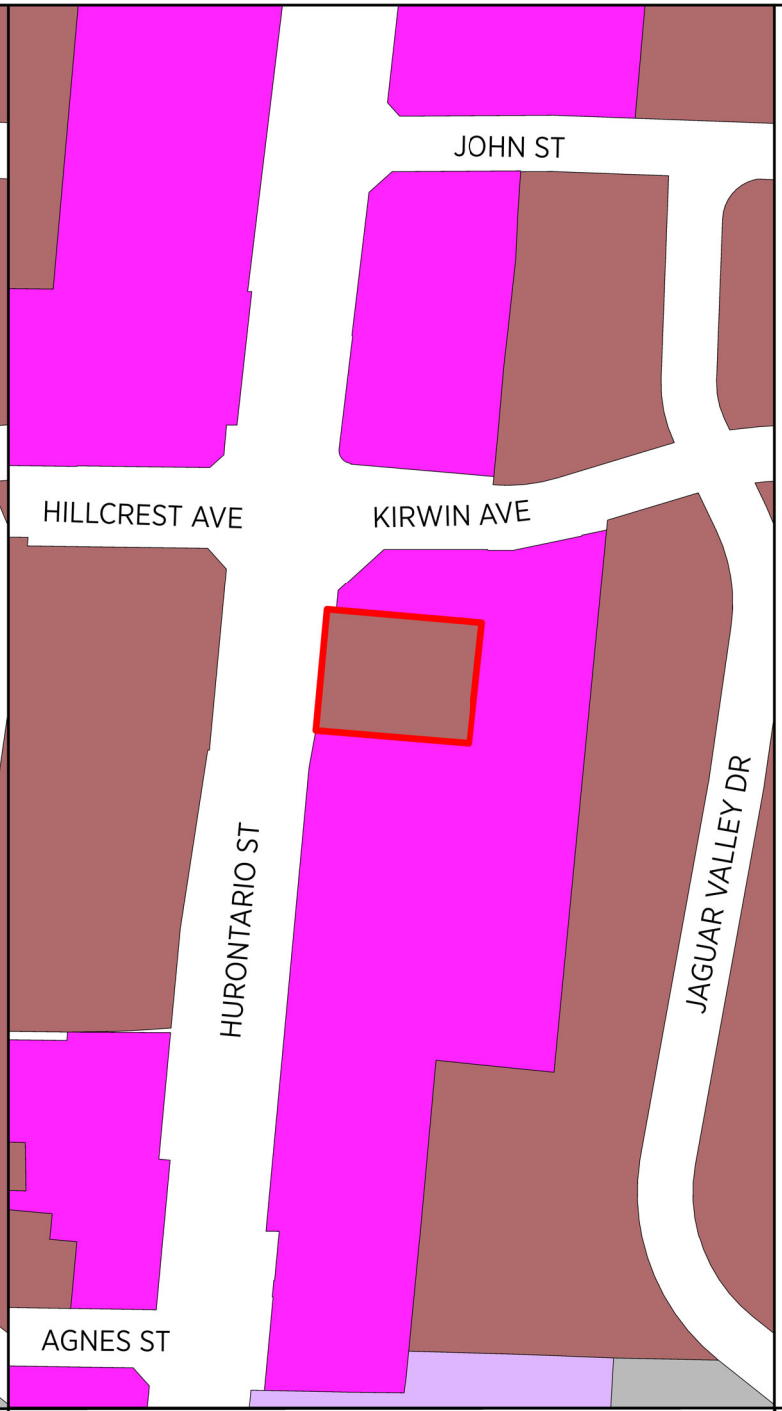
INTERPRETATION

The provisions of Mississauga Official Plan 2051, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan 2051.



EXISTING LAND USE DESIGNATIONS



AMENDED LAND USE DESIGNATIONS

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

- Heritage Conservation District
- 30 1996 NEP/2000 NEF Composite Noise Contours
- LBPIA Operating Area Boundary See Aircraft Noise Policies
- Area Exception from LBPIA Operating Area
- Natural Hazards

STRATEGIC GROWTH AREAS

- Downtown Core
- Growth Centre
- Growth Node
- Employment Area
- Lakeview Innovation Corridor Employment Area
- Special Policy Area
- Special Purpose Area

AREA OF AMENDMENT

From
Mixed Use

To
Residential High-Rise

Notes:

1. Major Transit Station Areas are shown on Schedule 8 and Schecules 8A to 8R.
2. The limits of the Natural Hazards shown on this schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.
3. Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
4. Roads shown on this schedule are existing or under construction and are shown for information purposes only. For future roads refer to Schedule 3, Long Term Street Network.

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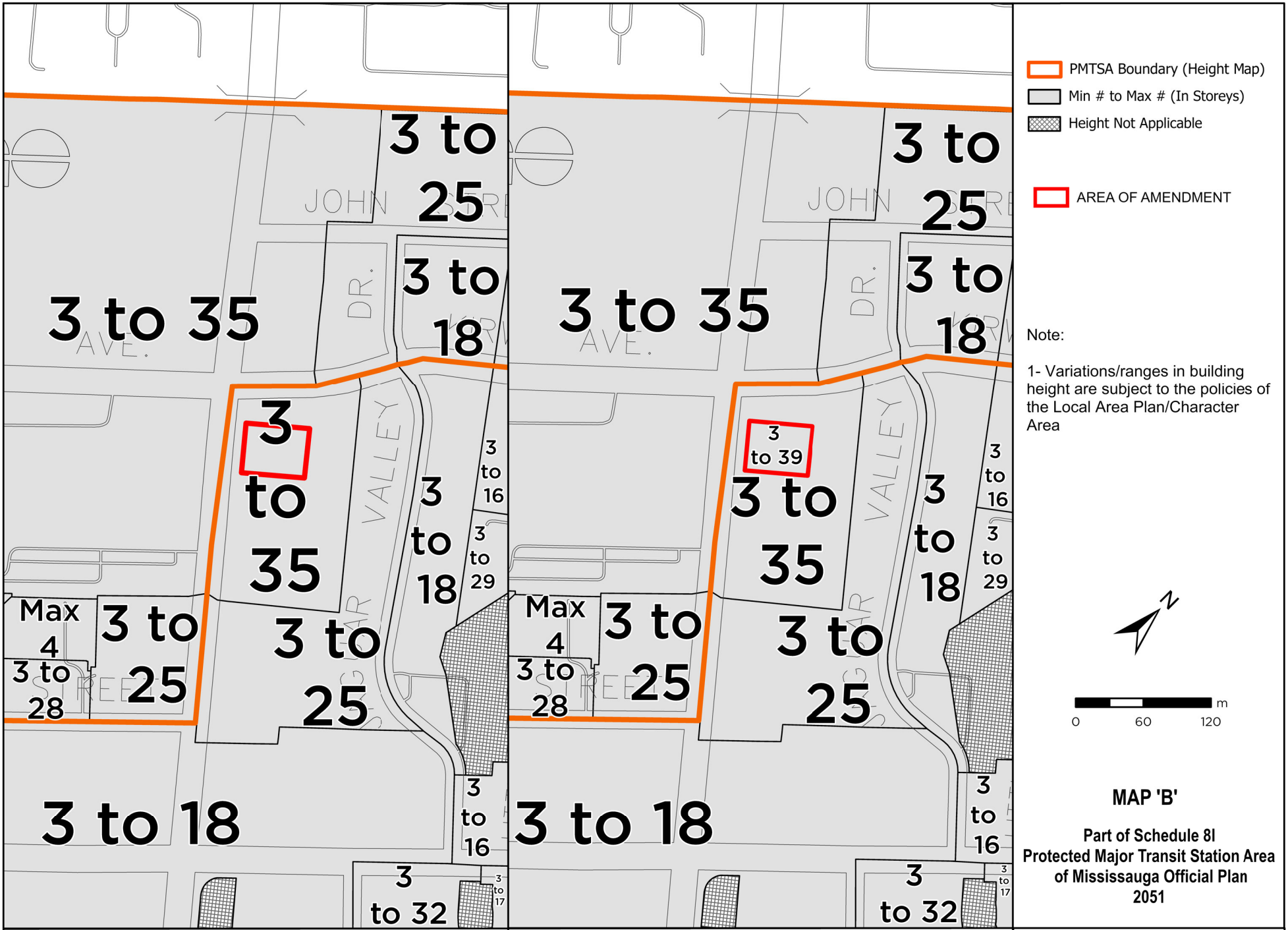
MAP 'A'

Part of Schedule 7/7J
Land Use Designations
of Mississauga Official Plan
2051

MISSISSAUGA

9/16/2026
breric

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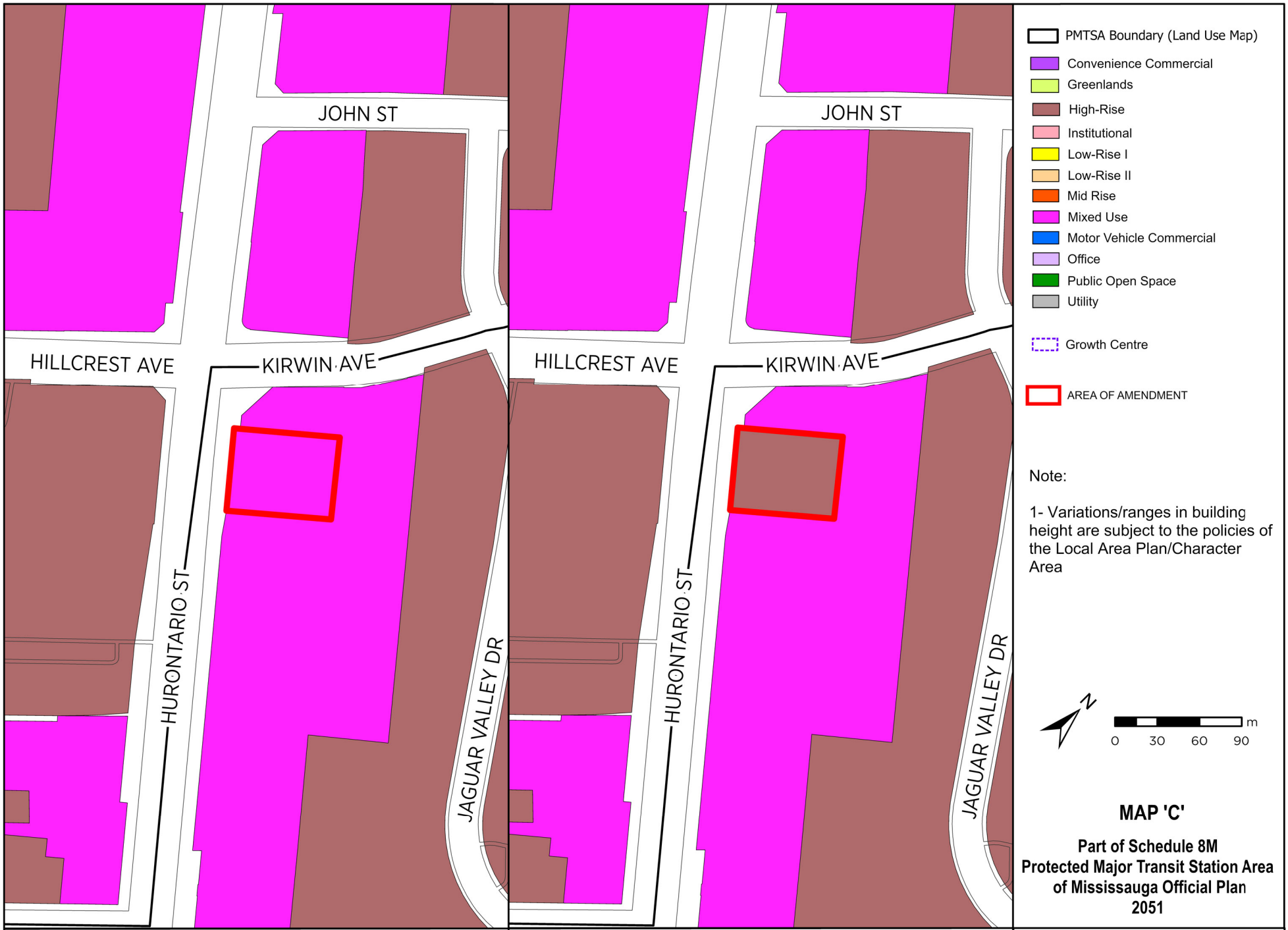
MAP 'B'

Part of Schedule 8l
Protected Major Transit Station Area
of Mississauga Official Plan
2051

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APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend Public Meetings of the Planning and Development Committee held on September 5, 2023 and June 22, 2026 in connection with this proposed Amendment.

No deputants spoke at the Public Meetings. Comments received from the public were generally related to building height and density, traffic and access, site circulation, impacts on the redevelopment potential of adjacent lands, and the provision of community and commercial uses. These concerns were addressed in the Planning and Building Department report dated June 3, 2026, attached to this Amendment as Appendix II.

City of Mississauga
Corporate Report

MISSISSAUGA

Date: June 3, 2026 To: Chair and Members of Planning and Development Committee From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Originator's file: OZ/OPA 22-24 W7 Meeting date: June 22, 2026

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 7)

Official Plan Amendment and Rezoning applications to permit a 39 storey apartment building containing 484 dwelling units with ground floor commercial and community uses

3115 Hurontario Street, east side of Hurontario Street, south of Kirwin Avenue

Owner: Clearbrook Developments Ltd.

File: OZ/OPA 22-24 W7

Recommendation

1. That applications under File OZ/OPA 22-24 W7, Clearbrook Developments Ltd., 3115 Hurontario Street to amend Mississauga Official Plan to **Residential High-Rise Special Site**; and to change the zoning to **RA7-Exception** (Urban Apartments) to permit a 39 storey apartment building containing 484 dwelling units with ground floor commercial and community uses, be approved in accordance with the provisions contained in the staff report dated June 3, 2026 from the Commissioner of Planning and Building, and that staff be directed to return to City Council with the appropriate implementing documents and by-laws for approval.

2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.

3. That Planning and Development Committee's approval of the rezoning application under File OZ/OPA 22-24 W7, be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

4. That the "H" holding provision is to be removed from the **H-RA7-Exception** zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated June 3, 2026 from the Commissioner of Planning and Building have been satisfactorily addressed.

Executive Summary

- The applications are to amend the policies of the official plan and change the zoning by-law to allow a 39 storey apartment building containing 484 dwelling units with ground floor commercial uses and a 2 storey community uses
- The property is located in the Downtown Cooksville Growth Centre and within the Dundas Major Transit Station Area (MTSA). The property is in a designated Strategic Growth Area and is, therefore, envisioned to accommodate significant growth and development
- It has been concluded that the proposed development is supportable from a planning perspective for the following reasons:
  - The proposal represents appropriate transit-supportive intensification within a Protected Major Transit Station Area adjacent to the future Hurontario LRT and near the Cooksville GO Station
  - The proposal will contribute to the City's housing supply while retaining and expanding the existing DAM Youth Charity and introducing ground floor commercial uses
  - The proposed built form and site design are compatible with the surrounding and planned context and can be appropriately accommodated on the subject site
- Comments received from the community to date pertain to building height and density, traffic and access, site circulation, impacts on adjacent redevelopment potential, and the provision of community and commercial uses
- The applications support direction established via the Mayor's Housing Task Force in that they facilitate the provision of new housing units within a Major Transit Station Area, support transit-oriented intensification, and contribute to the City's objective of increasing housing supply through the redevelopment of an underutilized site
- The applicant has made revisions to the proposal in response to issues raised by staff and the public, including refinements to the private rear access connection, relocation of the electrical room to the rear of the site to minimize its presence along Hurontario Street, revisions to the internal site layout, increased upper storey setbacks, and updated drawings to achieve a 15 m (49.2 ft) tower separation from the east lot line. The applicant has also chosen to increase the overall building height from the previously proposed 35 storeys to 39 storeys. Staff are satisfied with the changes to the proposal

and find them to be acceptable from a planning standpoint, and recommend that the applications be approved

- The applications predate the city's current service delivery targets. Staff have worked closely with the applicant to resolve outstanding matters with the proposal to advance this project

Background

Official plan amendment and rezoning applications were deemed complete on December 8, 2022, and subsequently circulated to City departments and external agencies for technical comments. There have been a total of 4 submissions.

The purpose of this report is to provide an overview of the applications and provide a detailed planning analysis, including recommendations for the Planning and Development Committee's consideration.

Property Overview

1. Site Information

(i) Site Location and Description

The site is located on the east side of Hurontario Street, south of Kirwin Avenue, in the Downtown Cooksville Growth Centre. The surrounding area contains a mix of low- and high-density residential uses, retail commercial and office uses. The site is currently occupied by a two storey detached building that houses a non-profit organization (The Dam Youth Charity). The property currently has two accesses to Hurontario Street that connect to form a circular driveway. The property contains several mature trees. Other than a couple trees along the frontage and one in the middle of the property, the mature trees are located along the rear and north lot lines.



Aerial Photo of 3115 Hurontario Street

(ii) Site Context

North of the subject land is a two storey dental office with an associated surface parking lot. Further north is Kirwin Avenue. To the south is an indoor shopping mall containing retail, service commercial and office uses. To the east is the parking garage for the abutting indoor shopping mall. Further east are three apartment buildings ranging in height from four to five storeys. To the west is Hurontario Street, beyond which is a 12 storey apartment building and T.L Kennedy Secondary School.

The surrounding land uses are:

North: Dental office
East: Parking garage
South: Indoor shopping mall
West: Apartment and Secondary School

(iii) Surrounding Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- OZ/OPA 22-19 W6 – 0, 25 Hillcrest Avenue and 3154, 3168 Hurontario Street – Official Plan Amendment and Rezoning approved in principle at the Ontario Land Tribunal to permit five apartment buildings with heights of 42, 39, 39, 36 and 35 storeys
- OZ/OPA 22-17 W7, SP 26-13 W7 – 65 Agnes Street - applications approved at OLT for a 29 storey apartment building. Site Plan application in process for a 24 storey rental apartment
- OZ/OPA 22-16 W7, SP 25-45 W7 – 60 Dundas Street East - applications approved at OLT for three apartment buildings with heights of 16, 31 and 32 storeys. Site Plan application in process
- OZ/OPA 21-11 W7 – 3085 Hurontario Street – applications approved for four apartment buildings with heights of 31, 33, 36 and 39 storeys
- SP 21-102 W7 – 3009 Cook Street – Application approved for a 28 storey apartment building
- OZ/OPA 21-5 W5 – 3016, 3020, 3026, and 3032 Kirwin Avenue and 3031 Little John Lane – applications in process for an 8 storey rental apartment building
- SP 24-26 W7 - 3355 Hurontario Steet – Application in process for a 45 storey apartment with ground floor commercial uses (permitted through Ministerial Zoning Order – MZO)
- SP 21-102 W7 – 3051 Cook Street – Site Plan application approved to permit a 28 storey apartment building with grade related commercial uses
- 3210 Hurontario Street - Infrastructure Ontario (IO) is proposing a Transit Oriented Community (TOC) at the Cooksville GO Station, which consists of eight apartment buildings with non-residential uses on two separate parcels with heights ranging from 28 to 49 storeys

2. Mississauga Official Plan (MOP 2051)

The City's new Official Plan was approved with modifications by the Ministry of Municipal Affairs and Housing on March 24, 2026 and the policies are now in effect.

The lands are located within the Downtown Cooksville Growth Centre and are designated **Mixed Use**. The **Mixed Use** designation permits a range of commercial, institutional, and supporting uses including retail stores, restaurants, service establishments, financial institutions, entertainment and indoor sports facilities, overnight accommodation, motor vehicle sales and rental, makerspaces, funeral establishments, post-secondary educational facilities, secondary offices, commercial parking facilities, and residential uses in conjunction with other permitted uses. In addition, community infrastructure, parkland, transit facilities, transportation

infrastructure, urban agriculture, conservation, and servicing infrastructure are permitted, along with accessory uses to community infrastructure uses that remain subordinate to the primary use.

Growth Centres represent unique areas within the City's Strategic Growth Areas where much of the City's future population and employment growth will be directed. The Downtown Cooksville Growth Centre, which includes the Dundas MTSA, is intended to accommodate intensification, support major employment uses, and provide strong connections to regional and higher order transit networks.

Refer to Appendix 2 for the existing and proposed Official Plan map.

3. Current Zoning

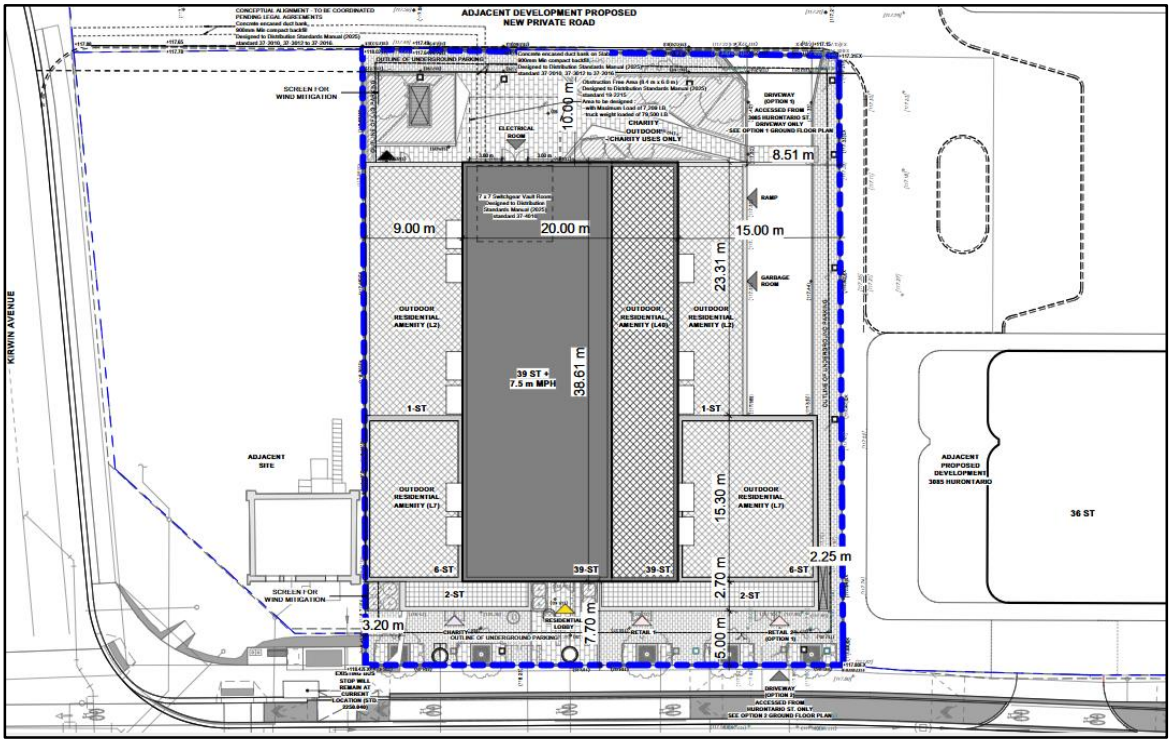
The subject property is currently zoned **D** (Development), which permits legally existing uses and buildings.

Refer to Appendix 2 for the existing and proposed Zoning Map.

Proposed Development

1. Description

The applicant proposes to develop the property with a 39 storey apartment building containing 484 dwelling units with ground floor commercial and community uses. Official plan amendment and rezoning applications are required to permit the proposed development. Refer to Appendix 2 for details of the proposed development.



Concept Plan



Rendering (Looking east)



Rendering (Looking West)



Rendering (Street View from Hurontario Street)

2. Supporting Studies

The applicant has submitted various materials and studies in support of the applications which can be viewed at: https://yoursay.mississauga.ca/development-applications-public-feedback.

3. Green Development Initiatives

The applicant has identified that the following green development initiatives will be incorporated into the development:

- All parking is proposed within an enclosed underground parking garage, with no surface parking areas proposed on the site
- A reduced parking rate is proposed to encourage the use of alternative transportation modes
- Covered canopies are proposed at the residential entrance to enhance pedestrian comfort and provide weather protection
- The development is intended to comply with Ontario Building Code energy efficiency requirements, including energy modelling measures
- A tri-sorter waste management system is proposed to facilitate waste, recycling, and compost collection, with a centralized waste collection area adjacent to the loading area, including bulk garbage storage
- The development is considering the incorporation of below-grade intake and exhaust ventilation systems
- Full-height glazing is proposed along the ground floor commercial frontage to support an active public realm
- Landscaping and streetscape improvements, including street trees and outdoor amenity areas, are proposed, with consideration for native and adaptive plant species within the landscape design

Analysis and Evaluation

The following section summarizes the various elements that were considered in developing the Planning and Building Department's position on the applications.

1. Reason for Applications

An amendment to MOP 2051 is required to implement the 39 storey apartment proposal. Additionally, an amendment is required to Zoning By-law 0225-2007 as the current **D** zoning only permits legally existing uses and buildings.

2. Policy Summary

The *Planning Act* allows any property owner within the Province of Ontario to submit a development application to the local municipality in order to build or change the use of their property. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Planning Statement, 2024 and conform with the applicable provincial plans. The policy and regulatory documents that affect these applications have been reviewed and assessed in the context of the proposed development applications. The following section summarizes how the proposed development is consistent with the applicable policy and regulatory documents.

(i) Provincial Planning Statement, 2024

The *Provincial Planning Statement, 2024* (PPS) provides policy direction on matters of provincial interest related to land use planning, such as increasing housing supply, supporting a strong economy, aligning development with infrastructure, protecting the environment, public health and safety. The PPS contains a number of sections and associated policies that are relevant to the proposed development, including but not limited:

Section 2.2 of the PPS directs municipalities to provide for an appropriate range and mix of housing options and densities, including intensification within previously developed areas and efficient use of land and infrastructure. Sections 2.3 and 2.4 further direct growth and redevelopment to Settlement Areas and Strategic Growth Areas to support complete communities and compact built form.

The proposed applications are consistent with the PPS as they facilitate transit-supportive intensification within a Strategic Growth Area through the redevelopment of an underutilized site, while contributing additional housing supply and efficiently utilizing existing infrastructure and services.

(ii) Mississauga Official Plan 2051

Planning staff have undertaken an evaluation of the relevant policies of Mississauga Official Plan against this proposed development application. The following is an analysis of the key policies and criteria:

(i) Directing Growth

The subject site is located within the Downtown Cooksville Growth Centre Character Area, which forms part of the City's Strategic Growth Areas and is within the Dundas Protected Major Transit Station Area (PMTSA). The site is currently designated **Mixed Use**, which permits a range of commercial, service, office, and residential uses in conjunction with other permitted uses. The applicant is proposing to redesignate the lands to **Residential High Rise – Special Site** to permit a high-rise residential development with a maximum building height of 39 storeys.

The Downtown Cooksville Growth Centre is intended to accommodate significant population and employment growth through compact, transit-supportive, mixed use development. The subject site is located within an Intensification Area and MTSA, where Mississauga Official Plan directs the majority of future growth to occur. The proposal contributes to the planned function of the Growth Centre by supporting residential intensification within proximity to higher order transit, existing and planned infrastructure, and community services.

The proposed redesignation from **Mixed Use** to **Residential High-Rise** is appropriate given the limited amount of non-residential gross floor area proposed as part of the development. Approximately 97% of the proposed gross floor area is dedicated to residential uses, while the remaining 3% consists of retail and charity/community uses located at grade and within a portion of the second storey. Given the limited scale of the non-residential component, the proposal does not achieve the mix of uses typically contemplated within the **Mixed Use** designation. The proposed **Residential High-Rise** designation more accurately reflects the primary function and built form of the development.

Housing

To ensure there is an appropriate range and mix of housing options and densities in unit types and sizes, MOP 2051 encourages that development containing more than 50 new residential units should include 50 percent 2-bedroom and 3-bedroom units (5.2.3). The proposed development attributes 33.7% of all dwelling units as 2-bedroom and 3-bedroom units. See below for a breakdown of the unit mix proposed.

Table 1: Proposed Unit Mix and Percentage Split

Unit Type	Total	Percentage
Studio	36	7.4%
1 Bedroom	285	58.9%
2 Bedroom	131	227.1%
3 Bedroom	32	6.6%
Total	484	100%

(ii) Compatibility

The subject site is located within the Downtown Cooksville Growth Centre Character Area, an Intensification Area intended to accommodate compact, transit-supportive development with a mix of residential, commercial, employment, and community uses. The surrounding lands contain a mix of residential, mixed use, commercial, and institutional uses reflective of the evolving urban context along the Hurontario Street corridor. The site is currently designated **Mixed Use**, which permits a range of commercial, retail, office, service, and residential uses. The proposed amendment to **Residential High Rise – Special Site** would facilitate a high-rise residential development form within a Strategic Growth Area and Protected Major Transit Station Area.

The proposal represents a compatible form of intensification within the Growth Centre context, where high density built forms are anticipated. The development contributes to the planned urban structure through a compact built form, supports transit ridership, and makes efficient use of existing and planned infrastructure. The proposed development is compatible with the existing and planned context and provides an appropriate built form relationship through setbacks, tower separation distances, access configuration, and streetscape improvements that reinforce the evolving urban character of the area.

Height

While the Official Plan identifies a maximum building height of 35 storeys for the subject lands, the proposed 39 storey building is considered appropriate within the context of the Cooksville Growth Centre and broader Strategic Growth Area framework. The subject site is located within the Dundas MTSA along the Hurontario corridor, in proximity to the Hazel McCallion LRT, Dundas BRT, and Cooksville GO Station, where the Official Plan directs significant intensification and transit-supportive growth. Section 13.5.4.1 of Mississauga Official Plan 2051 identifies that the greatest building heights within the

Cooksville Growth Centre are intended to be located in proximity to the Cooksville GO Station, which includes the subject site and surrounding area.

Section 13.5.4.2 permits the maximum building height shown on Schedule 8 to be exceeded by up to three storeys, without an amendment to the Official Plan, where a development provides additional non-residential uses, including community infrastructure, subject to meeting the building transition policies of the Plan. The policy permits one additional storey in building height for every 900 m² (9,687.5 ft^2) of non-residential gross floor area provided above the first storey. The proposal includes approximately 1 100 m² (11,840.3 ft^2) of non-residential gross floor area, consisting of retail and community-related space for The Dam Youth Charity. Based on the proposed non-residential floor area, the development could achieve one additional storey under this policy framework. However, as the proposal exceeds the maximum permitted height by four storeys, an Official Plan Amendment is required.

The proposed height is considered appropriate within the context of the Cooksville Growth Centre and is consistent with the evolving built form pattern within the surrounding area. Recent approvals in proximity to the Cooksville GO Station and Hurontario Street corridor have included heights exceeding those identified on Schedule 8: Protected Major Transit Station Areas of Mississauga Official Plan 2051, as summarized below.

Address	Approved Height	Height Permitted in OP	Additional Storeys Approved Over Permitted
0, 25 Hillcrest Avenue and 3154, 3168 Hurontario Street	42, 39, 39, 36 and 35 storeys (OLT Settlement)	3 to 35 storeys	+7
65 Agnes Street	29 storeys (OLT Settlement)	3 to 16 storeys	+8
3085 Hurontario Street	31, 33, 36 and 39 storeys (Council Approval)	3 to 35 storeys	+4

The proposal includes non-residential and community-related uses, including space for The Dam Youth Charity, which contributes to the creation of a complete community and supports the planned function of the Cooksville Growth Centre. The additional height assists in accommodating residential density and community-oriented uses within a transit-supportive location, while maintaining an appropriate built form relationship with

the surrounding context through setbacks, tower separation distances, podium treatment, and streetscape improvements.

The proposed development supports the vision for the Cooksville Growth Centre as a vibrant, walkable, mixed-use community with higher density development focused in proximity to higher order transit infrastructure. In this context, the proposed increase in height represents appropriate intensification and is consistent with the intent and objectives of the Official Plan.

(iii) Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

(iv) Proximity to public transit

The site is located 450 m (1,476.4 ft) from the Cooksville GO Station. The following major MiWay bus routes currently offer service near the site:

- Route 2 – Hurontario
- Route 103 – Hurontario Express
- Route 53 – Kennedy
- Route 38 – Creditview
- Route 2- Hurontario
- Route 8 - Cawthra
- Route 26 – Burnhamthorpe
- Route 3 - Bloor

There is a transit stop on Hurontario Street within 30 m (98.4 ft) of the site.

(v) Proximity to existing community services

The following community services are located in proximity to the site:

- TL Kennedy Soccer and Football field
- Sgt David Yakichuk Park
- John C. Price Park
- Cooksville Library
- Heart Comonos
- Indus Community Services

For these reasons, these applications are consistent with MOP and the PPS.

3. Zoning By-law 0225-2007

The proposed **RA7-Exception** (Urban Apartment – Exception) zone is appropriate to accommodate the proposed 39 storey apartment building containing 484 dwelling units with ground floor commercial and community uses.

A table summarizing the proposed zoning regulations can be found in Appendix 2.

4. "H" Holding Provision

Should this application be approved by Council, staff will request an "H" Holding Provision which can be lifted upon:

- Confirmation that the Owner has secured public vehicular and pedestrian access to Kirwin Avenue, over the abutting lands to the east (3085 Hurontario Street), to the satisfaction of the City. In the event that the abutting lands to the east do not re-develop in order to facilitate the public vehicular and pedestrian access when the Owner seeks to remove the H holding provision from the subject lands, the Owner may proceed to provide access to the subject lands onto Hurontario Street and this condition shall be deemed to be satisfied by such access to Hurontario Street

- Receipt of a signed Development Agreement to the satisfaction of the City

5. Departmental and Agency Comments

The applications were circulated to all City departments and commenting agencies on March 20, 2026. The following section summarizes the comments received. Refer to Appendix 2 for detailed comments.

(i) Region of Peel (ROP)

The Region had an opportunity to review the Functional Servicing Report, last revised August 8, 2025, and found it to be satisfactory. The proposed development is to be serviced in accordance with the requirements of the Ontario Building Code and is proposed with a single watermain connection. Based on the submitted materials and the supporting analysis, the Region has no further comments or requirements and has no objections to the approval of the OPA/RZ.

(ii) City Planning and Building Department – Development Engineering and Construction

Technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

(iii) City Planning and Building Department – Park Planning

The site is located within a parkland-deficient area; however, due to its size and configuration, an on-site parkland dedication is not appropriate. Cash-in-lieu of parkland

dedication will be required in accordance with the Planning Act and the City's applicable policies and by-laws.

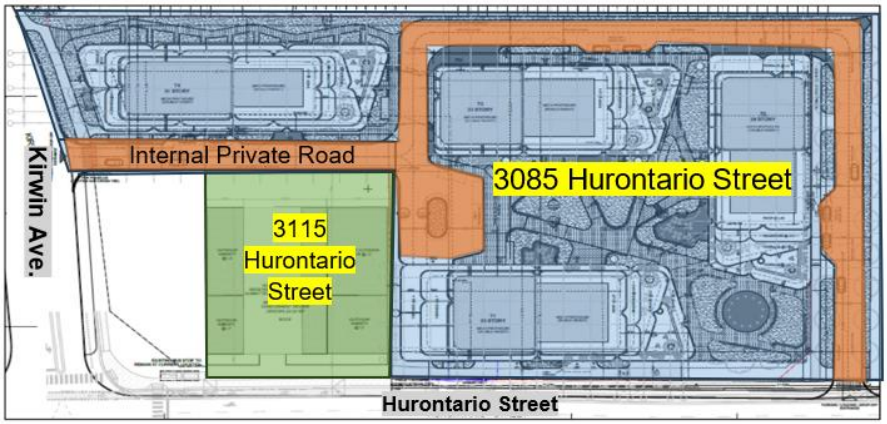
(iv) Dufferin-Peel Catholic School Board and Peel District School Board

Comments dated May 2026 for the Dufferin-Peel Catholic District School Board and the Peel District School Board advise there is sufficient capacity within both the elementary and secondary school catchment areas to accommodate the students anticipated from the proposed development.

Both school boards have requested a warning clause in all offers of purchase and sale be included to advise prospective buyers of potential student accommodation issues that could require students to be accommodated in temporary facilities and/or bussed outside the neighbourhood. Refer to Appendix 2 for the School Accommodations Summary by school board.

(v) Private Rear Access Connection

A key component of the proposed development is the provision of a private vehicular and pedestrian connection to Kirwin Avenue through the abutting lands to the east at 3085 Hurontario Street (see drawing below). The proposed connection would support improved internal site circulation and reduce reliance on direct access to Hurontario Street, which is intended to function as a higher order transit corridor within the Downtown Cooksville Growth Centre.



From a transportation and planning perspective, the rear access connection is desirable as it would assist in removing local traffic movements from Hurontario Street and direct them to the local street network. The connection would also support improved pedestrian connectivity, a more interconnected block structure, and the broader objectives of creating a complete and transit-supportive community.

The adjacent lands municipally known as 3085 Hurontario Street were approved by Council on March 19, 2025 under Resolution GC-0053-2025, pending zoning by-law enactment, for a development proposal containing four apartment buildings and an internal private road

network connecting to Kirwin Avenue and Hurontario Street. Staff are of the opinion that utilizing this planned internal road network to provide access to the subject lands represents good planning, as it would limit additional vehicular access points onto Hurontario Street and support a more coordinated and interconnected redevelopment pattern within the Growth Centre.

6. Housing Affordability, Housing Supply and the Mayor's Housing Task Force

Housing affordability and housing supply within the City of Mississauga continues to be a challenge and is a critical priority. As Mississauga continues to grow, a broad range of housing options and tenures are necessary to fulfill increasing demand.

To achieve a balanced mix of unit types and sizes, and support the creation of housing suitable for families, development containing more than 50 new residential units is encouraged to include 50 percent of a mix of two bedroom units and three bedroom units. The applicant has increased the proportion and range of two and three bedroom units since the initial submission, which assists in supporting a broader mix of housing options for a range of household sizes and ages. The applicant is also encouraged to continue exploring opportunities to incorporate affordable housing options within the proposed development.

For development applications of 50 units or more, the applicant may be required to demonstrate how the application can meet the City's housing objectives and policies and can contribute to the regional housing unit target of 30 percent of all new housing units being affordable, and that 25 percent of all new housing units be rental tenure.

Engagement and Consultation

1. Community Feedback

A community meeting was held by Ward 7 Councillor, Dipika Damerla, on September 7, 2022. No member of the public attended the meeting, and one (1) written submissions was received about the application.

A Public Meeting was held by the Planning and Development Committee on September 5, 2023, at which time an Information Report (Planning and Development Committee - September 05, 2023) was received for information. Recommendation PDC-0053-2023 was then adopted by Council on September 13, 2023 as follows:

1. That the report dated August 11, 2023, from the Commissioner of Planning and Building regarding the applications by Clearbrook Development Ltd. to permit a 35 storey apartment building containing 431 dwelling units with ground floor commercial and community uses, under file OZ/OPA 22-24 W7, 3115 Hurontario Street, be received for information.

Comment

The proposed driveway location, access, site circulation, setbacks and overall site design may impact access to adjacent lands and limit future redevelopment opportunities, and therefore the block should be comprehensively planned with surrounding properties.

Response

Staff acknowledge concerns related to access and comprehensive planning of the block. The development applications for the subject lands and lands to the south and east advanced at the same time and, therefore, the two proposals took into consideration the other development proposal throughout the processes. Additionally, City staff required that the applicant's proposal be designed such that it did not sterilize the future redevelopment of the lands to the north.

With respect to access, it is the City's preference to restrict vehicular access to Hurontario Street and secure access to Kirwin Avenue through the abutting lands to the east. This was also reflected in the Council approved recommendation for the adjacent lands at 3085 Hurontario Street, requiring that landowner to provide access to the abutting lands over their internal private road. To further reinforce this matter, an H holding provision is recommended requiring confirmation that the owner has secured public vehicular and pedestrian access over the abutting lands at 3085 Hurontario Street to Kirwin Avenue, to the satisfaction of the City. Should the abutting lands not redevelop to facilitate this connection, access to Hurontario Street may be permitted and the condition deemed satisfied.

Comment

There may not be sufficient infrastructure and servicing capacity to support the proposed development and future redevelopment within the area.

Response

The proposal was reviewed by internal departments and external agencies, including and the Region of Peel. Supporting technical studies were submitted in support of the applications and staff are satisfied that the proposed development can be appropriately serviced and does not limit the future redevelopment potential of surrounding lands.

Comment

The proposed reduced tower and podium setbacks to the north property line, including separation distances between windows, may limit or sterilize the redevelopment potential of the adjacent lands.

Response

The proposed development maintains a 15 m (49.2 ft) tower separation distance to the north property line, which is consistent with the City's standard tower separation requirement and supports the ability for adjacent lands to redevelop in the future. The proposal has been refined through the review process, including revisions to the building setbacks and tower placement, to

achieve appropriate separation distances and improve the relationship with surrounding properties.

The subject site is located within the Cooksville Growth Centre, where compact built form and intensification are anticipated as part of the planned urban structure. In this context, staff are satisfied that the proposed setbacks and separation distances appropriately balance redevelopment potential, built form objectives, and transit-supportive intensification, while maintaining an appropriate relationship with adjacent lands.

Next Steps

Upon adoption of the recommendations contained in this report, Staff will prepare the implementing Official Plan Amendment and Zoning By-law Amendment and bring these documents to City Council for approval.

Prior to development of the lands, the applicant will be required to obtain site plan approval and building permits.

Conclusion

In conclusion, City staff have evaluated the applications to permit a 39 storey apartment building containing 484 dwelling units with ground floor commercial and community uses against the Provincial Planning Statement and Mississauga Official Plan 2051. The applications represent appropriate transit-supportive intensification within the Downtown Cooksville Growth Centre and Dundas Protected Major Transit Station Area through the redevelopment of an underutilized site in proximity to higher order transit infrastructure, including the future Hazel McCallion LRT and Cooksville GO Station.

The proposed development contributes to the City's housing supply objectives, supports the planned function of the Cooksville Growth Centre, and introduces a compact built form with active ground floor uses and integrated community infrastructure, including space for The Dam Youth Charity. Staff are satisfied that the proposal is compatible with the existing and planned context and that the proposed built form, height, site organization, and access arrangements can be appropriately accommodated on the subject site.

The application has been comprehensively reviewed and is considered appropriate for approval.

Attachments

Appendix 1: Information Report
Appendix 2: Supplementary Information

Originator's file: OZ/OPA 22-24 W7

A Whittemore

Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Jaspreet Sidhu, Development Planner

City of Mississauga
Corporate Report

MISSISSAUGA

Date: August 11, 2023 To: Chair and Members of Planning and Development Committee From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Originator's file: OZ/OPA 22-24 W7 Meeting date: September 5, 2023

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 7)

Official Plan Amendment and Rezoning applications to permit a 35 storey apartment building containing 431 dwelling units with ground floor commercial and community uses

3115 Hurontario Street, east side of Hurontario Street, south of Kirwin Avenue

Owners: Clearbrook Developments Ltd.

File: OZ/OPA 22-24 W7

Pre-Bill 109

Recommendation

That the report dated August 11, 2023, from the Commissioner of Planning and Building regarding the applications by Clearbrook Development Ltd. to permit a 35 storey apartment building containing 431 dwelling units with ground floor commercial and community uses, under file OZ/OPA 22-24 W7, 3115 Hurontario Street, be received for information.

Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

PROPOSAL

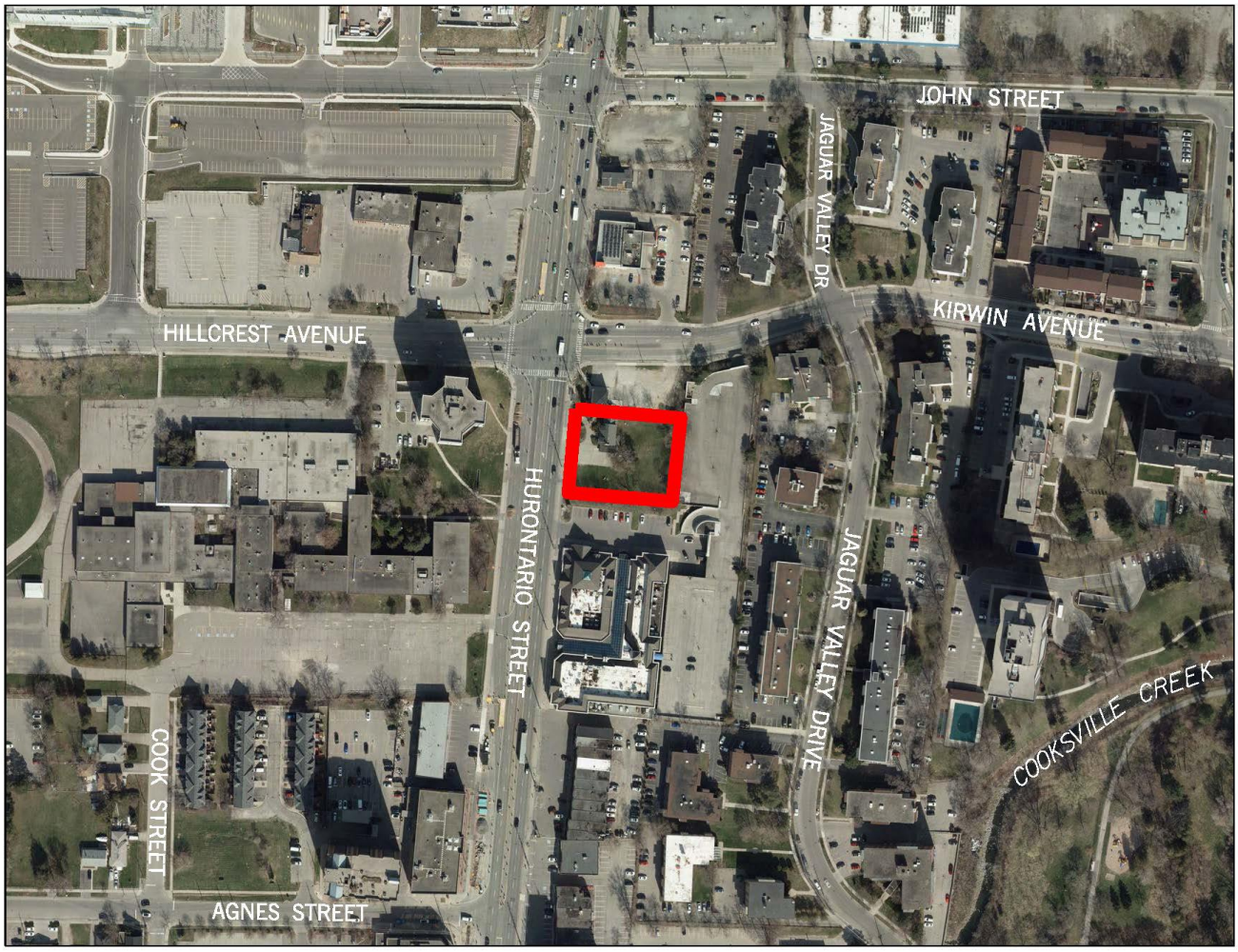
The official plan amendment and rezoning applications are required to permit a 35 storey apartment building containing 431 dwelling units, with 195.3 m^2 (2,102.2 ft^2) of commercial uses and 14 106.4 m^2 (151,840 ft^2) of community uses located at grade. The applicant is proposing to redesignate a portion of the property from **Mixed Use** to **Residential High Density – Special Site** to permit a maximum building height of 35 storeys and a maximum Floor Space Index (FSI)

of 12.0. The zoning by-law will also need to be amended from **D** (Development) to **RA5 – Exception** (Apartments – Exception) to implement this development proposal. The applicant has indicated the proposed tenure is condominium.

During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

Comments

The property is located on the east side of Hurontario Street, south of Kirwin Avenue within the Downtown Cooksville Neighbourhood Character Area. The site is currently occupied by a two-storey building (formerly a detached dwelling) used by non-profit organization (The Dam Youth Charity).



Aerial image of 3115 Hurontario Street, east side of Hurontario Street, south of Kirwin Avenue



Applicant's renderings

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and

infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 4

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 7.

Financial Impact

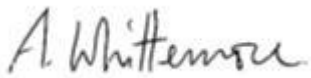
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional technical information, conformity with Mississauga Official Plan, compatibility of the proposal with the surrounding context, appropriateness of the proposed zoning regulations, and feasibility of the proposed mix of uses.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Adam Lucas, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Clearbrook Developments Ltd.

3115 Hurontario Street

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1. Proposed Development

The applicant proposes to redevelop the property with a 35 storey apartment building containing 431 dwelling units and with 195.3 m^2 (2,102.2 ft^2) of commercial uses and 1,406.4 m^2 (15,138 ft^2) community uses at grade. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal	
Applications submitted:	Received: November 08, 2022 Deemed complete: December 08, 2022
Developer/ Owner:	Clearbrook Development Ltd.
Applicant:	IBI Group Professional Services Inc.
Number of units:	431 units
Unit breakdown:	Bachelor: 0 1 Bedroom: 297 2 Bedroom: 125 3 Bedroom: 9
Existing Gross Floor Area:	170.9 m^2 (1,840 ft^2)
Proposed Gross Floor Area:	27 109 m^2 (291,799 ft^2)
Height:	35 storeys / 121 m (397 ft.)
Lot Coverage	Waiting on applicant
Floor Space Index:	10.89
Landscaped Area:	3.5%
Road Type:	Common element condominium private road (CEC)
Anticipated Population:	944* *Average household sizes for all units (by type) based on the 2016 Census

Development Proposal		
Parking:	Required	Provided:
Resident Spaces	0.8 per unit = 345 parking spaces	0.65 per unit = 280 parking spaces
Shared residential visitor and non residential parking	0.2 per unit = 86 parking spaces	0.15 per unit = 65 parking spaces
Total	431 parking spaces	280 parking spaces
Green Initiatives:	• Bicycle parking • Compliance with Energy modelling • Window glazing along ground floor	

Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at http://www.mississauga.ca/portal/residents/development-applications:

- Survey Plan
- Architectural Drawings
- Planning Justification Report
- Draft Official Plan Amendment
- Draft Zoning By-law Table
- Urban Design Study
- Sun/Shadow Study
- Pedestrian Wind Study
- Housing Report

- Tree Inventory and Preservation Plan Report
- Landscape Drawing Package
- Engineering Drawing Package
- Functional Servicing Report (FSR)
- Stormwater Management Report (SWMR)
- Geotechnical Report
- Hydrogeological Report
- Noise and Vibration Impact Study
- Transportation Impact Study
- Phase 1 and Phase 2 Environmental Assessments
- Waste Management Report

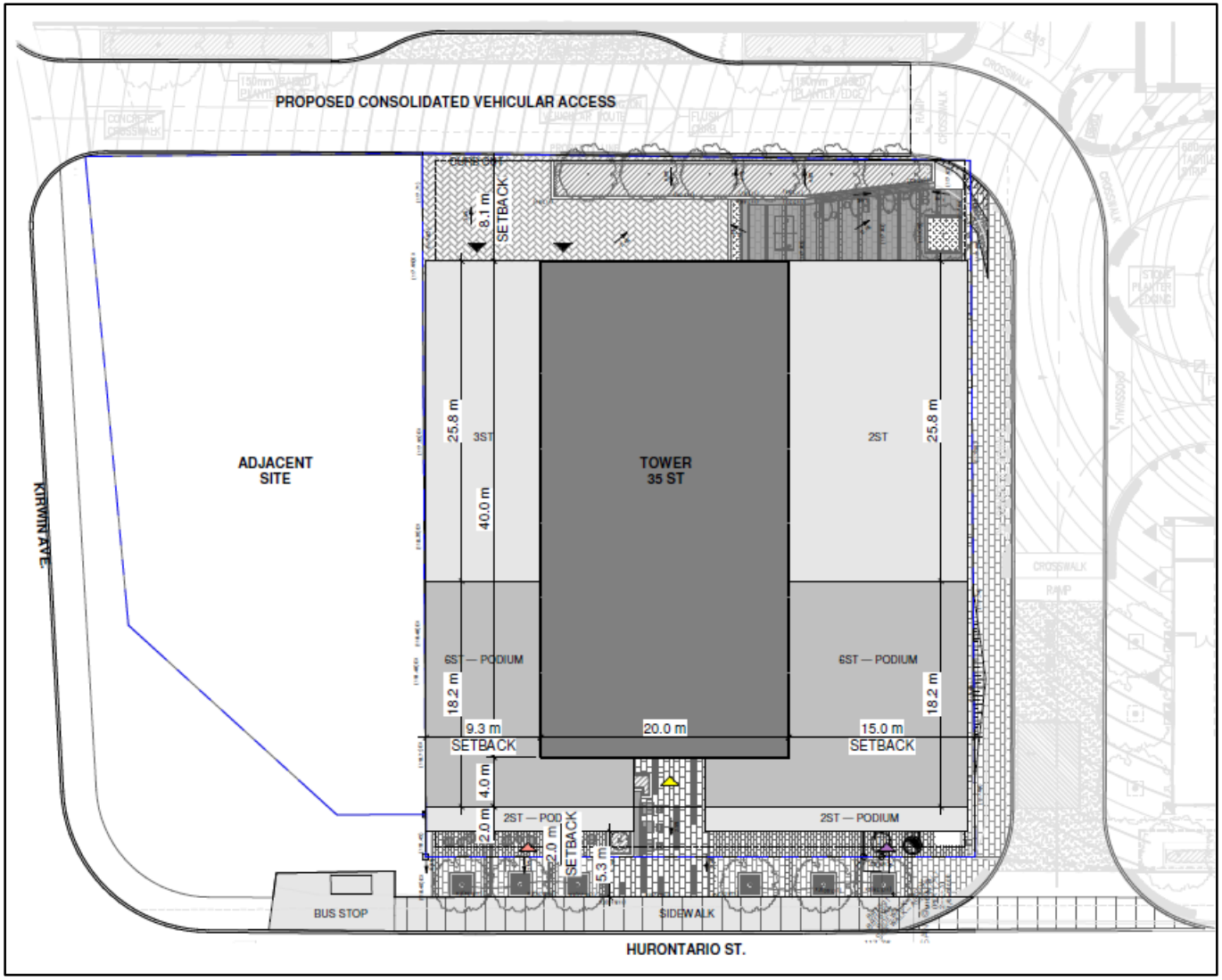
The application was reviewed by the Urban Design Advisory Panel on October 18, 2022. The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration. Panel's suggestions have been incorporated into staff comments.

Application Status

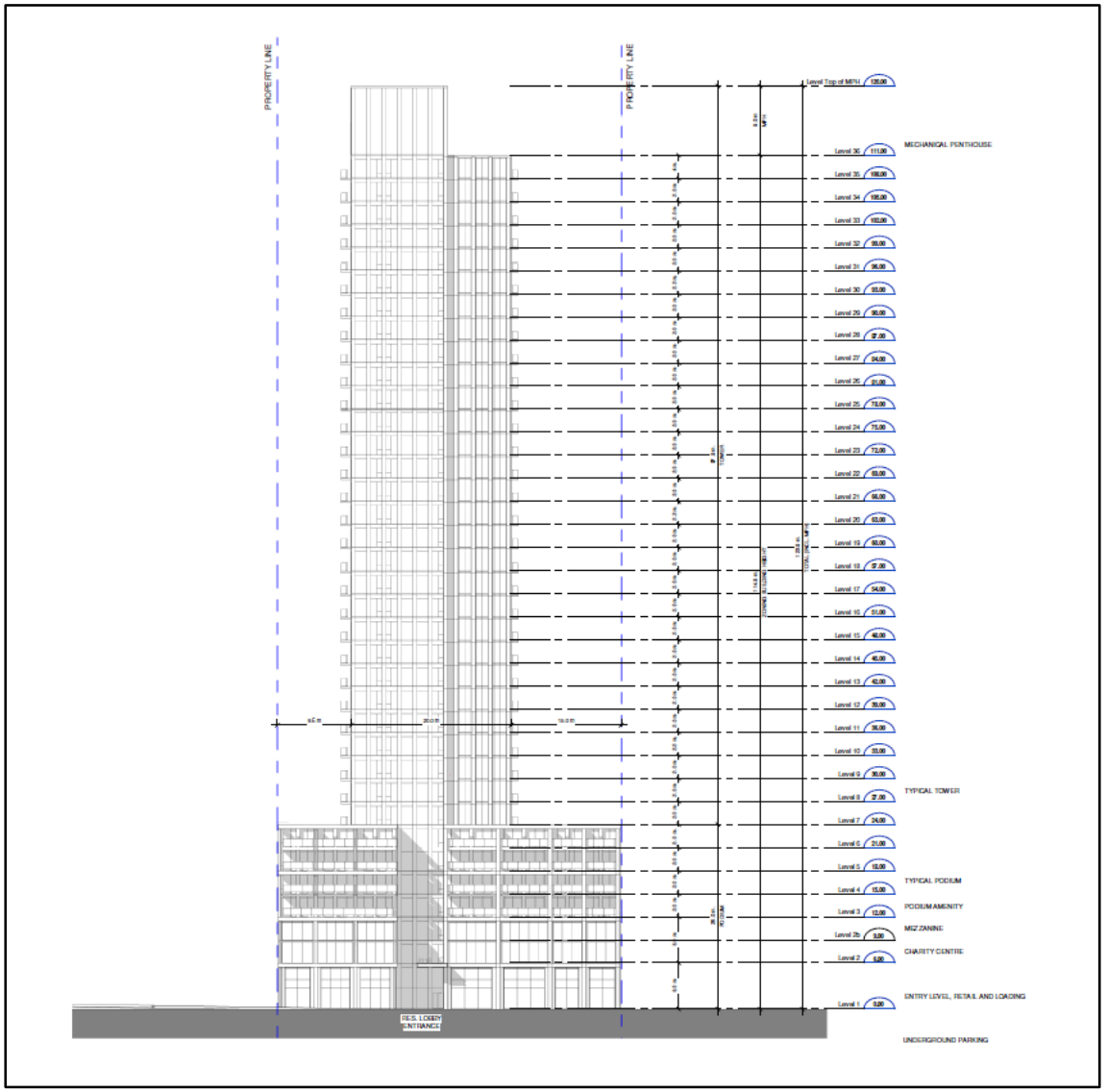
Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

A pre-application community meeting was held by Ward 7 Councillor, Dipika Damerla on September 7, 2022. No members of the public attended the meeting and no written submissions were received about the applications.

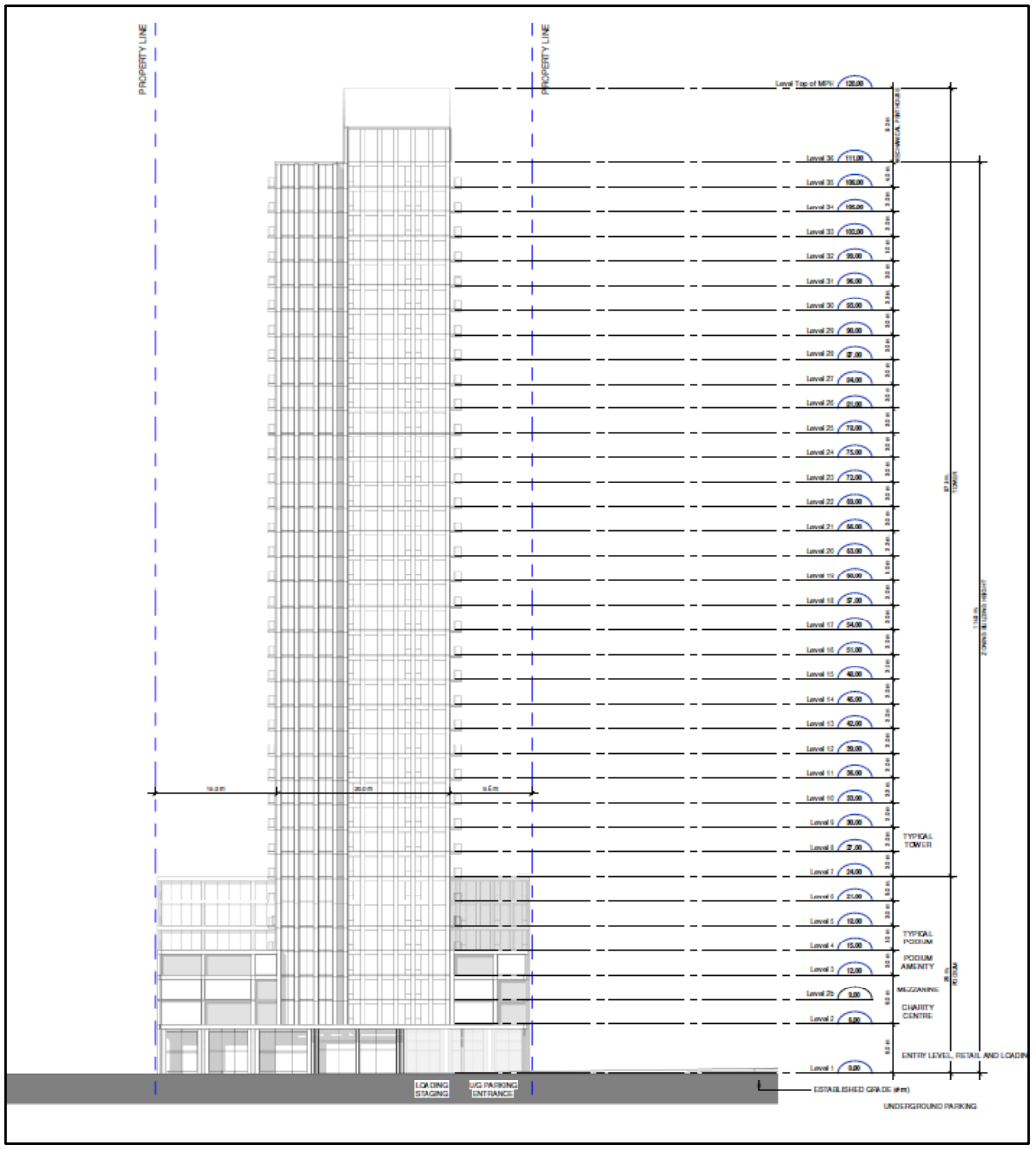
Concept Plan, Elevations and Renderings



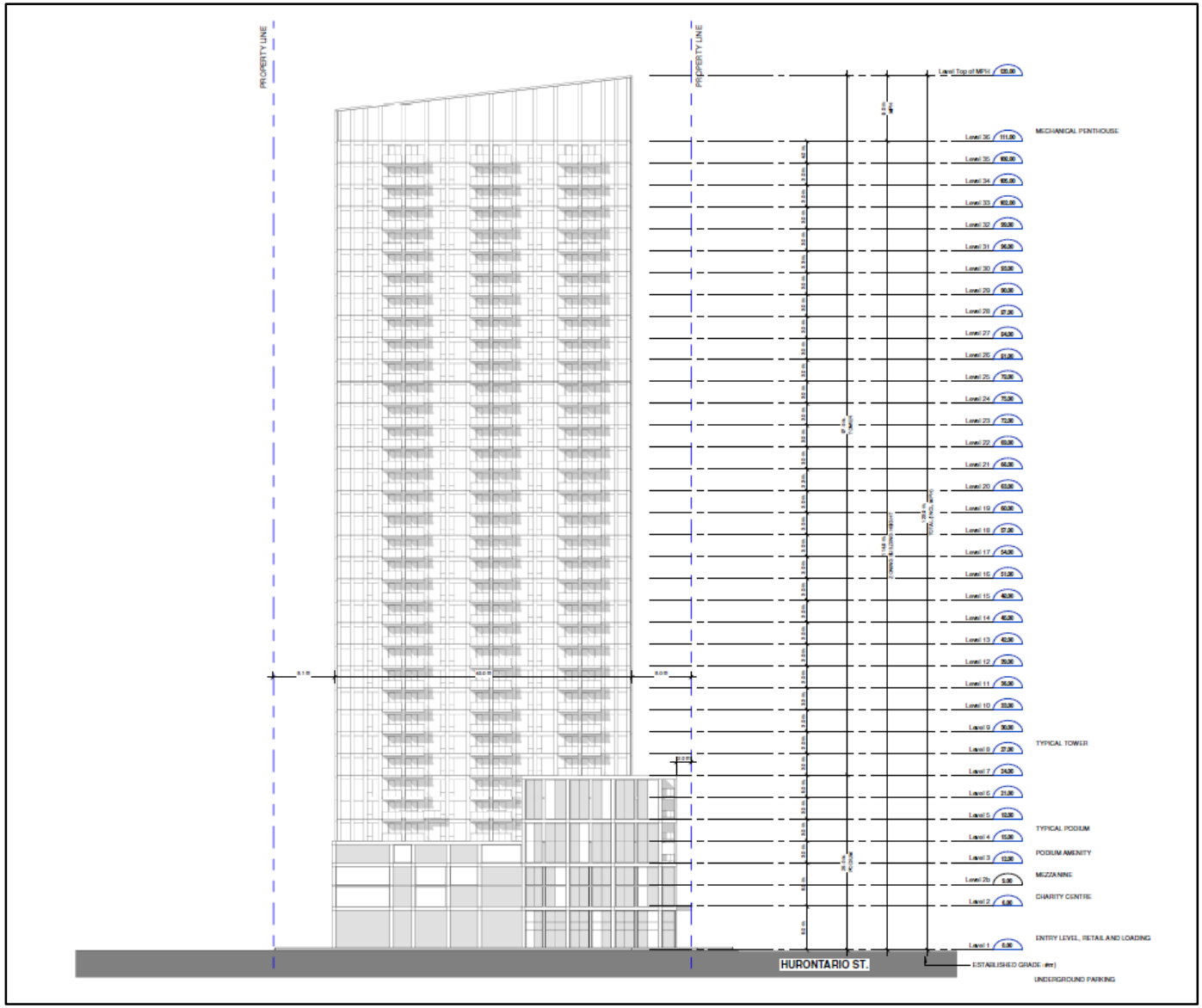
Concept Plan



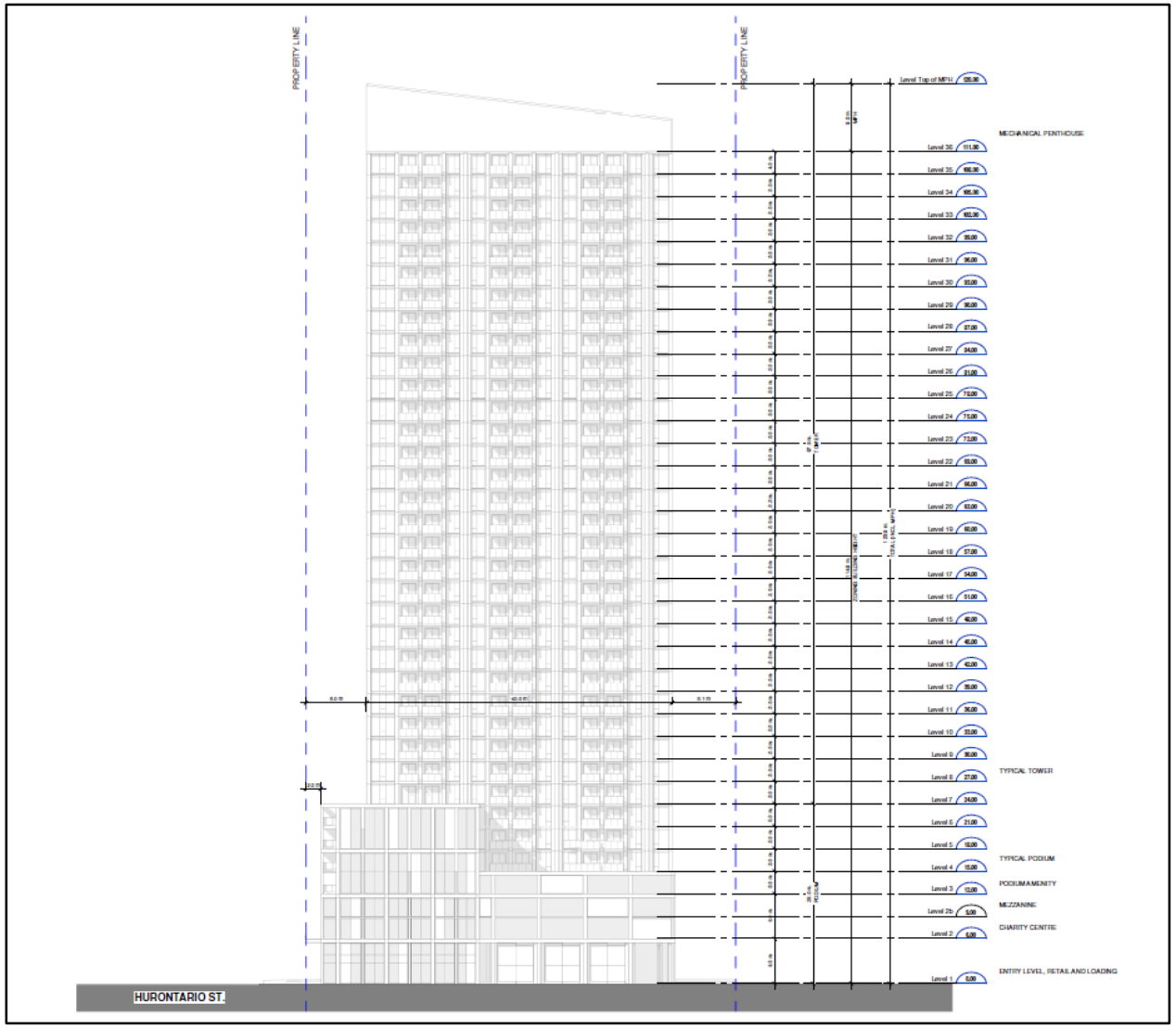
East Elevation



West Elevation



North Elevation



South Elevation



Applicant's Rendering – View from Hurontario Street Looking East



Applicant's Rendering – View from Hurontario Street Looking Northeast

2. Site Description

Site Information

The property is located within the Downtown Cooksville Character Area, which forms part of the City's Urban Growth Centre, on the east side of Hurontario Street, south of Kirwin Avenue. The surrounding area contains a mix of low and high density residential uses, retail commercial and office uses. The site is currently occupied by a two storey detached building that houses a non-profit organization (The Dam Youth Charity). The property currently has two accesses to Hurontario Street that connect to form a circular driveway. The property contains several mature trees. Other than a couple along the frontage and one in the middle of the property, the mature trees are located along the rear and north lot lines.



Aerial Photo of 3115 Hurontario Street

Property Size and Use	
Frontage:	44.3 m (145.3 ft.)
Depth:	65.2 m (213.9 ft.)
Gross Lot Area:	0.25 ha (0.62 ac.)
Existing Uses:	Two-storey detached building

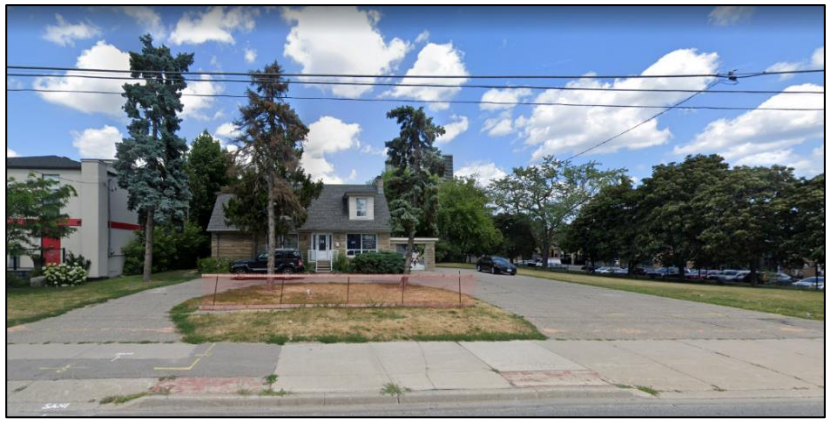


Image of existing conditions facing east

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **D** (Development). The **D** zone permits legally existing uses within legally existing buildings.

- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals were filed, the policies of the new Mississauga Official Plan apply. The subject lands are designated **Mixed Use** in the Downtown Cooksville Character Area.

3. Site Context

Surrounding Land Uses

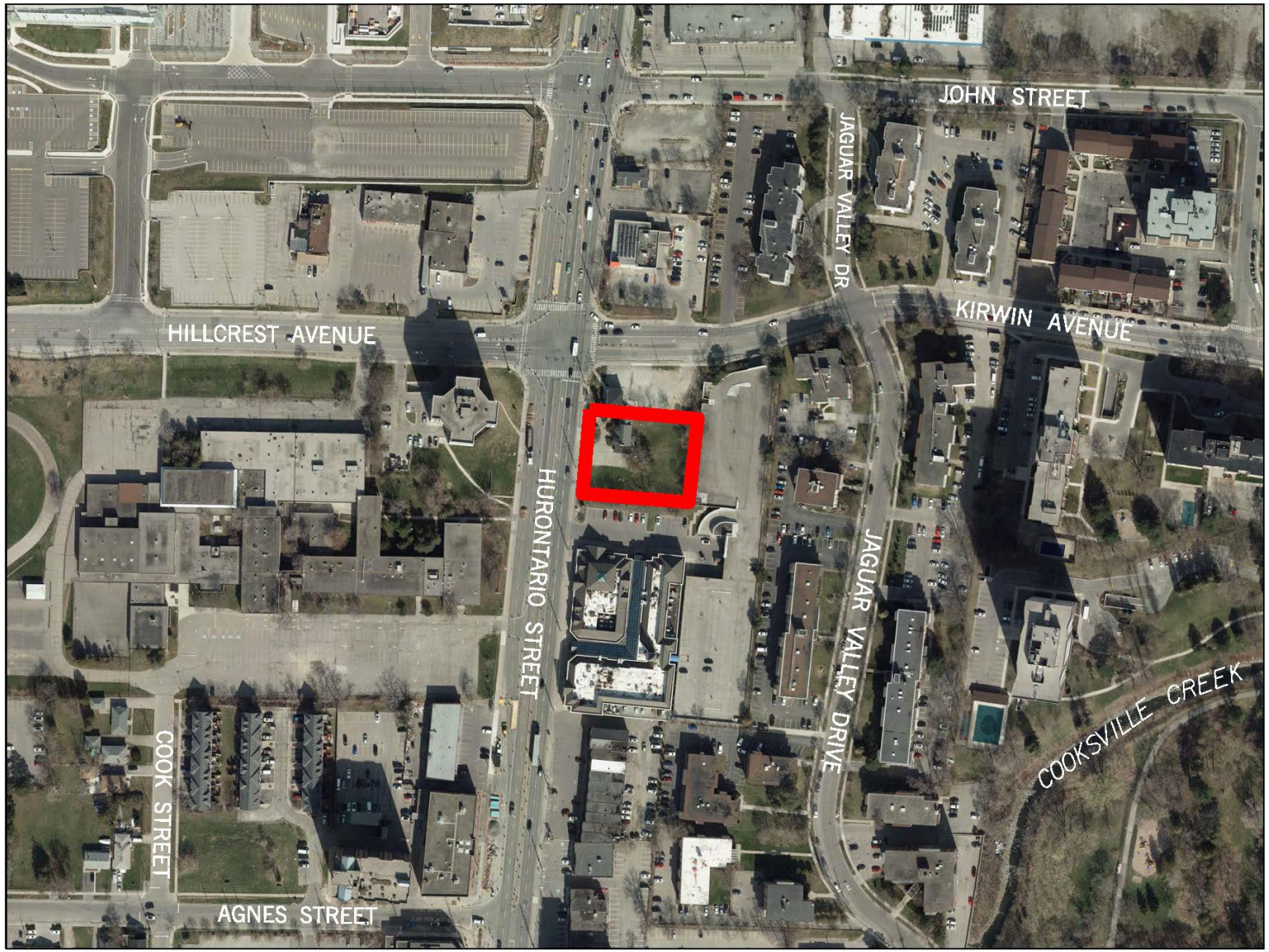
North of the subject land is a two storey dental office with associated surface parking lot. Further north is Kirwin Avenue. To the south is an indoor shopping mall containing retail, service commercial and office uses. To the east is the parking garage for the abutting indoor shopping mall. Further east are three apartment buildings ranging in height from four to five storeys. To the west is Hurontario Street, beyond which is a 12 storey apartment building and T.L Kennedy Secondary School.

The surrounding land uses are:

North: Dental office
East: Parking garage
South: Indoor shopping mall
West: Apartment and Secondary School

Neighbourhood Context

The subject property is located in the former Township of Cooksville, which is an area that has evolved over a long period and was eventually amalgamated with other former townships to form the Town of Mississauga in 1968. The surrounding area contains commercial uses along Dundas Street East and West and Hurontario Street, as well as a variety of residential building types, including a number of apartment buildings developed in the 1950s and 1960s.



Aerial Photo of 3115 Hurontario Street

Demographics

Based on the 2016 census, the existing population of the Downtown Cooksville area is 9,310 with a median age of this area being 38 (compared to the City's median age of 40). 65% of the neighbourhood population are of working age (15 to 64 years of age), with 20% children (0-14 years) and 15% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 17,500 and 20,600 respectively. The average household size is 2 persons with 92% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 1,515 units (40%) owned and 2,290 units (60%) rented with a vacancy rate of approximately 0.8%* and 0.9%*. In addition, the number of jobs within this Character Area is 2,722. Total employment combined with the population results in a PPJ for Downtown Cooksville of 131 persons plus jobs per ha.

*Please note that vacancy rate data does not come from the census. This information comes from CMHC which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). This specific Character Area is located within the South and Northeast geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Other Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- OZ/OPA 22-19 W6 – 25 and 33 Hillcrest Avenue, 3146, 3154 and 3168 Hurontario Street – application in process (under appeal) for five apartment towers, 46 43, 43, 39 and 34 storeys, with commercial and community uses.

- OZ/OPA 22-17 W7 – 65 Agnes Street - applications in process (under appeal) for a 29 storey apartment building.

- OZ/OPA 22-16 W7 – 60 Dundas Street East - applications in process for three apartment buildings with heights of 29, 33, 36 storeys.

- OZ/OPA 21-11 W7 – 3085 Hurontario Street – applications in process for four apartment buildings with heights of 9, 30, 33 and 35 storeys.

- SP 21-121 W4 – 1 Fairview Road East – application in process for a 32 storey apartment building with ground floor retail uses.

- SP 21-102 W7 – 3009 Cook Street – applications in process for a 28 storey apartment building.

- OZ/OPA 21-9 W7 – 189 Dundas Street West - applications in process (under appeal) for three apartment buildings with heights of 18, 20 and 32 storeys.

- OZ/OPA 21-5 W5 – 3016, 3020, 3026, and 3032 Kirwin Avenue and 3031 Little John Lane – applications in process for an 8 storey rental apartment building.

- SP 20-52 W7 –3009 Novar Road (formally 89 Dundas Street West) – application in process for an 18 storey apartment with ground floor commercial uses.

- OZ/OPA 20-22 W7 – 3420 and 3442 Hurontario Street is approved for 33 and 30 storey apartment buildings.

These applications are well within the anticipated population forecasted for the node.

Community and Transportation Services

This application will have minimal impact on existing services in the community.

In terms of community infrastructure in the area, the City of Mississauga's Cooksville Library, is within a 0.5 km (0.3 mi) radius of the site and Mississauga Valley Community Centre is within a 1.3 km (0.7 mi) radius of the site and offers a pool, arena, gymnasium, soccer field, tennis courts, baseball fields, playground and splash pad facilities.

The 2022 Parks Plan notes that the Downtown Cooksville Character Area does not meet the minimum provision target of 1.2 ha (3.0 ac.) of parkland per 1000 people. Furthermore, the Parks Plan also notes the need to have a city owned playground within 400 m (1,312.3 ft.) of walking distance unimpeded by major pedestrian barriers. Notwithstanding the parkland deficiency and proximity to a park within 400 m (1,312.3 ft.) walking distance, John C. Price Park is approximately 530 m (1,738.9 ft.) from the subject site which can service the future residents of this development.

John C Price Park contains a playground and walking trails that connect to neighbouring parks including Richard Jones Park, Cooksville Park and further out Cooksville Creek Trail.

The site is 450 m (1,476.4 ft.) walking distance to the Cooksville GO station, which provides two-way peak train service and two-way off-peak bus service to downtown Toronto. The site is also located along the future Light Rail Transit (HLRT) line on Hurontario Street.

The following major MiWay bus routes service the site:

- Route 2 – Hurontario
- Route 103 – Hurontario Express
- Route 53 – Kennedy
- Route 38 – Creditview
- Route 2- Hurontario
- Route 8 - Cawthra
- Route 26 – Burnhamthrope
- Route 3 - Bloor

4. Summary of Applicable Policies, Regulations and Proposed Amendments

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
***Provincial Policy Statement* (PPS)**	The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV) Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1) The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6) On April 6, 2023 the Ministry of Municipal Affairs and Housing released the new Provincial Planning Statement for comment. The Provincial Planning Statement will replace both the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe. At the time of writing this report, the new Provincial Planning Statement is not in force and effect.	Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1) Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a) Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3) Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)
***Growth Plan for the Greater Golden Horseshoe* (Growth Plan)**	The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)	Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c) Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities,

Policy Document	Legislative Authority/Applicability	Key Policies
		open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4) To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)
Region of Peel Official Plan (ROP)	With the approval from the Ministry of Municipal Affairs and Housing, the Region of Peel's new Official Plan came into effect on November 4, 2022 and will be used to evaluate the proposal. MOP is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the application meets the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the *Provincial Policy Statement* and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the *Planning Act* and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.	The ROP identifies the subject lands as being located within Peel's Urban System. General objectives of ROP, as outlined in Section 5.6, include: • achieving sustainable development; • establishing healthy complete communities; • achieving intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services; • achieving an urban form and densities that are pedestrian-friendly and transit supportive; • promoting crime prevention and improvement in the quality of life; • protecting, restoring, and enhancing the natural environment; • allowing opportunities for residents to live in their own communities as they age; • preserving and protecting lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment lands and infrastructure uses, where appropriate; and, • providing for a wide range of goods and services to meet the needs of those living and working in the Urban System.

Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. The City's MOP review is currently underway to ensure consistency with and conformity to changes in legislation and planning policy documents, including recent changes to the *Planning Act*, the 2020 PPS, the Growth Plan 2019 and Amendment No.1 (2020), and the Region of Peel's new Official Plan.

Existing Designation

The lands are located within the Downtown Cooksville Character Area and are designated **Mixed Use**. The **Mixed Use** designation permits a range of retail, service commercial, office and residential uses within the same building.

Major Transit Station Areas

The subject property is located within the Dundas Major Transit Station Area (MTSA) as identified in the Region of Peel's Official Plan.

On August 10, 2022, Mississauga Council adopted Official Plan Amendments (MOPAs) No. 142 to 144, which add policies to MOP pertaining to Major Transit Station Areas, including policies pertaining to maximum building heights. Regional Council approval is required for these amendments to come into effect.

On February 9, 2023, the Minister of Municipal Affairs and Housing (MMAH) submitted a letter to Regional Council advising the proposed MTSA maximum height policies are contrary to the modifications MMAH made to the in-effect Regional Official Plan. Staff are in discussions with MMAH regarding this position.

On February 23, 2023, Regional Council referred the City's MTSA Official Plan Amendments back to regional staff to discuss with the City and Province.

MOPAs 145 and 146

The three Downtowns (Fairview, Cooksville and Hospital) were reviewed by staff as part of a comprehensive review, resulting in a report that was approved by City Council on July 5, 2022, titled "Planning 15-Minute Cities: Downtown Fairview, Cooksville and Hospital Policy Review – Official Plan Amendments and Built Form Standards". It was concluded that lands included in the three Downtown areas are meeting and/or exceeding the required residential intensification necessary to meet provincial targets, as specified by the PPS, the Growth Plan and ROP, at the current heights permitted by MOP (i.e. maximum 25 storeys). Notwithstanding, in recognition of proximity to the junction of multiple transit routes (Cooksville Go Station and HuLRT), a maximum height of 30 storeys was identified for this area of Downtown Cooksville (MOPA 146).

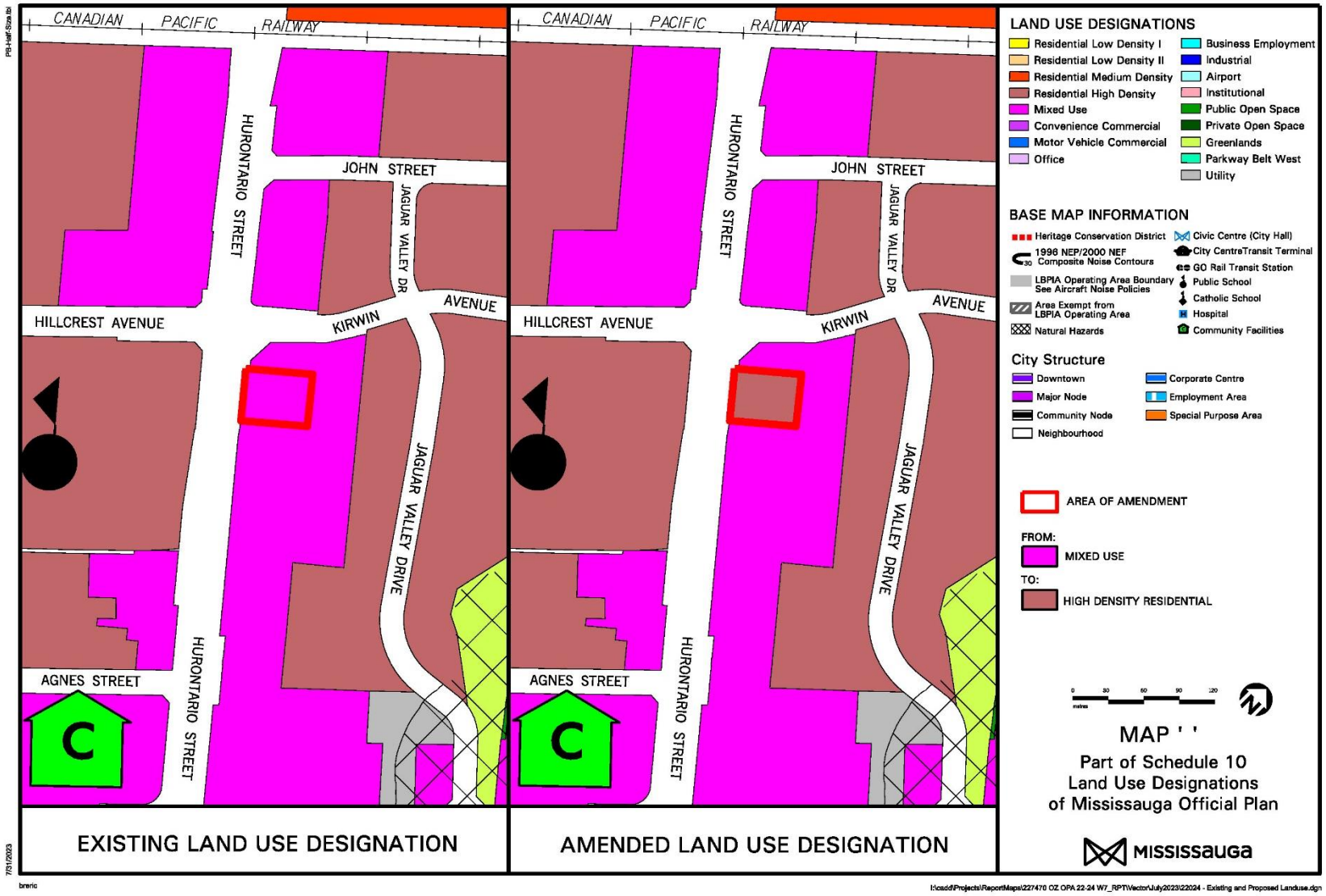
MOPAs 145 and 146 implemented the direction of the comprehensive review. MOPA 145 contains the policies on vision, guiding principles, community infrastructure, urban design, roads and pedestrian connections. MOPA 146 contains the protected MTSA policies related to height and land uses that are specific to Downtown Fairview, Cooksville and Hospital.

On August 10, 2022 Mississauga Council adopted MOPAs 145 and 146. Currently, MOPA 145 is under appeal and OPA 146 is before the Region pending approval.

Proposed Designation

The applicant is proposing to change the designation from **Mixed Use** to **Residential High Density - Special Site** to permit a maximum building height of 35 storeys and a maximum Floor Space Index (FSI) of 12.0. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.



Excerpt of Downtown Cooksville Character Area

Relevant Mississauga Official Plan Policies

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	General Intent
Chapter 5 Direct Growth	Mississauga will ensure there is adequate land capacity to accommodate growth that will be directed to appropriate locations with most of the growth directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Sections: 5.1.2, 5.1.3, 5.1.4, 5.1.6) New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure. (Section 5.1.9) The Downtown is an Intensification Area. (Section 5.3.1.3) The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare. (Section 5.3.1.4) The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown. (Section 5.3.1.6) Character Area policies will establish how the density and population to employment targets will be achieved within the Downtown. (Section 5.3.1.7) The Downtown will be planned as a focal area for investment in community infrastructure, as well as institutional, commercial, recreational, educational, cultural and entertainment uses. (Section 5.3.1.10) Development in the Downtown will be in a form and density that achieves a high quality urban environment. (Section 5.3.1.11) Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the Corridor. (Section 5.4.3) Land use and design policies and the delineation of Corridor boundaries will be determined through local area reviews. (Section 5.4.6) Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit. (Section 5.4.7) Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas. Additional

	General Intent
	Intensification Corridors may be identified in the future. (Section 5.4.11) Not all segments of Intensification Corridors are appropriate for intensification. Planning studies for Intensification Corridors will identify appropriate locations for intensification and the appropriate densities, land uses and building heights. (Section 5.4.12) Local area reviews for the Downtown, Major Nodes, Community Nodes and Corporate Centres will determine appropriate locations for intensification within these areas. (Section 5.5.2) Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. (Section 5.5.3) Intensification Areas will be planned to reflect their role in the City Structure hierarchy. (Section 5.5.4) Intensification Areas will be planned to maximize the use of existing and planned infrastructure (Section 5.5.9) Major Transit Station Areas will be subject to, a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. (Section 5.5.13) Pedestrian movement and access from major transit routes will be a priority in Intensification Areas. (Section 5.5.14)
Chapter 7 Complete Communities	In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking; c. encourage environments that foster incidental and recreational activity; and d. encourage land use planning practices conducive to good public health. (Section 7.1.3) Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6) In cooperation with the appropriate public and private agencies and other levels of government, Mississauga will provide community infrastructure, supportive of complete communities, to meet the civic, cultural, educational, recreational, religious, social and emergency service needs of residents, employees and visitors. (Section 7.1.7) When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area. (Section 7.1.10) Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1) Mississauga will provide opportunities for: a. the development of a range of housing choices in terms of type, tenure and price;

	General Intent
	b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3) Inclusionary Zoning is a tool that enables the City to require that new residential development or redevelopment in specified locations include affordable housing units where residential uses are permitted by this Plan. Inclusionary Zoning in Mississauga will be guided by the following principles and objectives: a) Inclusionary Zoning will be implemented in conjunction with other planning tools to increase the supply of affordable housing, contributing to diverse, mixed-income communities that offer a range of housing options for residents of various socio-economic backgrounds; b) Inclusionary Zoning policies will be informed by ongoing monitoring and periodic financial impact assessments in accordance with Provincial requirements, or more frequently as necessary, to create and maintain affordable housing stock without negatively impacting overall development activity; c) The City will work collaboratively with the Region of Peel, private and non-profit developers, housing providers, and other special interest groups to leverage expertise and achieve housing objectives; and d. The City and the Region of Peel will work collaboratively to establish Inclusionary Zoning Implementation Guidelines to ensure the efficient delivery and monitoring of affordable housing units, such as but not limited to the procedure for qualifying purchasers and tenants, establishing annual affordable prices and rents, and ensuring the units remain affordable for the affordability period. (Section 7.3.1) An owner of new development or redevelopment proposing 50 or more residential units or 3,600 square metres or more of gross floor area (GFA) for residential purposes, and located within an IZ Area as identified on Map 7-1: Inclusionary Zoning (IZ) Areas of this Plan, and subject to an Inclusionary Zoning By-law, is required to include affordable ownership housing units or affordable rental housing units for moderate-income households, as follows: a. the minimum required percentage of gross floor area for residential purposes in ownership housing to be set-aside as affordable ownership housing units or affordable rental housing units for moderate-income households is established in Table 7-1; b. notwithstanding Policy 7.3.2 (a), a discounted set-aside rate may be considered for the delivery of housing for low- income households at the City's discretion through a site specific zoning by-law amendment; (Section 7.3.2) Inclusionary Zoning By-laws will not apply to c) approved development, as specifically identified as exempt in the zoning by-law that is already subject to an affordable housing contribution requirement as of June 22, 2022. Inclusionary Zoning By-laws will apply to additional development permissions for such lands; d) development or redevelopment meeting the exemption criteria under the Planning Act or related Ontario Regulations; (Section 7.3.9) Inclusionary Zoning requirements identified in Section 7.3 and Section 19.23 come into effect on the later of January 1, 2023 or the date the applicable protected Major Transit Station Area identified in the Region of Peel Official Plan is approved by the Minister of Municipal Affairs and Housing. (Section 7.3.12)

	General Intent
	To provide a range of affordable prices and rents, the City, in consultation with the Region of Peel, will establish maximum prices and rents on an annual basis during the affordability period for affordable ownership housing units and affordable rental housing units as follows, and in accordance with Implementation Guidelines. (Section 7.3.3) The suite mix of the affordable housing unit component will generally be a balanced mix of one bedroom units and family sized units (two- and three-bedroom units), to provide a range of unit types suitable for individuals and families. Bachelor units will not qualify as affordable housing units for the purposes of Inclusionary Zoning requirements. Further unit size and suite mix requirements may be established through Implementation Guidelines. (Section 7.3.4) Community infrastructure is a vital part of complete communities, contributing to the quality of life and well-being of residents. It is essential in meeting social, cultural, education, recreational, and spiritual needs for a growing and multicultural resident population. In addition to the services provided by the City, community infrastructure is also provided by other agencies, levels of government and the private sector. (Section 7.4) The preferred location for community infrastructure will be within the Downtown, Major Nodes, Community Nodes and Corridors. (Section 7.4.2) The availability and location of existing and planned community infrastructure will be taken into account so that new community infrastructure can be provided efficiently and effectively and tailored to meet the needs of the population in each community. (Section 7.4.12)
Chapter 8 Create a Multi-Modal City	Mississauga will strive to create a fine-grained system of roads that seeks to increase the number road intersections and overall connectivity throughout the city. (Section 8.2.2.3) The creation of a finer grain road pattern will be a priority in Intensification Areas. (Section 8.2.2.4) Additional roads may be identified during the review of development applications and through the local area review process. The City may require the completion of road connections and where appropriate, the creation of a denser road pattern through the construction of new roads. (Section 8.2.2.5) Future additions to the road network should be public roads. Public easements may be required where private roads are permitted. (Section 8.2.2.7) Permanent below or at grade encroachments into the road system will not be permitted, however above grade amenities such as canopies/awnings may be considered. (Section 8.2.2.8)
Chapter 9 Build A Desirable Urban Form	Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1) Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (Section 9.1.2)

	General Intent
	Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5) The city vision will be supported by site development that: a. respects the urban hierarchy; b. utilizes best sustainable practices; c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; and e. employs design excellence. (Section 9.1.10) A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces. (Section 9.1.11) Mississauga may undertake or require studies that develop additional policies, guidelines and design control tools that may contain more specific urban form requirements. (Section 9.1.14) A high quality, compact urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of Intensification Areas form of surrounding areas. (Section 9.2.1.4) Small land parcels should be assembled to create efficient development parcels. (Section 9.2.1.5) Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances. (Section 9.2.1.6) Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands. (Section 9.2.1.7) The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas. (Section 9.2.1.8) Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width. (Section 9.2.1.9) Appropriate height and built form transitions will be required between sites and their surrounding areas. (Section 9.2.1.10) Tall buildings will be sited and designed to enhance an area’s skyline. (Section 9.2.1.11) Tall buildings will be sited to preserve, reinforce and define view corridors. (Section 9.2.1.12) Tall buildings will be appropriately spaced to provide privacy and permit light and sky views. (Section 9.2.1.13)

	General Intent
	In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm. (Section 9.2.1.14) Tall buildings will address pedestrian scale through building articulation, massing and materials. (Section 9.2.1.15) Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas. (Section 9.2.1.16) Principal streets should have continuous building frontage that provide continuity of built form from one property to the next with minimal gaps between buildings. (Section 9.2.1.17) The public realm and the development interface with the public realm will be held to the highest design standards. (Section 9.2.1.19) Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. (Section 9.2.1.21) Active uses will be required on principal streets with direct access to the public sidewalk. (Section 9.2.1.23) Development will face the street. (Section 9.2.1.24) Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections. (Section 9.2.1.25) Built form will relate to and be integrated with the street line, with minimal building setbacks where spatial enclosure and street related activity is desired. (Section 9.2.1.28) Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (Section 9.2.1.29) Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities. (Section 9.2.1.32) Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed. (Section 9.2.1.36) Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure natural surveillance from public areas. (Section 9.2.1.37) Private open space and/or amenity areas will be required for all development. (Section 9.3.5.5) Residential developments of a significant size, except freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. (Section 9.3.5.6)

	General Intent
	Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered. (Section 9.3.5.7) Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. (Section 9.5.1.1) Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: a. Natural Heritage System; b. natural hazards (flooding and erosion); c. natural and cultural heritage features; d. street and block patterns; e. the size and configuration of properties along a street, including lot frontages and areas; f. continuity and enhancement of streetscapes; g. the size and distribution of building mass and height; h. front, side and rear yards; i. the orientation of buildings, structures and landscapes on a property; j. views, sunlight and wind conditions; k. the local vernacular and architectural character as represented by the rhythm, textures and building materials; l. privacy and overlook; and m. the function and use of buildings, structures and landscapes. (Section 9.5.1.2) Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. (Section 9.5.1.3) Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimate conditions are mitigated. (Section 9.5.1.9) New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures that attractiveness of the thoroughfare. (Section 9.5.1.11) Noise will be mitigated through appropriate built form and site design. (Section 9.5.1.12) Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by: a) providing walkways that are connected to the public sidewalk, are well lit, attractive and safe; b) fronting walkways and sidewalks with doors and windows and having visible active uses inside; c) avoiding blank walls facing pedestrian areas; and d) providing opportunities for weather protection, including awnings and trees.(Section 9.5.2.2) Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing: a. street trees and landscaping, and relocating utilities, if required; b. lighting;

	General Intent
	c. weather protection elements; d. screening of parking areas; e. bicycle parking; f. public art; and g. street furniture. (Section 9.5.2.5) Heating, venting and air conditioning equipment and mechanical/utility functions will be located away from the public realm and not be visible from public view. (Section 9.5.2.12) Tall buildings will minimize undue physical and visual negative impact relating to: a. microclimatic conditions, including sun, shadow and wind; b. noise; c. views; d. skyview; and e. adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences. (Section 9.5.3.9) The lower portion of tall building developments will include a built form that achieves street frontage and at grade relationships to support a pedestrian oriented environment. (Section 9.5.3.10) Mechanical equipment, vents and metering devices will be integrated into the building design and will not be visible from the public realm. (Section 9.5.3.17) Rooftop mechanicals and appurtenances will be integrated into building design and will not be visible from the public realm and residential developments. (Section 9.5.3.18) Service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm. (Section 9.5.5.7)
Chapter 11 General Land Use Designations	Lands designated Residential High Density will permit: a) apartment dwelling b) uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property c) uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities. (Section 11.2.5.6) Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses: a. commercial parking facility; b. financial institution; c. funeral establishment; d. makerspaces e. motor vehicle rental;

	General Intent
	f. motor vehicle sales; g. g. overnight accommodation; h. personal service establishment; i. post-secondary educational facility; j. residential, in conjunction with other permitted uses; k. restaurant; l. retail store; and m. secondary office. (Section 11.2.6.1) The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses. (Section 11.2.6.2) Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation. (Section 11.2.6.3)
Chapter 12 Downtown	Proposals for heights less than three storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that: a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan (Section 12.1.1.3). Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of development within the Downtown and lower density and height of development in the surrounding area. (Section 12.1.1.4) Within the Downtown, on lands designated Mixed Use, Downtown Core Commercial, Convenience Commercial or Office, ground floor retail or office uses will be provided (Section 12.1.1.6) Notwithstanding the Residential High Density policies of this Plan, the maximum building height for lands designated Residential High Density will not exceed 25 storeys (Section 12.1.2.2) A high level of urban design, pedestrian amenity, and intensity of development is encouraged along principal street frontages. A sense of entry to the Character Area should be articulated at these locations by prominent built form, landscaping and signage components. (Section 12.4.1.1) The sections of Hurontario Street and Dundas Street within the Character Area should function as a focus for the Cooksville Neighbourhood, having a strong sense of place and main street character with active mixed use building frontages and highly pedestrianized nature. These street frontages should reinforce a distinctive, quality image with high standards in built form, landscaping and related pedestrian amenities. (Section 12.4.1.2) Street Edge Uses - Development abutting the street should encourage a high level of activity along the street by incorporating grade related retail with residential and/or offices above. Retail units should be clearly oriented to, and accessed from, the public sidewalk.

	General Intent
	(Section 12.4.1.3) Street Scale and Enclosure - Development should be closely related to, and integrated with, the public sidewalk to focus activity on the street and provide a sense of spatial enclosure for the street. Development should address the following: a. limited building setback range of three to five metres from the street line, with the larger setback in areas of high transit or pedestrian use; b. minimum building height of two to four storeys and maximum of six storeys directly abutting the street line; c. maximum continuity of street walls with built form occupying a minimum of 80% of the street frontage; and d. a minimum setback of ten metres from the street line is required for buildings exceeding six storeys in height. (Section 12.4.1.4) Development Fabric - Development fronting on the Hurontario Street and Dundas Street frontages should reinforce patterns and characteristics supportive of a main street role with highly animated pedestrian spaces. Development should address the following: a. commercial frontages should be broken up into smaller retail units and accessed directly from the public sidewalk with frequent access doorways; b. no parking should be provided between the buildings and street line; c. blank walls should be avoided along the street in favour of fenestration; d. service, loading and garbage storage areas should be accessed from rear lanes or abutting side streets; e. split level commercial frontages should be avoided; f. periodic building indentations should be provided as relief to long building walls and to provide opportunities for pedestrian spaces; g. storefront signage should respect the pedestrian scale and architectural character of development; h. pedestrian weather protection should be provided in the form of canopies and/or inset arcades; and i. the development and integration of rear yard parking lots to reduce the number of driveways along Hurontario Street and Dundas Street. (Section 12.4.1.6) Streetscape (Open Space and Landscaping) - Development of private land abutting the sidewalk should closely coordinate with the public boulevard to create an integrated design character at the pedestrian level and to reinforce the sense of a community main street. Opportunities for the development of entry forecourts and plazas will be encouraged in order to create a varied streetscape. Any existing vegetation will be considered for preservation through the redevelopment/infill process to enhance the liveability of a space. (Section 12.4.1.7) All development applications are required to address the relationship with adjacent properties and the need to minimize access onto Hurontario Street and Dundas Street. (Section 12.4.2.1)
Chapter 19 Implementation	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows: the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • that a municipal comprehensive review of the land use designation or a five year review is not required; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the

	General Intent
	proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)

Mississauga Zoning By-law

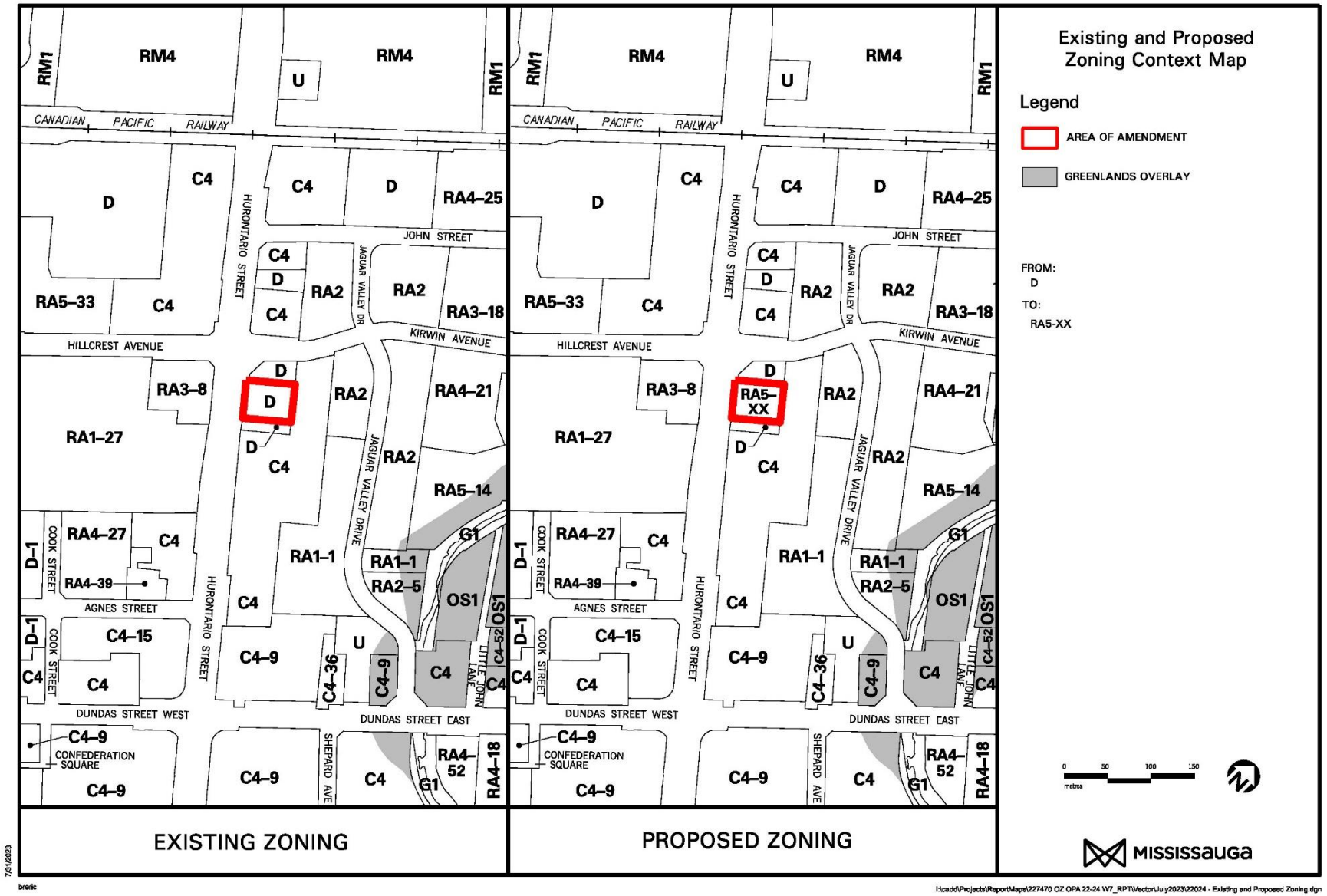
Existing Zoning

The subject property is currently zoned **D** (Development). The **D** zone permits legally existing uses within legally existing buildings. The **RA5-33** zone permits an office and accessory retail commercial uses.

Proposed Zoning

The applicant is proposing to rezone the property to **RA5 – Exception** (Apartments – Exception) to permit a 35 storey apartment building with 431 dwelling units with gross floor area of 25 507.3 m^2 (274,558.3 ft^2), and 195.3 m^2 (2,102.2 ft^2) of ground floor commercial and 14,106.4 m^2 (151,840 ft^2) community uses.

Through the processing of the applications staff may recommend a more appropriate zone category for the development in the Recommendation Report.



Excerpt of Zoning Map 21

Proposed Zoning Regulations

Zone Regulations	Proposed RA5 Base Zone Regulations	Proposed RA5 Exception Zone Regulations
General Provisions		
Minimum Separation Distance from Residential Zones to a: **Restaurant** **Convenience Restaurant** **Take-out Restaurant**	60.0 m (196.8 ft.)	Request regulation not apply
A rooftop **balcony** shall be setback from the exterior edge of a structure	1.2 m (3.9 ft.)	Request regulation not apply
Parking, Loading, Stacking Lane and Bicycle Parking Regulations		
Minimum parking space width, where the length of one side of the **parking space** abuts a **building**, **structure** or part thereof, except for a **building**, **structure** or part thereof, that extends 1.0 m (3.3 ft.) or less into the front and/or rear of the **parking space**	The minimum width of a **parking space**, other than an **accessible parking space** or **parallel parking space**, shall be increased to 2.75 m (9.0 ft.)	2.6 m (8.5 ft.) parking space width
Minimum parking **aisle** width where a one-way **aisle** is provided for access to and from **parking spaces** with a **parking angle** not exceeding 60°	5.5 m (18.0 ft.)	4.5 m (14.8 ft.)
Condominium **Apartment** Required Number of **Parking Spaces** (Precinct 1)	Residential spaces per unit: 0.8 Visitor spaces per unit: 0.2	Residential spaces per unit 0.65 Visitor spaces per unit: 0.15
Apartment Zones		
Permitted Additional **Uses**	**Retail store**, **service establishment**, **financial institution**, **office** and **medical office - restricted**	The following are to be included as site specific additional uses: • Private Club • Day Care • Education and Training Facility • Restaurant • Take-Out Restaurant • Recreational Establishment

Zone Regulations	Proposed RA5 Base Zone Regulations	Proposed RA5 Exception Zone Regulations
		• Medical Office • Financial Institution • Veterinary Clinic
Location of Additional **Uses**	An additional use shall not be permitted above the **first storey** of an **apartment building**	Request regulation not apply
Access to Additional **Uses**	An additional use shall be wholly contained within the **dwelling** and the entrance to the additional use shall only be from within the **dwelling**.	Request regulation not apply
RA5 Zones (Apartment)		
Maximum **Floor Space Index – Apartment Zone**	2.9	10.89
Maximum **height**	77.0 m (252.6 ft.) and 25 **storeys**	121 m (397.0 ft.) and 35 storeys excluding Mechanical Penthouse* *Maximum Height Mechanical Penthouse: 10 m (32.8 ft.)
Minimum **Front** and **Exterior Side Yards** for that portion of the dwelling with a **height:** Less than or equal to 13.0 m (9.8 ft.): Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.): Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.): Greater than 26.0 m (85.3 ft.):	 7.5 m (24.6 ft.) 8.5 m (27.9 ft.) 9.5 m (31.2 ft.) 10.5 m (34.4 ft.)	Minimum Front Yard Setback of 1.5 m (4.9 ft.) to the podium (Floors 1 – 6) Minimum Front Yard Setback of 7.5 m (24.6 ft.) to the tower portion (Floors 7 - 35)
Minimum **Interior Side Yard** for that portion of the dwelling with a **height**: Less than or equal to 13.0 m (42.7 ft.):	 4.5 m (14. 8 ft.)	Minimum Interior Side Yard Setback of 0.0 m (0.0 ft.) for podium (Floors 1 - 6) Minimum Interior Side Yard Setback to Tower (North): 8.5 m (27.9 ft.)

Zone Regulations	Proposed RA5 Base Zone Regulations	Proposed RA5 Exception Zone Regulations
Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.): Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.): Greater than 26.0 m (85.3 ft.): Where an **interior side lot line**, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof:	6 m (19.7 ft.) 7.5 m (24.6 ft.) 9 m (29.5 ft.) 4.5 m (14.8 ft.)	Minimum Interior Side Yard Setback to Tower (South): 14.5 m (47.6 ft.)
Minimum **Rear Yard** for that portion of the dwelling with a **height**: Less than or equal to 13.0 m (42.7 ft.): Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.): Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.): Greater than 26.0 m (85.3 ft.): Where a **rear lot line**, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof:	 7.5 m (24.6 ft.) 10.0 m (32.8 ft.) 12.5 m (41.0 ft.) 15.0 m (49.2 ft.) 4.5 m (14.8 ft.)	Minimum Rear Yard Setback of 7.5 m (24.6 ft.)
Maximum encroachment of a **balcony** located above the **first storey** , sunroom, window, **chimney**, pilaster,	1.0 m (3.3 ft.)	Permit Maximum Encroachment of 2.0 m (6.6 ft.)

Zone Regulations	Proposed RA5 Base Zone Regulations	Proposed RA5 Exception Zone Regulations
cornice, balustrade or roof eaves into a required **yard**		
Maximum encroachment into a required **yard** of a **porch**, **balcony** located on the **first storey**, staircase, landing or awning, provided that each shall have a maximum width of 6.0 m (19.7 ft.):	1.8 m (5.9 ft.)	Maximum Balcony Encroachment into required yard above first storey: 2.15 m (7.1 ft.)
Minimum above grade separation between **buildings** for that portion of dwelling with a height: Less than or equal to 13.0 m (42.7 ft.): Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.): Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.): Greater than 26.0 m (85.3 ft.):	 3.0 m (9.8 ft.) 9.0 m (29.5 ft.) 12.0 m (39.4 ft.) 15.0 m (49.2 ft.)	Minimum above grade separation distance between buildings for that portion of height less than or equal to 26 m (85.3 ft.) shall be: 0.0 m (0.0 ft.) Minimum above grade separation distance between buildings for that portion of height greater than or equal to 26 m (85.3 ft.) shall be: 7.0 m (23.0 ft.)
Parking, Loading, Servicing Area and Parking Structure		
Minimum setback from a **parking structure** completely below finished grade, inclusive of external access stairwells, to any **lot line**:	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)
Minimum Landscape Area, Landscape Buffer, and Amenity Area		
Minimum **Landscaped Area**	40 % of the **lot area**	3.5 %
Minimum depth of a **landscaped buffer** abutting a **lot line** that is a **street line** and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an **Apartment** Zone:	4.5 m (14.8 ft.)	0.0 m (0.0 ft.) along Hurontario Street
Minimum depth of a **landscaped buffer** along any other **lot line**:	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)

Zone Regulations	Proposed RA5 Base Zone Regulations	Proposed RA5 Exception Zone Regulations
	Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.	

Affordable Housing

Mississauga's Inclusionary Zoning (IZ) By-law was enacted on August 10, 2022, and came into effect on August 11, 2022 initiating the IZ transition period. MTSAs were identified in the Regional Official Plan and approved by the Minister of Municipal Affairs and Housing on November 4, 2022. The City's IZ transition period concluded as of January 1, 2023 at which time IZ came into full force and effect for all applicable development applications.

Pursuant to the exemption provision outlined in Article 2.1.34.1(6)(2) of Mississauga Zoning By-law 0225-2007, during the transition period a proposal is exempt from IZ if a rezoning application is deemed complete prior to January 1, 2023 AND a subsequent complete site plan application is filed within 2 years of the date the rezoning application was deemed complete.

The rezoning application associated with this proposal, (OZ/OPA 22-24 W7) was filed on November 8, 2022 and deemed complete on December 8, 2022. Provided a complete site plan application is filed by **December 8, 2024**, this proposed development could receive an exemption from IZ.

Should the complete site plan application not be submitted by the deadline, IZ will apply in full as follows:

- The subject lands fall within IZ Area 1. The property is subject to Inclusionary Zoning.
- Current set aside rate is 4%, which is set to increase each subsequent year. The set aside rate will be applicable for the year the complete site plan application submission has been made.
- An IZ legal agreement must be in place prior to Building Permit issuance for the development on the subject lands.

In the event that this rezoning application is approved, a condition will be added to the rezoning to indicate that an exemption may apply, subject to Article 2.1.34.1(6)(2) of Mississauga Zoning By-law 0225-2007. The City will determine the final exemption status at the time of the complete site plan application filing.

Housing Report Comments:

The applicant's Housing Report provides information relative to the proposed development and how it upholds the applicable policy directions through provincial, regional and local plans. However, the report is incorrect in stating that the proposal is not subject to IZ policies. The applicant will need to revise the report and applicable sections to reflect this, as well as note potential unit contributions in the event they do not meet the timing for the site plan application submission.

The applicant has provided some additional provisions to provide for the range of housing options as contemplated by the Housing Reports Terms of Reference (TOR).

The Housing Reports TOR outlines various options to ensure the proposal provides a range of housing options. These include providing middle-income affordable ownership units, affordable rental units, off-site land contributions, or financial contributions to affordable middle income housing elsewhere.

The applicant is encouraged to explore opportunities to include more two bedroom and three bedroom units. Information is needed on pricing and affordability period (i.e., 25 years or more).

Based on the information submitted by the applicant, rental protection does not apply to this development.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
48 Kindergarten to Grade 5 20 Grade 6 to Grade 8 12 Grade 9 to Grade 12	Clifton Public School	Camilla Road Senior Public School	T.L. Kennedy Secondary School
	Enrolment: 312 Capacity: 468 Portables: 0	Enrolment: 585 Capacity: 655 Portables: 3	Enrolment: 760 Capacity: 1476 Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
8 Kindergarten to Grade 8 6 Grade 9 to Grade 12	Metropolitan Andrei Elementary School	Michael Goetz Catholic Secondary School
	Enrolment: 477	Enrolment: 1055

	Capacity: 582 Portables: 6	Capacity: 1530 Portables: 0

6. Community Questions and Comments

A community meeting was held by Ward 7 Councillor, Dipika Damerla and IBI Group Professional Services Inc. on September 13, 2022. No members of the public attended and no written comments were received by the Planning and Building Department.

7. Development Issues

The following is a summary of comments from agencies and departments regarding the application(s):

Agency / Comment Date	Comments
Region of Peel (January 19, 2023)	The Region of Peel will provide front-end collection of garbage and recyclable materials for the residential component only subject to the Waste Collection Design Standards Manual (WCDSM). There is a 300 mm diameter watermain located on Kirwin Ave. There is also a Region of Peel 525 mm diameter sanitary sewer planned along Kirwin Ave, east of Hurontario, the project is anticipated for 2024-2025 budget and 2025-2026 construction, timelines subject to change. Connections to the ROP infrastructure within Hurontario ROW, where possible, is discouraged due to LRT works and ensuing moratorium. Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. This proposal will require a secondary fire line in compliance with the Ontario Building Code, which is administered by the Local Municipality. All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications. Satisfactory site servicing, and mechanical drawings will be required as well Fire Protection approval.

Agency / Comment Date	Comments
	All the design criteria, standards, specifications, procedures and report and submission requirements by the Region will need to be provided. Prior to approval, a satisfactory Functional Servicing Report is required.
Dufferin-Peel Catholic District School Board (December 15, 2022)	Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.
Peel District School Board (January 20, 2023)	Based on the Peel District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.
City Community Services Department – Park Planning Section (July 21, 2023)	The 2022 Parks Plan notes that the Downtown Cooksville character area does not meet the minimum provision target of 1.2 ha (3.0 ac) of parkland per 1000 people. Further, the Parks Plan also notes the need to have a city owned play ground within 400 m (1,312.3 ft.) walking distance unimpeded by major pedestrian barriers. Notwithstanding the parkland deficiency and proximity to a park within 400 m (1,312.3 ft.) walking distance, John C. Price Park is approximately 530 m (1,738.8 ft.) from the subject site which can service the future residents of this development. It is further noted, prior to the issuance of building permits, for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act and in accordance with the City's Policies and By-laws.
City Community Services Department – Public Art Coordinator (December 15, 2023)	The HLRT transit corridor has been identified as a priority zone for public art. Developers are encouraged to include public art as part of their development and/or contribute an agreed upon amount of their gross construction costs to the City's Public Art Reserve Fund for the inclusion of public art near the subject site.
City Transportation and Works Department (February 17, 2023)	Technical reports have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements. Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows: **Stormwater** A Functional Servicing and Stormwater Management Report prepared by MTE Consultants Inc., dated September 2022, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity

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	impacts of stormwater run-off generated from the site. Mitigation measures may include new infrastructure and/or on-site stormwater management controls. The applicant is proposing to construct a private storm sewer system to service the development lands, with a connection to the City of Mississauga's stormwater infrastructure on Hurontario St, as well as on-site stormwater management controls for the post-development discharge. The applicant is required to provide further technical information to: • demonstrate the feasibility of the proposed storm sewer system to ensure it is in compliance with the HuLRT project on Hurontario St; and • demonstrate that the 5 mm water balance through Low Impact Development (LID) will be achieved; and • demonstrate that there will be no impact on the existing drainage system including how groundwater will be managed on-site **Traffic** A Transportation Impact Study (TIS), prepared by Nextrans Consulting Engineers dated September 2022, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided. The applicant is required to provide the following information: • An updated Transportation Impact Study addressing all staff comments; • Additional turning movement diagrams to evaluate the internal site circulation and access points; • Review the driveway access to ensure the adjacent municipal roads and the internal driveway can operate efficiently; and • Address any traffic concerns from the Community related to the proposed development. **Environmental Compliance** A Phase One Environmental Site Assessment (ESA), dated March 11, 2022, and a Phase Two ESA, dated May 27, 2022, both prepared by MTE Consultants, were submitted in support of the proposed development. The Phase Two ESA identified that soil and groundwater conditions met the applicable regulatory standards and no further environmental investigation is required. The following is to be submitted for further review: • Letter of reliance for the Phase One and Two ESA reports;

Agency / Comment Date	Comments
	• Written documentation prepared by a Qualified Person (as defined in Section 5 of Ontario Regulation 153/04, as amended) stating the geotechnical and environmental suitability of the fill materials located on-site; • Written documentation prepared by a Professional Engineer that includes a plan to decommission the monitoring wells or proof of decommissioning; • Written documentation that includes a plan to remove potential hazardous materials such as asbestos, lead in paint and polychlorinated biphenyls on-site; and, • Completed Storm Sewer Use By-law Acknowledgement Form. **Noise** A Noise and Vibration Impact Study prepared by RWDI, September 8, 2022, was received for review. The study evaluates the potential impact of environmental noise to and from the development and recommends mitigation measures to reduce any negative impacts. The report indicated that noise sources that may have an impact on this development include road traffic, transportation sources and stationary noise sources such as HVAC related equipment on the roof-top. No mitigation measures for vibration from the HuLRT are required. Noise mitigation will be required in the form of upgraded building components and central air-conditioning within the units as well as noise warning clauses included in the development agreement. A revised noise study is required as part of the next submission to address staff comments. **Engineering Plans/Drawings** The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which are to be revised as part of subsequent submissions, in accordance with City standards. The above matters are to be resolved prior to the preparation of a recommendation report.
Light Rail Transit Office (January 10, 2023)	Please be advised that higher order transit is planned for Hurontario Street in the form of light rail transit (LRT) operating between Port Credit GO and Brampton's Gateway Station. Metrolinx representatives have been circulated this development application and will be providing comments separately regarding this submission. Please confirm all required clearances and/or agreements requested by Metrolinx (and Mobilinx) have been addressed prior to final approval. The boulevard in this area is very constrained due to the need to widen the road to accommodate for the Guideway tracks and Cooksville STOP located in a central median north of this development. The boulevard adjacent to this application consists of a cycle track, narrow pole zone and sidewalk adjacent to the shared property line. The Mobilinx design of the HuLRT corridor is currently at the 100% complete stage with construction works already commencing therefore the HuLRT ROW design should inform the design of the Hurontario Street frontage for this site. Remove any proposed street tree planting on the plans and revise the boulevard condition and grades along the shared property line to reflect the HuLRT projects's boulevard condition and grading.

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	Any proposed above and below ground utilities in the vicinity of the HuLRT project will need to be reviewed, co-ordinated and approved by Mobilinx the design team for the HuLRT project.
Metrolinx (January 20, 2023)	Preliminary Site Servicing Plan Developer is assuming existing utility infrastructure. Mobilinx will make modifications (i.e. water main and sanitary replacement and realignment) to the existing as per their projects scope. Updates required on site grading & erosion sediment control plans. Project design does not take into consideration boulevard changes from Hurontario LRT project scope of work, updates required. The applicant should be advised that Metrolinx and its contractors will be utilizing the Hurontario Street right-of-way, and its intersections, during the projects Construction Period and the developer may be required to work with Metrolinx. Concerns with the designed boulevard streetscape, further consultation is required.
Parking (January 23, 2023)	Staff advise that the recently updated parking requirements for off-street parking, Zoning By-Law 0117-2022, that came into effect June 8, 2022, is supportive of provincial and municipal land use and transportation policies. A satisfactory proxy survey was not included in this submission. As the proposed parking rates are lower than the Precinct 1 parking rates contained in Zoning By-law 0225-2007, as amended, staff require the Applicant undertake a satisfactory Parking Utilization Study (PUS) with appropriate proxy sites in Mississauga, per the City's Parking Terms of Reference, to justify the requested parking rates, including visitor parking. Should the Applicant wish to pursue a reduction in parking spaces, the submission of a satisfactory Parking Utilization Study (PUS) is required. Details can be reviewed in the City's Parking Terms of Reference for parking justification requirements. Staff request the Applicant provide clarifications, specific details and commitments as to how the Transportation Demand Management (TDM) measures will be provided and implemented on-site, and how such measures will reduce parking demand on-site. As per City of Mississauga Zoning By-law 0225-2007, as amended, that a minimum required number of Electric Vehicle Ready parking spaces will need to be provided
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: - Fire and Emergency Services, City of Mississauga - MiWay, City of Mississauga - Alectra Utilities - Canada Post - CS Viamonde

Agency / Comment Date	Comments
	- Enbridge - GTA Airport Authority - Bell Canada

Development Requirements

There are engineering matters including: environmental, grading, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

8. Community Benefits Charge

Schedule 17 of Bill 197, *COVID-19 Economic Recovery Act*, 2020, amended the *Planning Act*. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the *Planning Act* now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The by-law specifies to which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

As the subject proposal is more than 5 storeys and contains more than 10 residential units, the CBC is applicable and will be payable at the time of first building permit.

9. Next Steps

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Does the proposal conform to the city structure and character area elements for the Downtown Cooksville Character Area?
- Is the proposed development compatible with the existing and planned character of the area?
- Are the proposed zoning by-law exception standards appropriate?

- Have the supporting technical studies adequately addressed all concerns?

- Is there adequate infrastructure capacity to accommodate the proposal?

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.

Supplementary Information

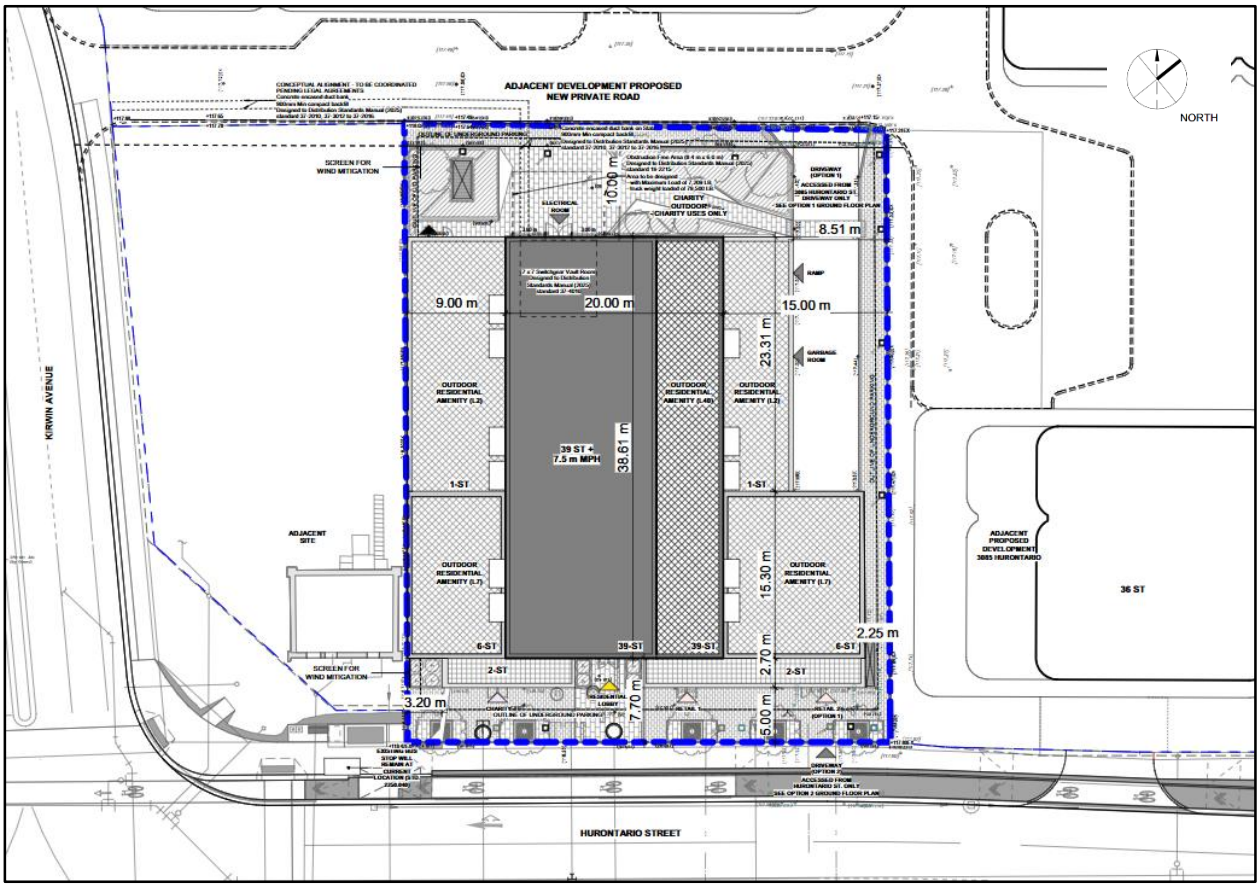
Owner: Clearbrook Developments Ltd.

3115 Hurontario Street

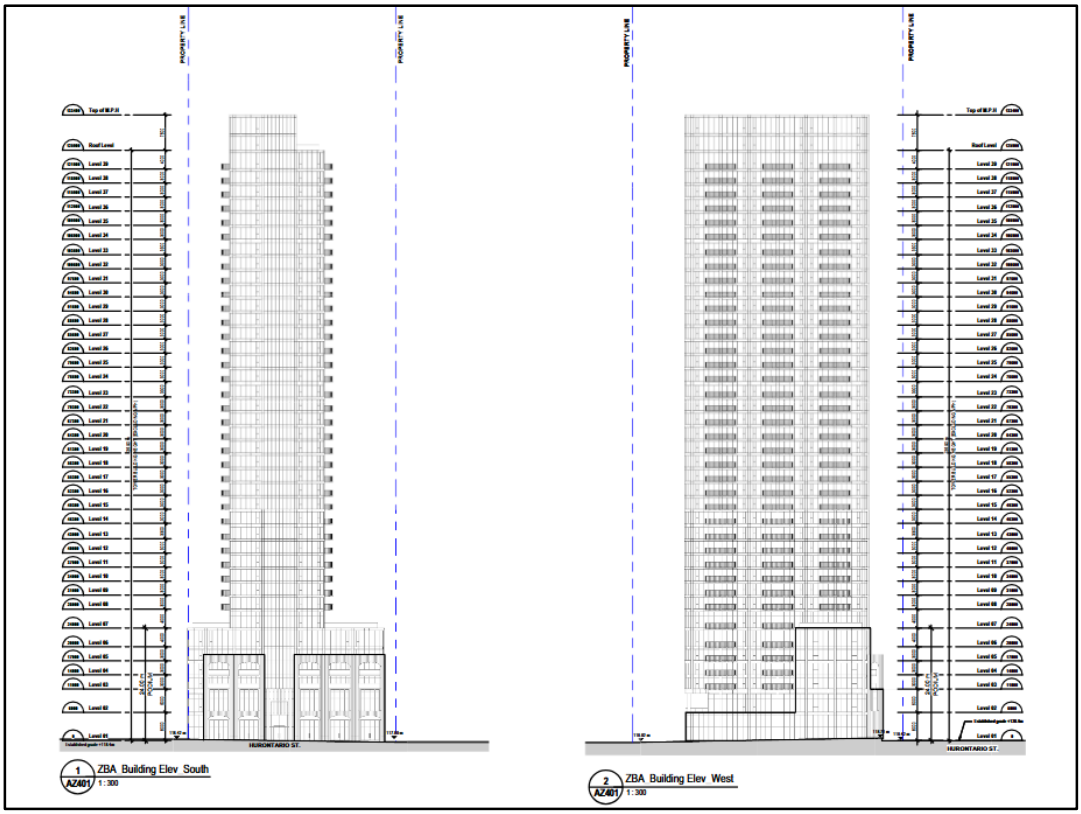
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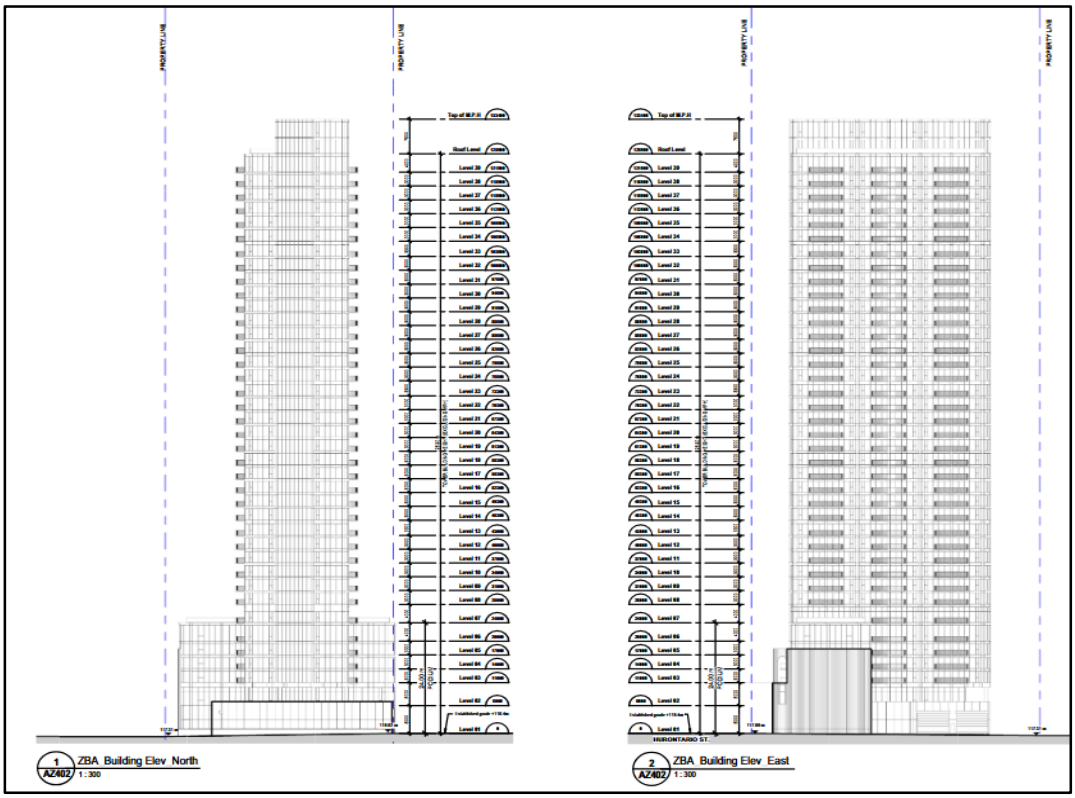
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1. Concept Plan



2. Elevations and Renderings







Rendering – Looking East



Rendering – Streetview, Hurontario Street



Rendering – With Driveway

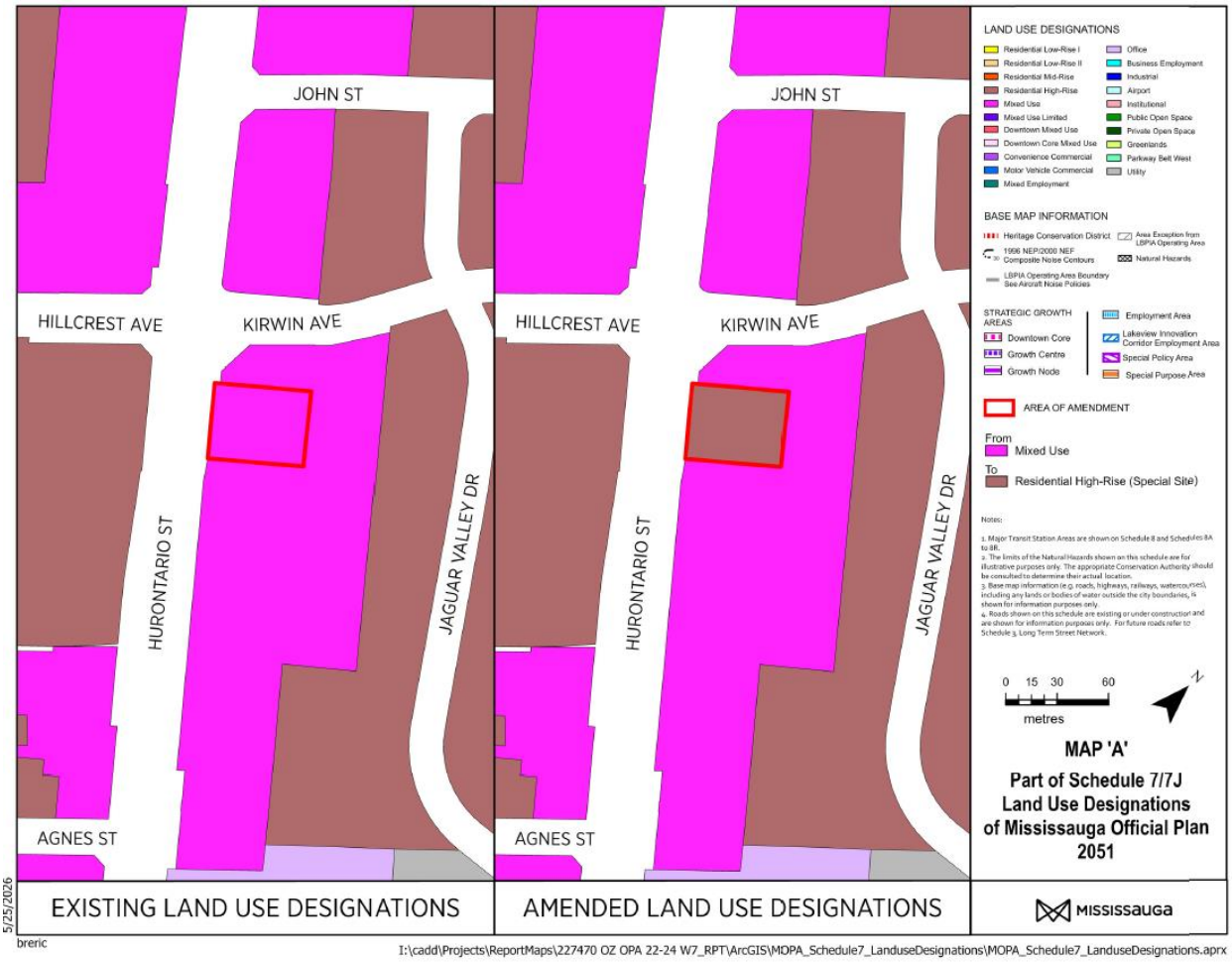


Rendering – Without Driveway

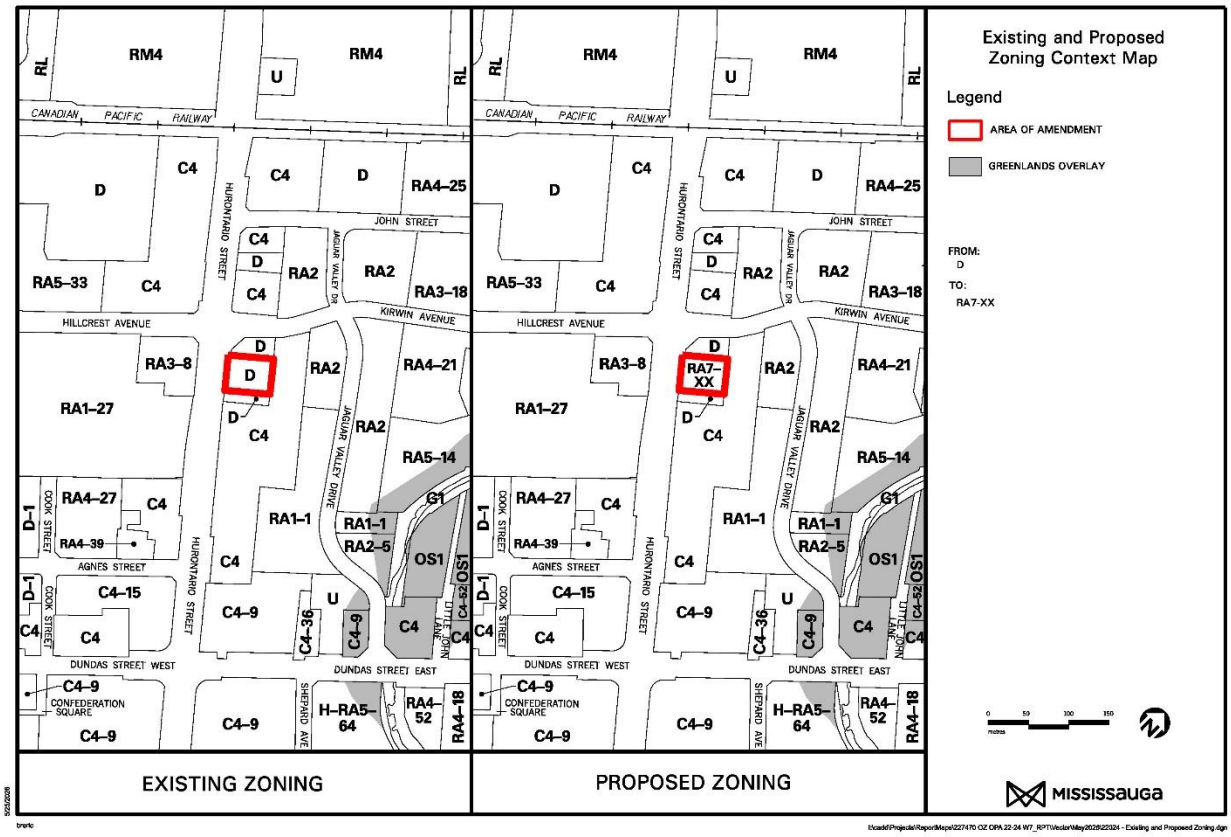
3. Site and Development Statistics

Applications submitted:	Received: November 8, 2022 Deemed complete: December 8, 2022	
Developer/Owner:	Clearbrook Development Ltd.	
Applicant:	IBI Group Professional Services Inc.	
Property Frontage:	Hurontario Street – 44 m (144.4 ft.)	
Property Area	0.25 ha (0.61 ac.)	
Existing Gross Floor Area:	170.9 m^2 (1,839.6 ft^2)	
Proposed Gross Floor Area:	28 510 m^2 (306,880 ft^2)	
Lot Coverage:	Option 1: 61.2% - Option 2: 55.8%	
Floor Space Index:	11.51	
Total Number of Dwelling Units:	484 Studio Unit: 36 One Bedroom Unit: 285 Two Bedroom Units: 131 Three Bedroom Units: 32	
Height:	102 m (334.6 ft.) and 39 storeys	
Landscaped Area:	172.6 m^2 (1857.9 ft^2)	
Amenity Area (per unit):	4.0 m^2 (43.1 ft^2)	
Road Type:	Public and Private Road	
Anticipated Population:	1,404	
Parking:	Required	Proposed
Resident Spaces	0	120
Visitor Spaces	0	73
Non-Residential spaces	0	0
Total	0	193
Green Initiatives:	• All parking located underground • Reduced parking rates encourage transit use • Covered canopies improve pedestrian comfort • Energy efficient building design proposed • Tri-sorter system supports waste diversion • Below-grade ventilation systems being considered • Glazed frontage supports active streetscape • Landscaping includes trees and amenity areas	

4. Existing and Proposed Official Plan Map



5. Existing and Proposed Zoning Map and Regulations



Zone Regulations	Existing D (Development) Zone Regulations	Proposed RA7 (Urban Apartments) Base Zone Regulations	Proposed RA7-XX (Urban Apartments) Exception Zone Regulations
Additional uses shall be permitted on the **first storey** in accordance with **Section 4.16** of this By-law	N/A	✓	Additional uses shall be permitted on the **first** and second **storey** in accordance with **Section 4.16** of this By-law
Maximum **tower floor plate** for a **building** greater than or equal to 12 **storeys**	N/A	750 m^2 (8,073 ft^2)	771 m^2 (8,299 ft^2)
Maximum **Height**	10.7 m (32.8 ft)	78.5 m (257.5 ft.) and 25 **storeys**	102 m (334.6 ft.) and 39 **storeys**
Maximum **yard** to a podium lobby	N/A	N/A	7.7 m (25.3 ft.)
Minimum setback to the exterior face of the tower from the portion of the **building** containing the first 2 storeys of the **podium**	N/A	N/A	2.7 m (8.9 ft.)
Minimum setback to the exterior face of the tower from the portion of the **building** containing a **podium**	N/A	3.0 m (9.8 ft.)	0 m (0 ft.)
Minimum interior side yard setback to podium	N/A	4.5 m (14.8 ft.)	0 m (0 ft.) and 2.25 m (7.4 ft.)
Minimum **interior side lot lines** setback to tower	N/A	12.5 m (41.0 ft.)	9.0 m (29.5 ft.) and 15.0 m (49.2 ft.)
Minimum **rear lot line** setback to tower	N/A	12.5 m (41.0 ft.)	10.0 m (32.8 ft.)
Minimum setback from a **parking structure** completely below finished grade, inclusive of external access stairwells and vents, to **interior lot lines** that is not a **street line**	N/A	3.0 m (9.8 ft.)	1.2 m (3.9 ft.) and 1.1 m (3.6 ft.)

Zone Regulations	Existing D (Development) Zone Regulations	Proposed RA7 (Urban Apartments) Base Zone Regulations	Proposed RA7-XX (Urban Apartments) Exception Zone Regulations
Minimum setback from a **parking structure** completely below finished grade, inclusive of external access stairwells and vents, to **rear lot lines** that is a **street line**	N/A	N/A	1.2 m (3.9 ft.)
Minimum setback from a **parking structure** completely below finished grade, inclusive of external access stairwells and vents, to **front lot lines** that is a **street line**	N/A	N/A	3.0 m (9.8 ft.)
Minimum depth of a **landscaped buffer** along all **lot lines** that is not a **street line**	N/A	3.0 m (9.8 ft.)	0 m (0 ft.)

Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.

6. Department and Agency Comments

Department/Agency	Comments
Region of Peel (June 2, 2026)	The Region had an opportunity to review the Functional Servicing Report, last revised August 8, 2025, and found it to be satisfactory. The proposed development is to be serviced in accordance with the requirements of the Ontario Building Code and is proposed with a single watermain connection. Based on the submitted materials and the supporting analysis, the Region has no further comments or requirements and has no objections to the approval of the OPA/OZ.
City Planning and Building Department – Development Engineering and Construction (May 29, 2026)	Based on a review of the materials submitted to date, staff are satisfied with the details provided in the reports, plans and studies in order to confirm the engineering feasibility of the development proposal. **Traffic:** A total of 3 traffic impact studies (TIS) and 1 addendum letter submission were provided by Nextrans Consulting Engineers in support of the proposed development. Each submission was reviewed and audited by staff. Based on the final submission, dated November 2025, the study complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 157 (60 in, 97 out) and 195 (106 in, 89 out) two-way site trips for the weekday AM and PM peak hours in 2030 respectively. With the traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions. **Stormwater:** A Preliminary Functional Servicing and Stormwater Management (FSSWM) Report, prepared by MTE Consultants., dated August 8, 2025, was submitted in support of the proposed development. The Report indicates that an increase in stormwater runoff will occur because of the proposed redevelopment. To mitigate the increase in impervious area and its impact on the receiving municipal drainage system, on-site stormwater management controls for post-

Department/Agency	Comments
	development discharge are required. In general, the applicant has demonstrated a satisfactory stormwater servicing concept. Catch basins, a stormwater management tank, and an oil-grit separator (OGS) unit are proposed within the development to provide quantity and quality control. The site's private storm sewer system is proposed to connect/discharge to the municipal storm sewer system on Hurontario Street. As there are ongoing/proposed road works in this area associated with the Hurontario LRT project, further investigation and coordination with Metrolinx and any other applicable parties will be required to confirm the feasibility of the proposed storm connection. Additional technical information is required to address staff comments related to the storm servicing design. **Environmental Compliance:** A Phase One Environmental Site Assessment (ESA), dated March 11, 2022, and a Phase Two ESA, dated May 27, 2022, both prepared by MTE Consultants, were submitted in support of the proposed development. The documents indicate that the site is suitable for the proposed use and no further investigation is required at this time. As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to Building Permit. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks. **Noise and Vibration:** A Noise and Vibration Impact Study prepared by RWDI, dated September 8, 2022, and revised March 13, 2026, was submitted in support of the proposed development. The study evaluated the potential impact to and from the proposed development and recommended mitigation measures, including the implementation of central air-conditioning, noise barriers, and upgraded glazing. A detailed Noise Impact Study will be required through the Site Plan approval process to confirm the sound level criteria associated with the mechanical equipment and ventilation systems for the proposed

Department/Agency	Comments
	building satisfy the MECP NPC-300 Environmental Noise Guideline. Noise sources that may have an impact on the proposed development include road traffic from Hurontario Street, Kirwin Avenue, Dundas Street East, and Hillcrest Avenue, as well as rail traffic from the CP Galt subdivision and the future Hurontario LRT. The submitted Noise and Vibration Impact Study confirms that noise warning clauses and mitigation will be required, including ventilation requirements such as provisions for central air conditioning and noise attenuation barriers, the details of which will be confirmed through the Site Plan and building permit processes. Vibration sources that may have an impact on the proposed development include the future Hurontario LRT. The submitted Noise and Vibration Impact Study confirms that the predicted vibration levels at the proposed development are below the limits; therefore, vibration mitigation will not be required.
City Planning and Building Department – Park Planning (May 29, 2026)	The subject property is located within the Downtown Cooksville Character Area, which is experiencing a parkland deficit and does not meet the City's 400 m (1640 ft) service standard for access to a City-owned playground. The proposed private amenity areas are supported to supplement the recreational needs of future residents. Given the site's size, layout and configuration, an on-site parkland dedication is not appropriate. Accordingly, cash-in-lieu of parkland dedication will be required in accordance with the Planning Act and the City's applicable policies and by-laws.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: • City of Mississauga, Transit Reviewer • City of Mississauga, Transit Infrastructure • City of Mississauga, Public Art Coordinator • Canada Post Corporation • Public Art • Alectra • VS Viamonde • Rogers

7. School Accommodations

The Peel District School Board

Student Yield	School Accommodation		
48 - Kindergarten to Grade 5 20 - Grade 6 to Grade 8 12 - Grade 9 to Grade 12	Clifton P.S.	Camilla Road Sr. P.S.	TL Kennedy S.S.
	Enrolment: 312 Capacity: 468 Portables: 0	Enrolment: 585 Capacity: 655 Portables: 3	Enrolment: 760 Capacity: 1476 Portables: 0

The school board has provided clauses to be included in Development Agreement, alerting prospective purchasers that some of the children from the development may have to be accommodated in temporary facilities or bused to schools. The same clause must be included in the Agreement of Purchase and Sale.

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation
8 - Kindergarten to Grade 8	Metropolitan Andrei Elementary School
	Enrolment: 477 Capacity: 483 Portables: 0

The school board has provided clauses to be included in Development Agreement, alerting prospective purchasers that some of the children from the development may have to be accommodated in temporary facilities or bused to schools. The same clause must be included in the Agreement of Purchase and Sale.