



Revised Planning Justification Report

3115 Hurontario Street, Mississauga

Official Plan Amendment and Zoning By-law Amendment

Prepared for Clearbrook Developments Ltd.
by Arcadis Professional Services (Canada) Inc.

July 16, 2024

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1 Introduction

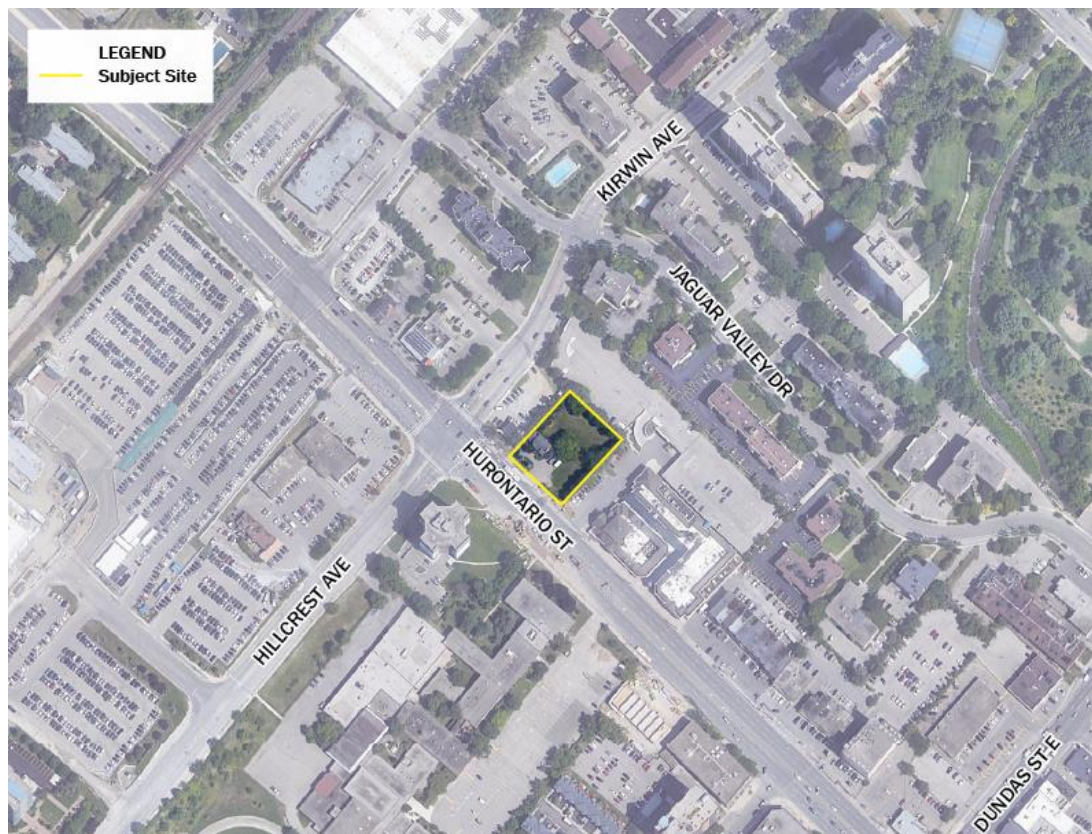
Arcadis Professional Services (Canada) Inc. (Arcadis), formerly IBI Group Professional Services (Canada) Inc. has prepared the following revised Planning Justification Report on behalf of Clearbrook Developments Ltd., the owner of the property municipally known as 3115 Hurontario Street in the City of Mississauga, Regional Municipality of Peel, and legally described as PT LT 15 CON 1 NDS TORONTO AS IN RO1112474, EXCEPT PT 14, 43R21969; CITY OF MISSISSAUGA (herein referred to as the “subject site” or “site”), as shown in Figure 1.

The original Planning Justification Report, dated October 4, 2022, was submitted in support of applications for an Official Plan Amendment (OPA) and a Zoning By-law Amendment (ZBLA) to facilitate the redevelopment of the subject site with a 35-storey building with 431 residential units, charity uses, and retail space at-grade.

Since this time, the owner has worked to revise the proposal considering policy changes, the increased emphasis on housing provision, and further discussion with neighbouring sites. As such, the revised proposal seeks to introduce a 42-storey building, comprised of 520 residential units, with charity uses, and at-grade retail space.

The intent of the OPA and ZBLA application is to appropriately intensify the subject site through redevelopment to introduce residential units and provide a new, long-term space for the DAM Youth Charity adjacent to the future Hurontario Light Rail Transit (LRT). The site is also located within 500 metres of the Cooksville GO Station, helping to establish a complete community within the Cooksville community.

Figure 1: Subject Site



The purpose of this Revised Planning Justification Report is to provide:

- A contextual analysis of the subject site and its surrounding area, including a review of nearby development applications;
- A description of the revised development proposal;
- An extensive review and consideration of relevant planning and urban design documents that guide land use planning and development in the City of Mississauga, including the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the City of Mississauga Official Plan, and the City of Mississauga Zoning By-law 0225-2007;
- Summaries of background and technical studies supporting the proposed applications; and,
- A planning justification for the proposed development, as revised, taking into consideration all of the above.

2 Site Description and Context

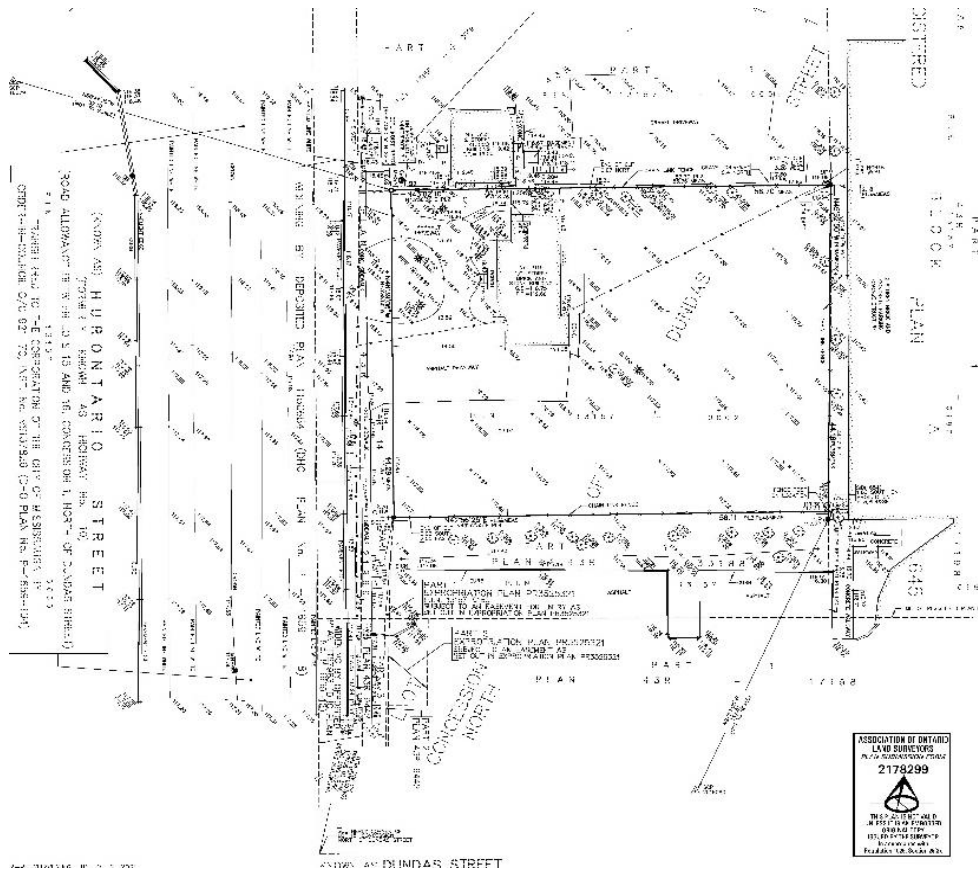
2.1 Site Description

The subject site is municipally known as 3115 Hurontario Street, in the City of Mississauga and legally described as PT LT 15 CON 1 NDS TORONTO AS IN RO1112474, EXCEPT PT 14, 43R21969; CITY OF MISSISSAUGA, Regional Municipality of Peel. This site has a total area of approximately 0.25 hectares and is located on the east side of Hurontario Street and south of Kirwin Avenue, as shown in Figures 2 and 3. The site has approximately 44 metres of frontage along Hurontario Street and is currently occupied by a one-storey detached building used for charity purposes, with access provided from a curved driveway off Hurontario Street. The remainder of the site comprises landscaping and parking areas.

Figure 2: Subject Site



Figure 3: Excerpt, Site Survey



2.1.1 The DAM Youth Charity – Mississauga

The DAM Youth Charity currently occupies the subject site and is a non-profit organization that supports youth in the Cooksville community and broader City of Mississauga by providing a range of services and programs to this key demographic. The charity has existed on the subject site for over 25 years and has been helping youth through programming and development, seeing 8,000 youth annually. Their mission is to partner with youth to create an inclusive community where all are welcomed, valued, and respected, empowering youth to discover their worth - enabling them to grow and thrive in their communities.

Through a survey completed by the DAM Youth Charity, 98% of respondents indicated that the DAM Youth Charity has played a positive role in their lives. As demonstrated through the proposed development, the intent of the application is to create a new, expanded home for the DAM Youth Charity to ensure it can continue to support youth and expand its offerings, while also introducing new residential units to leverage the subject site's location adjacent to transit and within a *Major Transit Station Area (MTSA)*.

2.2 Surrounding Land Uses

The subject site is situated in an area comprised of predominantly residential and commercial uses. The Cooksville community is experiencing significant growth through planned intensification, redevelopment, infrastructure investment, and revitalization. Cooksville consists of primarily rental and condominium apartment buildings and has several commercial areas and greenspaces.

The following uses surround the subject site:

North: Immediately north of the subject site, directly abutting the Kirwin Avenue and Hurontario Street intersection, is a dental office with associated surface parking. Further north, past Kirwin Avenue, is a small commercial plaza (Figure 4).

Figure 4: View to the north towards Kirwin Avenue



East: Directly abutting the subject site to the east is a current parking garage that is proposed for redevelopment. Further east of the subject site is a four-storey apartment building fronting onto Jaguar Valley Drive and additional apartment buildings that range from 5- to 29-storeys (Figure 5).

Figure 5: View to the east towards Jaguar Valley East



South: Directly south of the subject site is a commercial plaza with access from Hurontario Street (Figure 6). This property is also proposed to be developed in conjunction with the existing parking garage to the east, with an active development application to redesignate the site to *Residential High Density* and introduce several residential buildings with commercial uses at-grade.

Figure 6: View to the south towards Dundas Street East



West: Directly west of the subject site is a 12-storey apartment building and T.L. Kennedy Secondary School (Figure 7). There are also various restaurants located southeast along Hurontario Street. Northwest of the site is a commercial plaza that is proposed for redevelopment. Cooksville GO Station is also located northwest along Hurontario Street, which provides easy access to various locations in the Greater Toronto Area.

Figure 7: View to West Towards Existing Apartment Building and T.L. Kennedy Secondary School



2.3 Surrounding Developments

The subject site is located in an area experiencing growth and development associated with the Hurontario LRT. As demonstrated in Figure 8 and Table 1, there are several active development applications within a 1 km radius of the subject site as of June 2024.

Figure 8: Surrounding Development Applications

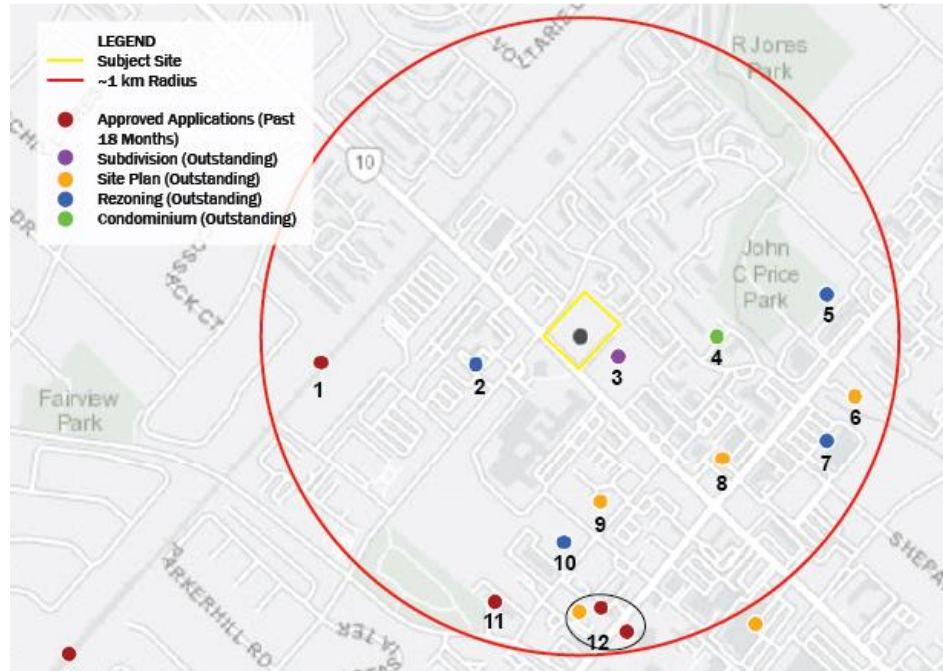


Table 1: Surrounding Development Applications

MAP ID	ADDRESS	DESCRIPTION	STATUS	APPROXIMATE DISTANCE
1	473 and 505 Hensall Circle	Mixed commercial uses including automotive and retail commercial in existing buildings	Approved	~1 kilometres
2	25 & 33 Hillcrest Avenue	5 residential apartment buildings of 43, 43, 46, 39 and 34 storeys (2224 units) with commercial and community uses	OMB Appeal	~200 metres
3	3085 Hurontario Street	4 residential buildings (9, 30, 33 and 35 storeys) with 1,081 dwelling units and 1025 m ² of ground floor commercial	Withheld	~130 metres

4	17 Dundas Street East	Traction Power Substation (TPSS) #4 for Hurontario LRT	Withheld	~600 metres
5	3065 Jaguar Valley Drive	21 apartment unit standard condominium (conversion)	Withheld	~550 metres
6	3016, 3020, 3026 & 3032 Kirwin Avenue and 3031 Little John Lane	8-storey apartment building with 148 residential units	Withheld	~1.0 kilometres
7	86 Dundas Street East	Standard condominium for 336 residential units and 4 commercial units	Approved	~800 metres
8	60 Dundas Street East	Three residential apartment buildings of 36, 33 and 29 storeys. (1224 units) on 5 storey. podium with grade related retail (847m ²)	OMB Appeal	~650 metres
9	17 Dundas Street East	Traction Power Substation (TPSS) #4 for Hurontario LRT	Withheld	~600 metres
10	45 Agnes Street	28-storey mixed use building (312 residential units 342 square metres ground floor commercial)	Withheld	~500 metres
11	65 Agnes Street	28-storey residential apartment building (379 units)	Approved at OMB	~500 metres
12	121 Agnes Street	Renovation and extension of existing 11 th and 12 th floor amenity spaces into 12 additional rental units	Approved	~700 metres
13	3009 Novar Road (formerly 89 Dundas Street West)	An 18-storey mixed use building containing 427 residential units and 271 m ² of ground floor commercial	Withheld	~650 metres

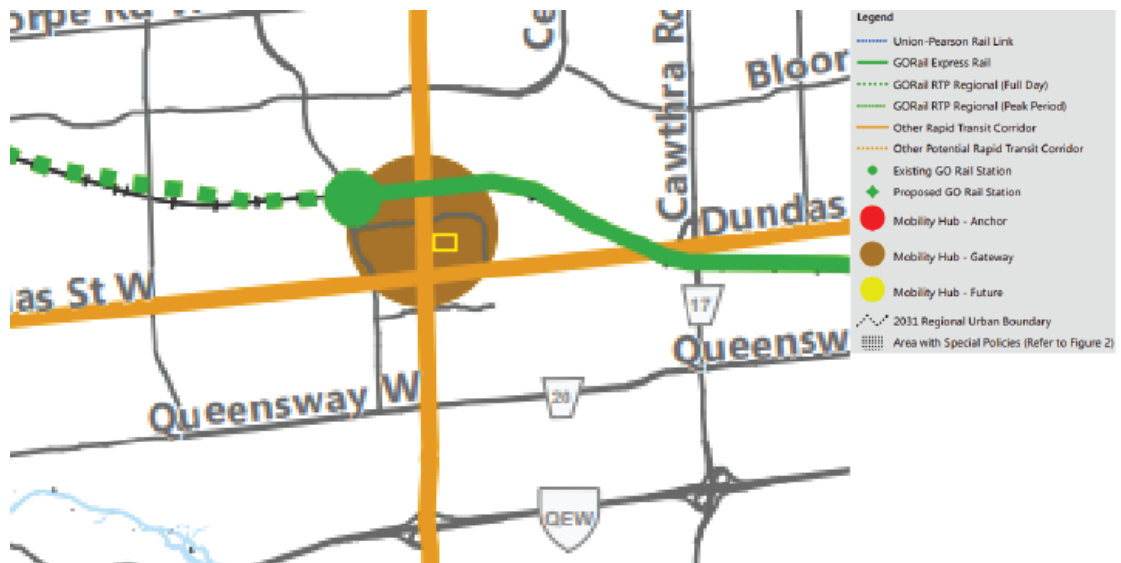
As demonstrated through the foregoing section, the proposed 42-storey development is in keeping with the surrounding area and proposed development along Hurontario Street in terms of height and density.

2.4 Surrounding Transportation Network

The subject site is well positioned in relation to transit, being located at the juncture of multiple transit routes including the Hurontario LRT, the Cooksville GO Station, and the proposed Dundas Street Bus Rapid Transit (BRT).

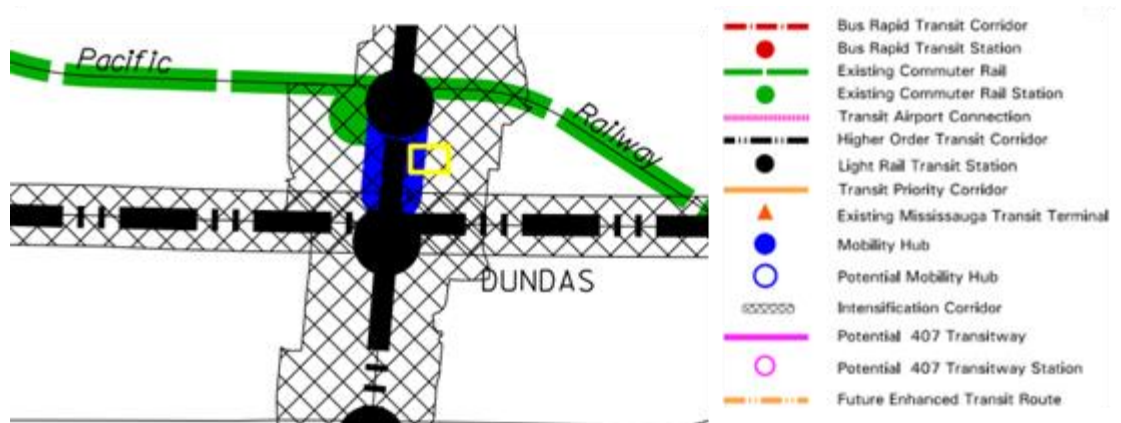
Pursuant to Schedule G of the Regional Official Plan (Figure 9), the subject site is located within the *Mobility Hub – Gateway* and is located south of the GO Transit Rail and northeast of other *Rapid Transit Corridors*. The closest GO Station to the subject site is Cooksville GO which is part of the Milton GO Line and provides connections between Milton GO and Union Station. The Route 21H GO Bus is also available between Square One and Union Station.

Figure 9: Schedule G – Rapid Transit Corridors



Schedule 6 of the City of Mississauga Official Plan (Figure 10) identifies the subject site as being located within an *Intensification Corridor*. A *Higher Order Transit Corridor* is also planned along Hurontario Street with an LRT station planned at Hurontario Street and Dundas Street.

Figure 10: Schedule 6 - Long Term Transit Network



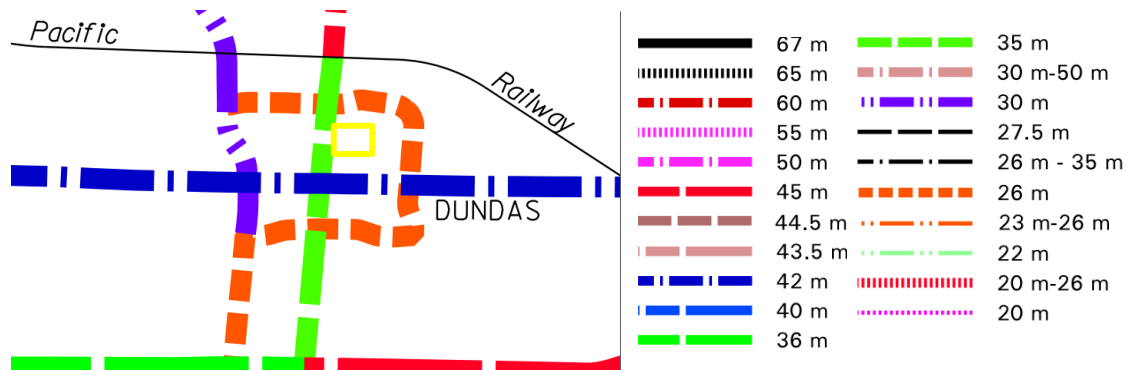
As shown in Schedule E of the Regional Official Plan (Figure 11), Hurontario Street is identified as a *Major Road*. The ROP defines a *Major Road* as a roadway or street that carries medium to high volumes of traffic (relative to its urban or rural context) between significant activity nodes or more localized elements of the overall road network. It should be noted that this Schedule is appealed in its entirety.

Figure 11: Schedule E - Major Road Network



Schedule 8 of the City of Mississauga Official Plan (Figure 12) also allocates a Right of Way width of 35 metres for Hurontario Street.

Figure 12: Schedule 8 – Designated Right-of-Way Widths

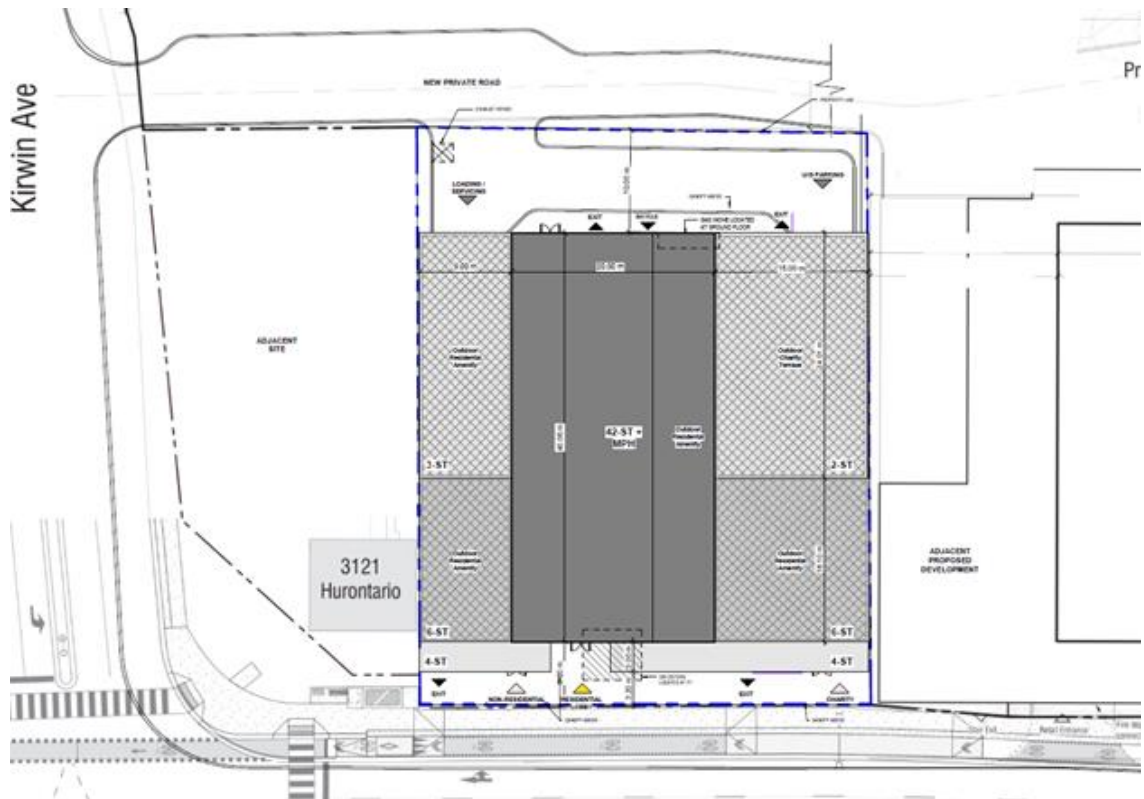


3 Revised Development Proposal

3.1 Development Proposal Description

The proposed development for the subject site, as revised, consists of a 42-storey building in a tower and podium configuration, and includes residential, commercial, and charity uses (Figure 13). A total of 520 units are proposed, as well as approximately 941 m² of charity space, and approximately 219 m² of retail/commercial space, for a total gross floor area (GFA) of approximately 31, 401 m² and a Floor Space Index (FSI) of 12.59. The development is designed to include a six-storey podium, with the tower portion stepping back from the north, west, and south building faces at the fourth storey and then again at the seventh storey. The entrance to the residential lobby is recessed to allow for additional pedestrian space at-grade and patio seating. Vehicular access to the proposed development is proposed from Kirwin Avenue in conjunction with the neighbouring application (3085 Hurontario Street), to remove vehicle access from Hurontario. OPA and ZBLA applications are required to implement the development, as proposed.

Figure 13: Site Plan



Unit Breakdown

A total of 520 residential units are proposed. This includes 39 (7.5%) Bachelor, 321 one-bedroom units, (61.7%) 122 two-bedrooms (23.5%) units, and 38 three-bedrooms (7.3%). The residential units are located on the upper floors of the podium and within the tower portion of the proposed development.

Amenity

The proposed development will include approximately 2,039 m² of indoor amenity space, located on Level 2, 3 and 7, and 951 m² of outdoor amenity space for residential and charity uses, located

on Levels 2, 3 and Level 7, for a total of approximately 2,989.62 m² of amenity space. Outdoor residential amenity spaces comprise of outdoor terraces overlooking Hurontario Street, rooftop amenity space atop the podium, and an additional area on the north side of the development. An outdoor amenity area is also provided to support the operations of the DAM Youth Charity on the second level of the podium, totalling approximately 355 m². In addition to the communal amenity space, private terraces and balconies are also provided for the residents.

Parking, Loading, and Access

Four levels of underground parking are proposed which provide 200 parking spaces, 78 of which are for visitors, and 9 are barrier-free. There are 338 bicycle racks proposed, consisting of 312 long-term spaces and 26 short-term spaces provided on the second level of the podium, with some short-term bicycle parking spaces provided outside at-grade.

Vehicular site access is currently proposed through a consolidated access from Kirwin Avenue at the rear of the proposed development, whereas access was previously proposed from both Kirwin Avenue and Hurontario Street. The owner is continuing to engage with the applicant of the neighbouring file on this proposed access. Loading and servicing areas are also situated to the rear of the development and away from Hurontario Street.

3.2 Site Statistics

Table 2 below summarizes key statistics for the proposed development. Please refer to the Architectural Drawing Package prepared by Sweeny & Co Architects Inc. for detailed site statistics. Please refer to Appendix A for the site plan and site statistics.

Table 2: Site Statistics

SITE FEATURE	STATISTIC
Site Area	2,494.74 m² (0.25 ha)
Height	42-storeys (incl. 6-storey podium) 142 metres (incl. MPH)
Total Gross Floor Area	31,403.96 m²
	<i>Residential</i> 30,241.44 m ²
	<i>Charity</i> 940.94 m ²
	<i>Retail</i> 218.53 m ²
FSI	12.59
Residential Units	520 units
	<i>Bachelor</i> 39 units
	<i>1BD</i> 321 units
	<i>2BD</i> 122 units
	<i>3BD</i> 38 units
Amenity Space	Total: 2,989.62 m² <i>Indoor: 2,038.74 m²</i> <i>Outdoor: 950.88 m²</i>

Min. Rear Yard Setback	10.0 m (Podium) 10.0 m (Tower)
Min. Front Yard Setback	3.2 m (Podium) 6.2 m (Tower)
Min. Side Yard Setback (South)	0.0 m (Podium) 15.0 m (Tower)
Min. Side Yard Setback (North)	0.0 m (Podium) 9.0 m (Tower)
Parking	200 spaces (122, residential, 78 visitor, 9 Barrier-Free (4.5%))
Bicycle Parking	338 spaces (312 long-term, 26 short-term)

3.3 Required Approvals

This Planning Justification Report is being submitted in support of applications to amend the City of Mississauga Official Plan and City of Mississauga Zoning By-law 0225-2007 to implement the development, as proposed. Specifically:

- An Official Plan Amendment is required to redesignate the subject site from *Mixed-Use* to *High Density Residential* and introduce site specific provisions to appropriately intensify the subject site.
- A Zoning By-law Amendment is required to rezone the subject site from *D-Development* to *Residential (Apartment) RA5* zone to ensure conformity with the proposed Official Plan Amendment and introduce site specific provisions related to height, setbacks, landscape buffers, and parking ratios.
- A Site Plan Control Application will also be required but will be submitted at a later date once the Official Plan and Zoning By-law Amendment applications have been advanced.
- A Draft Plan of Condominium may also be required following approval of the above.

Please refer to Sections 5.5.1.1 and 5.6.1 for further details on the OPA and ZBLA applications, respectively.

4 Supporting Studies

4.1 Tree Inventory and Preservation Plan Report

A revised Tree Inventory and Preservation Plan Report, dated June 18, 2024, was prepared by Kuntz Forestry Consulting Inc. for the proposed development, as revised. This study included an inventory of the tree resources greater than 10 cm DBH on and within six metres of the subject property, an evaluation of potential tree saving opportunities, and documentation of these findings.

The findings identified a total of 36 trees on and within six metres of the property and indicate that a total of 23 trees are required to be removed to accommodate the proposed development. It is recommended that the remaining 13 trees can be preserved, provided proper tree protection is installed as outlined in the Report. These measures include erecting tree protection barriers and fencing during construction, refraining from construction, storage of materials, and excavation within the areas identified in Figure 1 of the Report, pruning of branches and roots that extend beyond the prescribed tree protection zones, and conducting frequent site visits to ensure proper utilization of tree protection barriers.

4.2 Phase 1 and 2 Environmental Site Assessment

MTE Consultants Inc. were retained to conduct a Phase One and Two Environmental Site Assessment (ESA) for the proposed development. The purpose of the Phase Two ESA was to further assess Areas of Potential Environmental Concern (APEC) identified in the Phase One ESA. MTE Consultants Inc. were satisfied that each APEC has been sufficiently investigated and that soil and groundwater samples had been collected for all identified contaminants of potential concern within each APEC. The analytical results for soil and groundwater did not identify any contaminants on the property. It is recommended that the monitoring wells be resampled for all contaminants of potential concern closer to the date of construction, approximately within one year. A Letter of Reliance for these Assessments has been prepared and accompanies this resubmission.

4.3 Geotechnical Investigation Report

MTE Consultants Inc. were retained to conduct a geotechnical investigation for the proposed development. The purpose of this investigation was to determine the soil and groundwater conditions in the area of the proposed development and to provide geotechnical engineering recommendations for site grading, site servicing, foundations, basements, floor slabs, shoring design parameters, pavement design, and subdrainage requirements.

Based on the existing ground surface and the four storeys of underground parking proposed, the assumed finished floor level for the lowest level of underground parking will be at a depth of approximately 19.5 mbgs not including the assumed 1 to 2 metres for foundation thicknesses.

This investigation concluded that the proposed is a feasible development for the property's geotechnical capacity and existing environment.

4.4 Preliminary Hydrogeological Investigation Report

MTE Consultants Inc. were retained to complete a preliminary Hydrogeological Investigation on the property. The objectives of this investigation were to characterize the local hydrogeological conditions, provide hydrogeological input to the design of the site, provide a preliminary assessment of the dewatering requirements, identify groundwater receptors and assess the potential for hydrogeological impacts, and provide recommendations for additional work, monitoring and/or mitigation as required.

Based on the investigations summarized in the Report, MTE recommended a number of items primarily related to the continuous monitoring of the wells, requirements for precipitation control during dewatering, a proposed dewatering monitoring program, assessing the need for a monitoring program to avoid any adverse impacts to the Cooksville Creek, revising the groundwater taking volumes when necessary, and completing a groundwater control assessment if there is a requirement of construction of sub-floor drainage system.

4.5 Functional Servicing and Stormwater Management Report

A revised Functional Servicing and Stormwater Management Report, dated June 18, 2024, was prepared by MTE Consultants to outline the grading, servicing, and stormwater management design and strategy for the proposed development, as revised. Stormwater criteria was applied based on correspondence with the City of Mississauga staff. Please refer to the full Report for additional information.

Under existing conditions, the site is predominately landscaped with a small asphalt driveway and building. An existing 1500mm diameter storm sewer slopes to the south. The front of the site slopes to the southeast and drains uncontrolled to Hurontario Street, whereas the back portion of the site slopes to the southwest and drains to existing catch basins within the adjacent commercial property. There is no known stormwater infrastructure on site, including existing quantity and quality control measures.

Under proposed conditions, future on-site stormwater will ultimately drain through a proposed storm sewer that will connect with the existing storm sewer on Hurontario Street, with on-site stormwater management controls implemented. A proposed sanitary sewer on-site will also connect with the sanitary sewer on Hurontario Street. Water servicing for the site will include installation of a water service line of the existing watermain also on Hurontario Street. Overall, the Report concludes that the proposed development can be constructed to meet the requirements of the City of Mississauga and Region of Peel.

4.6 Noise and Vibration Impact Study

A revised Noise and Vibration Impact Study, dated July 5, 2024, was prepared by RWDI for the proposed development, as revised, and to address comments received from Staff. This Study assessed noise impacts from the surrounding roadways being Hurontario Street, Dundas Street, and Hillcrest Avenue, as well as the CP Rail located to the north. The Study also assessed the impacts of the proposed development on its surroundings and itself. Various noise control measures are recommended for the proposed development, including specific materials for windows and balcony doors, implementing perimeter noise barriers along the outdoor amenity areas, and noise warning clauses related to transportation sound levels. Details on specific noise control measures will be explored through detailed design and subsequent stages of development. The Study also evaluated potential vibration influences on the site resulting from the adjacent Hurontario LRT using a vibration screening model. This screening assessment predicted that vibration impacts will be below the acceptable limits, and as such, no mitigation measures for vibration are required. Given the stage of design, the impact on the development on itself and its surroundings could not be quantitatively assessed, however the proposed development is expected to meet the applicable criteria. Overall, the proposed development, as revised, is predicted to meet the applicable sound and vibration criteria.

4.7 Pedestrian Wind Study

RWDI was retained to conduct a pedestrian wind assessment for the proposed development. This assessment was based on the wind tunnel testing conducted for the proposed development site under the existing and proposed configurations of the site and surroundings. A revised Wind

Tunnel analysis is forthcoming to review the latest updated design and landscaping of the project, followed by conducting the wind tunnel test to evaluate the effectiveness of the implemented changes. RWDI anticipates that the improved results for the grade-level wind conditions due to the addition of canopies and recessed entrances for retail and charity spaces, as well as resulting from the intensification of the corridor through as-of-right building heights and approved future new developments in the vicinity. For above-grade wind conditions, RWDI has been informed that the rooftop amenity landscape design is a submission requirement of the Site Plan Approval (SPA) submission. At that time, the wind conditions will be re-evaluated. Mitigation measures to be considered during the SPA will include, but are not limited to, the incorporation of tall guardrails along the amenity perimeter, hardscaping features such as screens, and the use of trellises or pergolas.

4.8 Transportation Impact Study

Nextrans Consulting Engineers completed a revised Transportation Impact Study for the proposed development. The updated report concluded that the proposed development can be adequately accommodated by the existing transportation network, as well as existing and planned transit services, with Transportation Demand Management measures and incentives recommended by Nextrans. Based on the findings in this Study, the proposed development is expected to generate:

- 238 total two-way trips (101 inbound and 137 outbound) and 227 total two-way trips (126 inbound and 101 outbound) during the morning and afternoon peak hours, respectively;
- 160 total two-way auto trips (59 inbound and 101 outbound) and 191 total two-way auto trips (105 inbound and 86 outbound) during the morning and afternoon peak hours, respectively; and
- 78 total two-way transit trips (42 inbound and 36 outbound) and 36 total two-way transit trips (21 inbound and 15 outbound) during the morning and afternoon peak hours, respectively.

The Study found that all intersections are expected to operate at acceptable levels of service during the morning and afternoon peak hours. It is noted that the Hurontario Street and Dundas Street West intersection during the afternoon peak hours is expected to have higher delay, however, Nextrans opines that the area is set to have significant transit capacity in the future and therefore no further improvements are required.

The Study notes that City of Mississauga Council has recently approved the new vehicle parking rate amendment to the existing Zoning By-law No. 0225-2007, with the blended rates of 0.5 space/unit for resident and 0.15 spaces/unit for visitor/ground related retail use, for the proposed condominium apartment land use category. Based on these rates, the proposed development would be required to provide a total of 338 vehicle parking spaces. A total of 200 parking spaces are proposed below-grade through the revised development. The Study finds this proposed 41% parking reduction is suitable for the proposed development, to encourage alternative modes of transportation such as walking, cycling and public transit. The provision of 338 bicycle spaces further encourages active transportation and supports vehicle parking reduction.

4.9 Waste Management Report

A revised Waste Management Report, dated July 5, 2024, was prepared by Cini Little International Inc. to investigate the waste handling alternatives for the proposed development. The report outlines the proposed waste management process for the proposed development, which includes having two chute systems connected recyclables and garbage bins. These chute systems include intake rooms on each residential floor and receiving rooms at the ground floor level. The staging areas for bins located within the intake rooms are determined per the 'Region of Peel Waste Requirement for Design of New Development and Collection'. On the respective days of pickup,

staff will bring the bins to the 'Type G' loading spaces located at the northwest side of the building accessed from Kirwin Avenue. The Charity and retail portions of this development will have their own garbage rooms that staff will empty into designated locations on the day of pickup which will be handled by a Private Waste Contractor. Based on the calculations done by Cini Little International Inc. on the revised development proposal, it is estimated that the residential component will generate 198.03 cubic meters of waste per week, the charity centre will generate 5.31 cubic meters of waste per week, and the retail portion will generate 3.24 cubic meters of waste per week.

4.10 Low Impact Development Measures

A list of Low Impact Development (LID) measures was provided by Sweeny&Co Architects Inc. Key building features include parking spaces provided below grade, a reduced parking rate, long-term bicycle parking provided on-site, a tri-sorter to ensure appropriate disposal of waste, recycling, and compost, and full height glazing. Further details to be explored during the Site Plan Control application.

4.11 Sun and Shadow Study

Sweeny&Co Architects Inc. completed a revised sun shadow analysis for the proposed development to reflect the revised design that accompanies this resubmission. Overall, the proposed development has regard for the City of Mississauga's Standards for Shadow Studies (2023). The study illustrates that the shadow impact is in keeping with the surrounding developments, producing the largest shadows to the north and northwest in the mornings during the summer and winter months, and the least amount of shadows in the summer months in the mid afternoon hours. As demonstrated by the revised shadow study, the proposed development, as revised, satisfies the criteria for residential private outdoor amenity spaces, communal outdoor amenity areas, public realm, turf and flower gardens within public parks, and allowing the possibility of solar energy being utilized, by ensuring the appropriate amount of shadowing and sunlight for these areas, in accordance with the 2023 Standards.

4.12 Housing Report

A revised Housing Report was prepared by Arcadis to outline how the proposed development responds to the applicable housing policies. While tenure of the proposed development is subject to change, a total of 520 units are proposed ranging from 1- to 3-bedrooms, which are anticipated to be of condominium tenure. The proposed development ensures that the relevant housing policies are addressed and allows for intensification of an underutilized site in proximity to higher-order transit, helping to achieve the minimum density targets. It should be noted that the provision of affordable housing will be discussed as the application progresses.

4.13 Urban Design Brief

A revised Urban Design Brief (UDB) was prepared by Arcadis to demonstrate how the proposed development, as revised, fits within its existing and planned context and how it demonstrates good urban design. The UDB outlines the proposed site design, built form, uses, and as well as access, circulation, parking, and services. The proposed development provides an open and human scale frontage to align with the existing context and the needs of the local community. The anticipated built form ensures the appropriate transition to neighbouring areas and incorporates tower setbacks, landscape buffers, and privacy screening. The development is also flexible to change as the Hurontario Street corridor continues to become an intensified transit-oriented hub.

5 Planning and Regulatory Framework

The following section provides a detailed summary and analysis of the planning policy and regulatory framework that governs land use planning within the Province, the Region of Peel, and the City of Mississauga, and how it applies to the subject site. While considering the planning merits of the proposed development, the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the City of Mississauga Official Plan, the Hurontario / Main Street Corridor Master Plan, the Cooksville Mobility Hub Master Plan, Vision Cooksville, the Dundas Connects Master Plan, and the City of Mississauga Zoning By-law were reviewed.

It should be noted that Bill 185, the Cutting Red Tape to Build More Homes Act, 2024, received Royal Assent on June 6, 2024. As a result of Bill 185, planning policy and approval responsibilities from several upper-tier municipalities, including Peel Region, have been removed as of July 1, 2024. As such, the ROP will become a plan of the local municipalities, whereby the municipalities, such as Mississauga, will be required to implement and ensure applications conform to the ROP.

5.1 Provincial Policy Statement

The current Provincial Policy Statement (“PPS”) came into effect May 1, 2020 and was issued under Section 3 of the *Planning Act*, requiring that all land use decisions considered under the *Act* be consistent with the PPS. The PPS provides policy direction on matters of Provincial interest related to land use planning and development in Ontario. Within the PPS are policies that support efficient and resilient land use and development patterns, as well as encourage a range and mix of housing types and options, employment, and other uses to meet the long-term needs of residents.

Section 1.1.1 of the PPS provides direction on how to sustain healthy, livable, and safe communities, including by:

- *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- *accommodating an appropriate affordable and market-based range and mix of residential types to meet long-term needs;*
- *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs; and,*
- *preparing for the regional and local impacts of a changing climate.*

The proposed development is consistent with Section 1.1.1 of the PPS as it appropriately accommodates for the area’s needs by providing various uses, including a charity use, and by introducing new housing options that will support both current and future residents. The site also intensifies an existing site adjacent to transit, optimizing use of existing and proposed infrastructure.

Section 1.4.1 of the PPS provides direction on how planning authorities should provide an appropriate range and mix of housing options and densities to meet project requirements of current and future residents and shall:

- *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and development and, if necessary, lands which are designated and available for residential development; and*
- *maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitable zoned to facilitate residential intensification, and land in draft approved and registered plans.*

The proposed development appropriately adheres to the above policies by providing new residential units to accommodate short- and long-term growth in the surrounding area, further diversifying the housing options available.

Section 1.4.3 further advises that planning authorities should provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- *establishing and implementing minimum targets for the provision of housing which is affordable to low- and moderate-income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
- *permitting and facilitating:*
 - *1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - *2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The subject site is currently underutilized and does not leverage its location within an intensification area and its proximity to a range of transit options. In accordance with the PPS, the proposed development appropriately intensifies an underutilized site in proximity to transit by introducing new residential units to the area in a compact form. The introduction of housing on the subject site efficiently utilizes existing land and infrastructure by accommodating growth adjacent to the Hurontario LRT, currently under construction.

Section 1.6 of the PPS relates to the provision of infrastructure and public service facilities. Policy 1.6.1 states that infrastructure and public service facilities will be provided in an efficient manner, the planning for which will be coordinated and integrated with land use planning and growth management. This integration is to ensure infrastructure and public service facilities are financially viable over their life cycle and available to meeting current and projected needs. Policy 1.6.3 further states that before consideration is given to developing new infrastructure and public service facilities, the use of existing ones should be optimized and opportunities for adaptive reuse should be considered. Policy 1.6.5 details that public service facilities should be co-located in community hubs as appropriate to promote cost effectiveness, facilitate service integration, and provide access to transit and active transportation.

The proposed development directly supports the above policies by integrating new community space for an existing charity located on the site, adjacent to transit. The upgrading and expansion of the community space through the proposed development will extend the life-cycle of this community asset, expand the breadth of services and programs offered, and ensure this space is meaningfully integrated in the proposed development to optimize use of existing infrastructure. The proposed development will meet the needs of existing and future residents of the area by providing significant new space to support youth in the community and broader city.

Overall, the proposed development is consistent with the PPS as the proposed development will introduce new housing stock to the area, as well as provide new commercial uses at-grade, exhibiting a compact built form that leverages transit access. The subject site is currently underutilized given its location within an intensification area and its proximity to various transit options. The creation of new space in the podium for charity space will ensure a key community service is maintained and enhanced on the subject site, increasing the presence of the DAM Youth Charity in the community.

5.2 Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (2020) (“Growth Plan”) directs growth and development to specified areas throughout the Greater Golden Horseshoe (“GGH”). More broadly, the Growth Plan provides a range of policy directions based on the principle of requiring growth at a minimum density of persons and jobs per hectare, and to support development that results in improved utilization of existing infrastructure and land.

Pursuant to Schedule 3 of the Growth Plan – Distribution of Population and Employment for the GGH to 2051, the Region of Peel is anticipated to have accommodate population of 2,280,000 and 1,070,000 jobs by 2051.

Section 2.2 of the Growth Plan outlines how and where growth within the GGH is to occur. Policy 2.2.6.1 states that upper and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

- a) *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
 - I. *identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and*
 - II. *establishing targets for affordable ownership housing and rental housing;*
- b) *identify mechanisms, including the use of land use planning and financial tools, to support the implementation of Policy 2.2.6.1 a);*
- c) *align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011;*

- d) address housing needs in accordance with provincial policy statements such as the *Policy Statement: “Service Manager Housing and Homelessness Plans”*; and
- e) implement policy 2.2.6.1 a), b), c) and d) through official plan policies and designations and zoning by-laws.

The subject site is located within the *Urban Growth Centre* (“UGC”), Downtown Mississauga, where greater intensification is anticipated. Pursuant to Section 2.2.3 of the Growth Plan, UGCs will be planned as focal areas of investment for regional public service facilities in addition to commercial, recreational, cultural, and entertainment uses. UGCs will also accommodate and support the transit network at the regional scale and provide connection point for inter- and intra-regional transit, as noted in Policy 2.2.3.1. Policy 2.2.3.2 states that UGCs are to achieve by 2031, or earlier, a minimum density target of 200 residents and jobs per hectare for Downtown Mississauga UGC. The proposed development represents the appropriate intensification of an underutilized site that will support achieving or exceeding the minimum density target of 200 residents and jobs combined per hectare, while ensuring a community facility is maintained and enhanced. The proposed development adheres to these policies by supporting higher levels of growth and contributing to the mix of housing options that will cater to the projected needs of current and future residents.

Section 2.2.4 of the Growth Plan outlines direction for Transit Corridors and Station Areas, such as *MTSAs* on priority transit corridors or subway lines. Land uses and built forms that would adversely affect the achievement of the minimum density targets are prohibited. The subject site is currently underutilized and does not contribute to meeting minimum density targets. Policy 2.2.4.8 also states that *MTSAs* will be transit supportive to provide multimodal access and will provide connections to local and regional transit services to support transit service integration; provide infrastructure to support active transportation; and commuter pick-up/drop-off areas.

For all developments situated within *MTSAs*, development will be supported, where appropriate by planning for a diverse mix of uses, fostering collaboration between public and private sectors, providing alternative development standards, and prohibiting land use and built form that would adversely affect the achievement of transit-supportive densities, as noted in Policy 2.2.4.9. The proposed development will introduce a range of uses on an underutilized site adjacent to transit, while fostering collaboration between an existing charity use and the private sector in accordance with the Growth Plan.

Section 2.2.5 of the Growth Plan provides direction for employment. While largely dealing with employment areas, Policy 2.2.5.15 indicates that the retail sector will be supported by promoting a compact built form and intensification of retail and service uses and areas, encouraging the integration of those uses with other uses to support the achievement of complete communities. The proposed development introduces new commercial uses on the site to support this direction and help foster a complete community.

Section 2.2.6 of the Growth Plan pertains to housing. Policy 2.2.6.2 outlines that municipalities will support the achievement of complete communities by planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets, considering the range and mix of housing options and densities of the existing housing stock, and planning to diversify the overall housing stock across the municipality. The proposed development will support the creation of a complete community in this area by introducing new housing to support population growth.

As noted in Policy 3.2.8 of the Growth Plan, public services and public service facilities co-located within community hubs and integrated to promote cost-effectiveness. Priority must also be given to maintain and adapt the existing public service facilities and spaces as community hubs to cater to the needs of the community and optimize the long-term viability of public investments. The subject site and existing DAM Youth Charity are easily accessible by transportation and across

from a secondary school, making the site a preferred location for a community hub which will be expanded upon through the proposed development.

Based on this review, the proposed development conforms to the Growth Plan by contributing to the mix of housing options with the introduction of 431 units (one-bedroom, two-bedroom, and three-bedroom) to accommodate for current and future growth. The co-location of mixed uses, residential and charitable and transit-oriented nature optimizes usability and accessibility of the development and further contributes to the idea of a complete community. Given that the site is situated within the *Urban Growth Centre, Downtown Mississauga*, the site will appropriately support the anticipated population and employment growth.

5.3 Draft Provincial Planning Statement, 2024

As noted, a proposed Draft Provincial Planning Statement (“draft Statement”) was released on April 6, 2023, further amended on June 16 2023, and most recently updated on April 10 2024. The document, which is proposed to replace the existing Provincial Policy Statement, 2020 as well as the Growth Plan for the Greater Golden Horseshoe, by creating a single province-wide, housing-focused land use planning document. While this document is not yet in effect, the proposed policies provide direction on future provincial objectives.

Section 2.1 of the draft Statement outlines policy direction related to planning for people and homes, including direction for planning authorities to provide an appropriate range and mix of housing options and densities to meet projected requirements of the regional market area. Planning authorities are to further support the achievement of complete communities by providing an appropriate range and mix of land uses, housing options, transportation options, public services facilities, and other institutional uses, among others, to meet long term needs.

Section 2.2 of the draft Statement pertains to housing, including promoting densities for new housing which effectively uses land, resources, infrastructure, and public service facilities, while supporting active transportation. Policy 2.2.1 d) of the draft Statement specifically requires transit supportive development and the prioritization of intensification in proximity to transit, including corridors and stations. The proposed development introduces new housing units within proximity to a range of transit options and includes area for an existing community use to remain in the area.

Section 2.4 of the draft Statement discusses strategic growth areas. More specifically, Section 2.4.1 discusses *MTSAs*, with Policy 2.4.2.2 b) providing that *MTSAs* served by light rail or bus rapid transit should have a minimum of 160 residents and jobs combined per hectare. The proposed development provides over 500 new residential units with retail and charity components on site, increasing density on a site adjacent to a range of transit options. The commenting period for the draft policies under the draft Statement ended in mid-May 2024, and as such are subject to change.

While not currently in-force, the proposed development, including associated OPA and ZBLA applications, consider the draft Provincial Planning Statement as these applications will efficiently utilize an existing site through promoting intensification adjacent to a variety of transit options and within *MTSA*.

5.4 Region of Peel Official Plan

The Region of Peel Official Plan (ROP) is a land use planning document that guides the growth in Region of Peel, focussing on areas such as the environment, housing and employment, land development and transit. The current Region of Peel Official Plan (ROP) was adopted by Regional Council April 28, 2022 through By-law 20-2022. This repealed and replaced former by-law 54-96. The plan was approved with further modifications November 4, 2022. It is to be noted that due to changes resulting from Bill 185, the Region of Peel Official Plan is now considered a municipal

planning document, to be considered through the municipality’s review of a development application.

The ROP provides Regional context for long-term planning and direction for the growth of the Region. Within this Plan are policies for protecting the environment, managing growth and resources, and services required for efficient and effective development.

Chapter 1 serves as an introduction and provides background for reading the plan. Within this chapter are the goals and objectives the Region has put in place to help with growth. The goals and objectives which are outlined in Section 1.7 include:

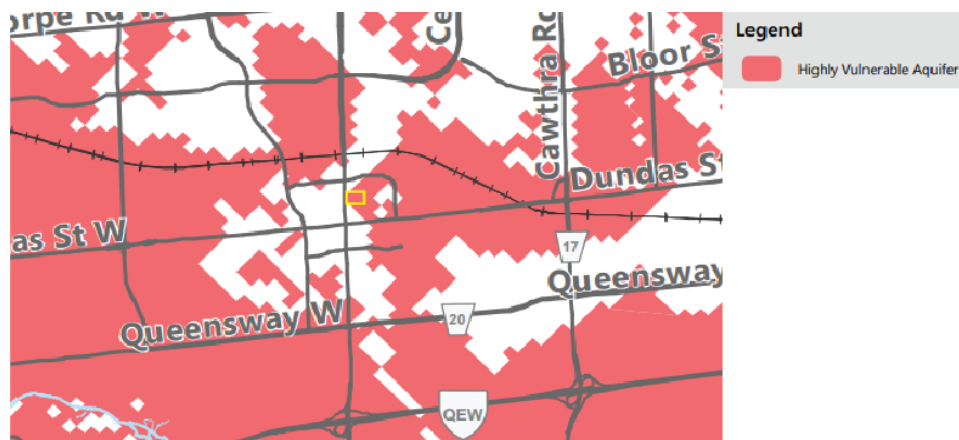
- *To create healthy, resilient, equitable and sustainable regional communities for those living and working in Peel (1.7.1)*
- *To recognize, respect, preserve, restore and enhance the importance of ecosystem features, functions and linkages, and enhance the environmental well-being of air, water, land resources and living organisms. (1.7.2)*
- *To ensure the Region is resilient and adapted to a changing climate and planned in a manner that works towards achieving net zero emissions over time. (1.7.3)*
- *To recognize the importance of a vital, competitive and diverse economy and a sound tax base, and manage and stage growth and development (1.7.4)*
- *To support growth and development which takes place in a sustainable manner, and which integrates the environmental, social, economic and cultural responsibilities of the Region and the Province. (1.7.5)*

Chapter 2 of the ROP discusses the natural environment, with the goal of ensuring a healthy, resilient and self-sustaining natural environment within Peel Region. Pursuant to Policy 2.4.2, an objective of the ROP is to support the development of sustainable, low-carbon, compact, mixed-use, and transit-supportive communities which reduce greenhouse gas emissions and support active transportation, protect natural systems, features and functions, and promote renewable energy, energy conservation and efficient design.

The proposed development promotes sustainable design by providing green roof infrastructure, additional bicycle parking, and reduced vehicular parking to encourage multimodal transit uses. The development adds community infrastructure, housing, and retail along a rapid transit corridor, reducing the demand for vehicle dependency.

According to Schedule A2 of the Council Approved ROP (Figure 14), the subject site appears to be partially situated within the *Highly Vulnerable Aquifer*.

Figure 14: Schedule A2 – Highly Vulnerable Aquifers



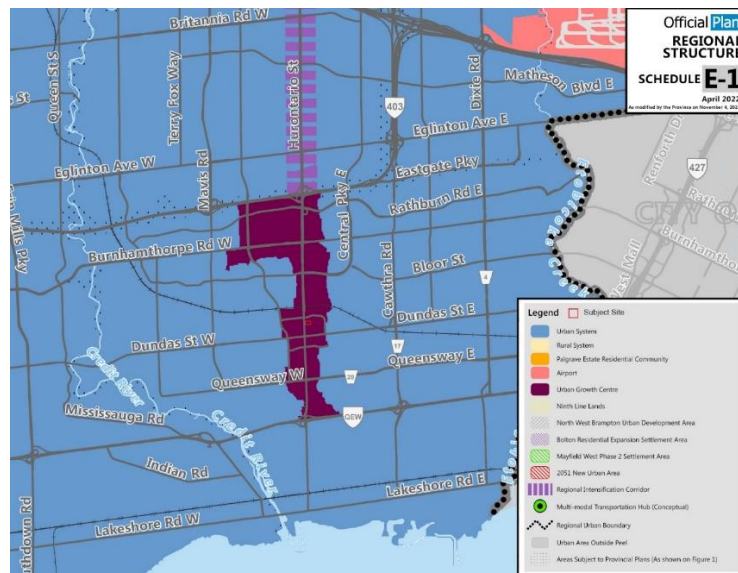
Section 2.6 of the ROP discusses the water resource system which includes *High Vulnerable Aquifers*. This section outlines Municipal responsibility in protecting aquifers, ground water, and water related resources. Section 2.7 of the ROP discusses source water protection, which includes protecting ground water and underground water resources. Policies 2.7.42, 2.7.43, 2.7.44, and 2.7.45 discuss *Highly Vulnerable Aquifers* and provide direction for the municipalities to protect these features, implement best practices, and provide salt management plans to protect these natural features. The proposed development adheres to these policies and respects the natural features on the site and surrounding area by completing hydrogeological studies that look at the ground and surface water on and around the site prior to development.

Chapter 4 of the ROP discusses growth management forecasts, this includes employment and population forecasts. Policy 4.2 discusses the goal of this section which is to anticipate and plan for the future growth of population, households, and employment in Peel and provide services to accommodate growth efficiently and effectively Table 3 in the ROP states growth for Mississauga should reach a population 920,000 people in 2041 and 995,000 in 2051, conversely there should be 320,000 households in 2041 and 345,000 in 2051.

Chapter 5 of the ROP discusses regional structure and further delineates growth direction. Policy 5.3.1 states that the vast majority of new population and employment growth will be directed to the *Urban System*, with a focus on *Strategic Growth Areas*, and other areas that leverage existing and planned infrastructure investments. The Hurontario LRT is a significant investment within the city to increase access to rapid transit. The proposed development leverages its location along this corridor by appropriately intensifying an underutilized site through a compact built form.

As shown on Schedule E1 of the Council Approved ROP, the subject site is located within *Urban Growth Centre* (Figure 15). The *Urban Growth Centre* is intended to support safe and secure communities, active modes of transportation, and encourage a mix of residential and employment uses.

Figure 15: Schedule E-1: Regional Structure



Section 5.4 discusses the objectives of growth management, including optimizing the use of the existing land supply of the Region by directing a significant portion of growth to the *Delineated Built-up Areas* through intensification, including to *Urban Growth Centres*, intensification corridors, and *MTSAs*. The subject site is located within these areas where intensification is to occur. Policy 5.4.8 states that to support compact and well-designed complete communities with transportation offices, a diverse mix of land uses and housing, able to accommodate people at all life stages,

and provide easy access to retail and services to meet daily needs. Policy 5.4.18.11 further states that intensification will occur within “Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas, among other appropriate areas.

The proposed development is situated in a Major Transit Station Area and offers a community infrastructure portion through the youth charity, as well as provides retail and residential uses through intensification of an underutilized site. The proposed development utilizes a lesser parking rate of 0.23 for residential parking to respond to the adjacency to the LRT and encourage the use of rapid transit and active transportation modes. The mix of uses as well as the additional density will help contribute to a complete community within close proximity to the Hurontario LRT and achieve the objectives set out in Section 5.4 of the ROP.

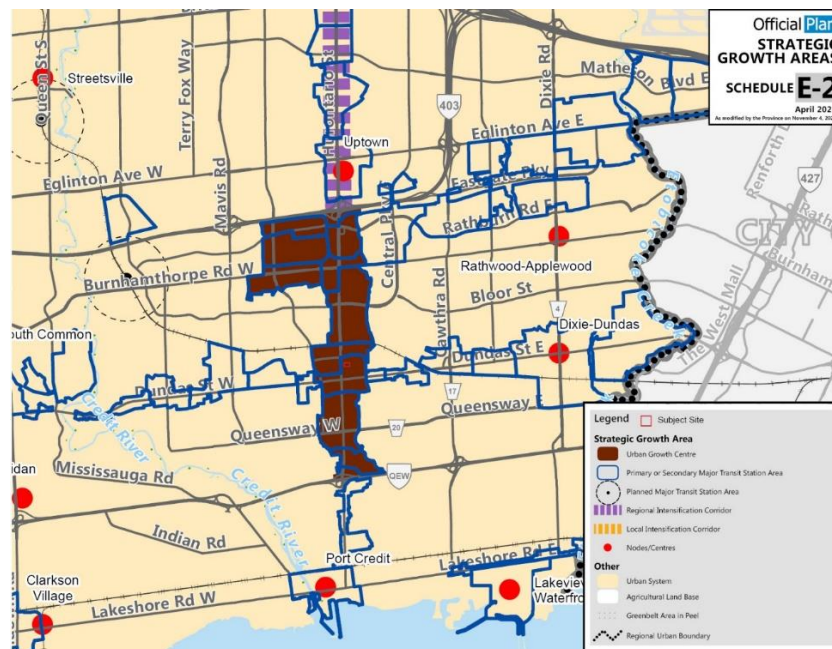
Section 5.6 of the ROP expands on policy related to the Urban System. The objectives for the urban system include:

- To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities. (5.6.2)
- To achieve 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. (5.6.3)
- To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive. (5.6.4)

The proposed development provides necessary mixed-use infrastructure to the area while also providing vital community infrastructure.

As seen in Schedule E-2 Strategic Growth Areas of the ROP (Figure 16), the subject site is designated as Urban Growth Centre, which is considered a Strategic Growth Area.

Figure 16: Schedule E-2: Strategic Growth Areas



The objectives of Strategic Growth Areas include:

- *To achieve an urban, integrated and connected system of Strategic Growth Areas that supports complete communities and multi-modal transportation options. (5.6.17.1)*
- *To direct intensification to strategic locations in the Delineated Built-up Area to maximize efficiencies in infrastructure delivery, services, and transit ridership. (5.6.17.2)*
- *To support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development. (5.6.17.4)*
- *To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods. (5.6.17.5)*
- *To encourage transit-supportive development in existing and new Designated Greenfield Areas. (5.6.17.6)*

In addition to the Strategic Growth Area policies, *Urban Growth Centres* and *Regional Intensification Corridors* are further discussed in Section 5.6.18 of the ROP. The objectives include the following:

- *To achieve Urban Growth Centres that are linked by public transit and include a range and mix of high intensity compact built forms and activities while taking into account the characteristics of existing communities and services. (5.6.18.1)*
- *To achieve Urban Growth Centres that support safe and secure communities, public transit, walking and cycling. (5.6.18.2)*
- *To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities. (5.6.18.3)*
- *To achieve in each Urban Growth Centre a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier. (5.6.18.4)*

Policy 5.6.18.9 states that as a *Regional Intensification Corridor*, Hurontario will link the two *Urban Growth Centres* and provide prime opportunities for intensification, opportunities for residents to live and work within the corridor, provide a high intensity and compact urban form with an appropriate mix of uses, provide a transit supportive and pedestrian friendly built form, and create viable opportunities for financing necessary infrastructure and services. The proposed development directly responds to these policies as the introduction of new housing units will intensify an existing and underutilized site within the *Corridor*.

The proposed development has been reviewed with consideration to the following objectives pursuant to Policy 5.6.19.18, as outlined in Table 3.

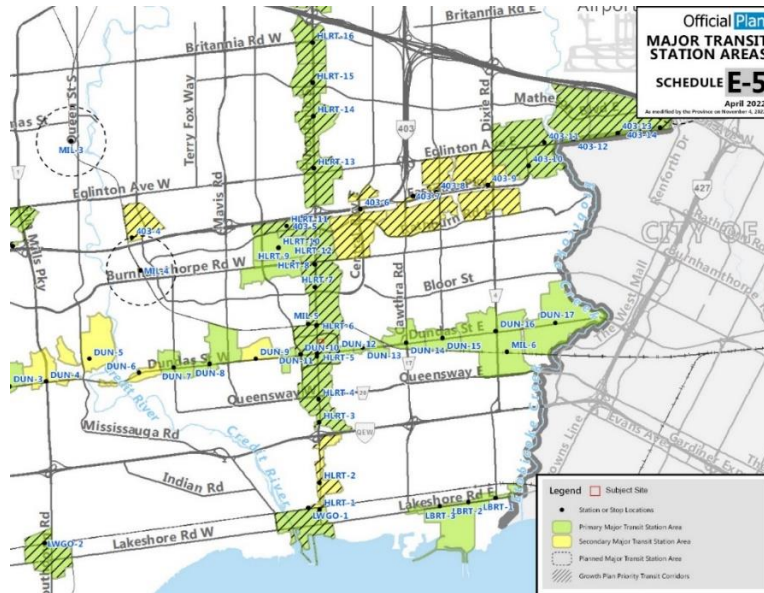
Table 3: Subject Site Objectives

OBJECTIVES	SUBJECT SITE
<i>Demonstrates how the development will contribute to transit-supportive densities that recognizes the character and scale of the surrounding community;</i>	The site is situated along the proposed Hurontario LRT, within 500 metres of the Cooksville GO Station, and near MiWay bus stops along Route 2, allowing for easy access within the City. The proposed development exhibits a compact urban form that appropriately intensifies an underutilized site adjacent to various transit options.
<i>Supports a compact urban form that directs the highest intensity transit-supportive uses close to the transit station or stop;</i>	

<p><i>Addresses Regional and local municipal housing policies to provide a range and mix of housing options and densities, including affordable housing;</i></p>	<p>The proposed mix of uses will support the surrounding community by making it more accessible and supportive of the public. The proposed development will introduce 520 new housing units to the area, increasing the amount of housing stock available.</p>
<p><i>Provides an appropriate mix of land uses and amenities that promotes transit-supportive neighbourhoods;</i></p>	
<p><i>Provides an interconnected and multi-modal street pattern that encourages walking, cycling, and the use of transit and supports mixed use development;</i></p>	<p>The site layout prioritizes pedestrian movement around the proposed development and is situated in an area accessible by transit and bicycle use. The proposed development provides long and short-term bicycle parking.</p>
<p><i>Implements the provision of bicycle parking, and where applicable, passenger transfer and commuter pick up/drop off area;</i></p>	
<p><i>Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target;</i></p>	<p>The introduction of residential units will contribute to the achievement of the minimum density targets and contribute to the existing housing stock, which in turn, will align with the anticipated growth.</p>
<p><i>Supports high quality public realm improvements to enhance the Major Transit Station Area;</i></p>	<p>The connectivity to other areas of activity, ease of accessibility, and proximity to other modes of transportation will support a high-quality public realm. The windows situated at ground level also encourages transparency and displays the current levels of activity.</p>
<p><i>Addresses land use compatibility in accordance with the provincial policies, guidelines, and standards; and</i></p>	<p>The proposed use or are compatible with the surrounding community.</p>
<p><i>Considers municipally initiated studies and recommendations that support the requirements of Policy 5.6.19.10.</i></p>	<p>The proposed uses of the redevelopment support complete communities, supports increased multi-modal activity, and is in keeping with the existing character of the stop area.</p>

In addition to being an *Urban Growth Centre*, the subject site is also designated *Primary Major Transit Station Area* as well as *Priority Transit Corridor* as seen in Schedule E-5 Major Transit Station Areas (Figure 17).

Figure 17: Schedule E-5: Major Transit Station Areas



Section 5.6.19 discusses growth in *Major Transit Station Areas*. The objectives for these areas of land are:

- *Leverage infrastructure investments by planning for transit-supportive densities and increased transit ridership within Major Transit Station Areas. (5.6.19.1)*
- *Encourage a balance mix of transit-supportive uses, as defined by local municipalities, such as residential, retail, offices, open space, and public uses that supports the needs of employees and residents in a walkable environment. (5.6.19.2)*
- *Recognize a diverse range of station typologies that accommodate increased densities and increased transit ridership. (5.6.19.3)*
- *Develop and enhance active transportation connections and infrastructure (including sidewalks and multi-use paths) to transit stations and stops to support complete communities, improve multi-modal station access, and to support the Region’s modal split target by increasing transit ridership in Peel. (5.6.19.4)*
- *Support a mix of multi-unit housing, including affordable housing, rental housing and additional residential units, as appropriate. (5.6.19.5)*
- *Each Major Transit Station Area shall reflect one of the station classifications outlined below and shown on Table 5 and Schedule E-5 to support transit-supportive development and increased ridership. This will be based on the form and function of the station to be established in the official plan of the local municipality (5.6.19.6):*
 - a) *Primary Major Transit Station Area – Areas delineated in this Plan that have existing or planned transit-supportive built forms and can meet or exceed the minimum transit-supportive density target. Primary Major Transit Station Areas are Protected in accordance with subsection 16(16) of the Planning Act.*
 - b) *Secondary Major Transit Station Area – Areas delineated in this Plan that are constrained by existing land use patterns and built forms and may require an alternative minimum density target. These stations may take on a commuter station function with a mix of uses that support increased transit ridership.*

Secondary Major Transit Station Areas are Protected in accordance with subsection 16(16) of the Planning Act.

- c) *Planned Major Transit Station Area – Areas identified in this plan which are intended to become Major Transit Station Areas, but require further study and assessment prior to being delineated. Transit infrastructure may be existing and operational, however, in some of these areas transit infrastructure may still be in delivery or currently unfunded and without a commitment for funding.*

Additionally, Policy 5.6.19.8 states to “Direct the local municipality to plan to achieve the minimum density target for each Primary and Secondary Major Transit Station Area as prescribed on Table 5. It is recognized that in some cases, the minimum density may be achieved beyond the planning horizon of this Plan.” The subject site is along Hurontario Street, which is part of the Hurontario LRT. The subject site is also between the Fairview (Central Parkway) and Dundas Street Stations which require a minimum density of 300 people per hectare as shown in Table 5 of the ROP. Table 5 of the ROP also outlines that the site is within the *Urban Growth Centre* as an additional policy area on top of the MTSA policies.

Section 5.9 of the ROP further discusses housing. The objectives for the Region include:

- *To promote the development of compact, complete communities by supporting intensification and higher density forms of housing. (5.9.1)*
- *To achieve Peel-wide new housing unit targets shown in Table 4, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community of their choice. (5.9.2)*
- *To ensure an adequate supply of rental housing stock to meet local need. (5.9.3)*
- *To mitigate and adapt to climate change by promoting energy conservation and technologies and energy efficient housing that leads to sustainable development. (5.9.4)*
- *To make housing available for diverse populations, including the provision of accessible housing and appropriate support services. (5.9.5)*
- *To consider barriers to housing, including social and economic factors. (5.9.6)*

Table 4 outlines housing unit targets in accordance with Policy 5.9.7.

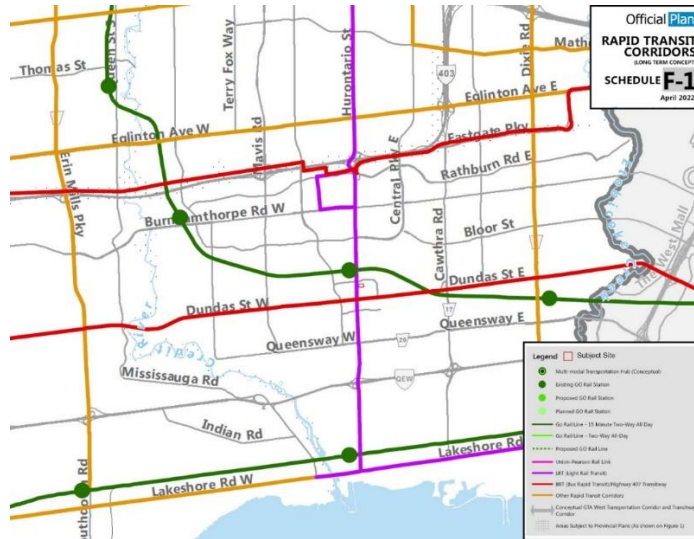
Table 4: ROP Table 4: Housing Unit Targets

TARGET AREA	TARGETS
Affordability	That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households.
Rental	That 25% of all new housing units are rental tenure.
Density	That 50% of all new housing units are in forms other than detached and semi-detached houses.

The tenure of the proposed development remains to be determined. Notwithstanding, the appropriate intensification of the subject site will allow for a range and diversity of housing options to support regional objectives. Please refer to the Housing Issues Report prepared by Arcadis for further information. The inclusion of a new and enhanced space for the DAM Youth Charity will help serve youth in the community by providing community support and infrastructure.

The subject site is located north of the proposed BRT (Bus Rapid Transit) along Dundas Street, and south of the GO Rail Line with 15 Minute Two-Way All-Day service, as shown in Schedule F-1 Rapid Transit Corridors in the ROP (Figure 18).

Figure 18: Schedule F-1: Rapid Transit Corridors



Based on Schedule 10 (Table 5), the City of Mississauga is anticipated to grow to a population of 995,000 by 2051, representing a growth of approximately 200,000 in a 30-year period. As a result, the City will require additional infrastructure and services to support the influx of residents.

Table 5: Schedule 10 – Population and Employment Growth in Peel Region (Highlights)

YEAR	MEASURE	MISSISSAUGA	PEEL
2031	Population	852,000	1,829,000
	Household	280,000	557,000
	Employment	537,000	862,000
	Activity Rate	63.03%	47.13%
2041	Population	920,000	2,050,000
	Household	318,000	653,000
	Employment	563,000	959,000
	Activity Rate	61.20%	46.78%
2051	Population	995,000	2,280,000
	Household	347,000	730,000
	Employment	590,000	1,070,000
	Activity Rate	59.30%	46.93%

Based on the review of the ROP, the development would appropriately support the level of growth anticipated within the City and support a range of uses that will benefit their quality of life. The proposed development will conform with the Council Approved ROP by supporting the proposed intensification and expected growth of the Region.

5.5 City of Mississauga Official Plan

The City of Mississauga Official Plan (“OP”) came into effect in 2012 with the latest office consolidation available dated March 4, 2024. The most recent consolidated version of the OP does not include MOPA 141,142,143,144,145 and 146 as several of these include OLT hearings. Notably, On April 11, 2024, the Council of The Regional Municipality of Peel approved the Official Plan Amendments to the City of Mississauga OPA 142, 143, 144 and 146 under Sections 17(34) of the Planning Act, R.S.O. 1990 c. P. 13, as amended, related to Major Transit Station Area Official Plan Amendments. The consolidation includes Ontario Land Tribunal (OLT) decisions and City Council approved amendments.

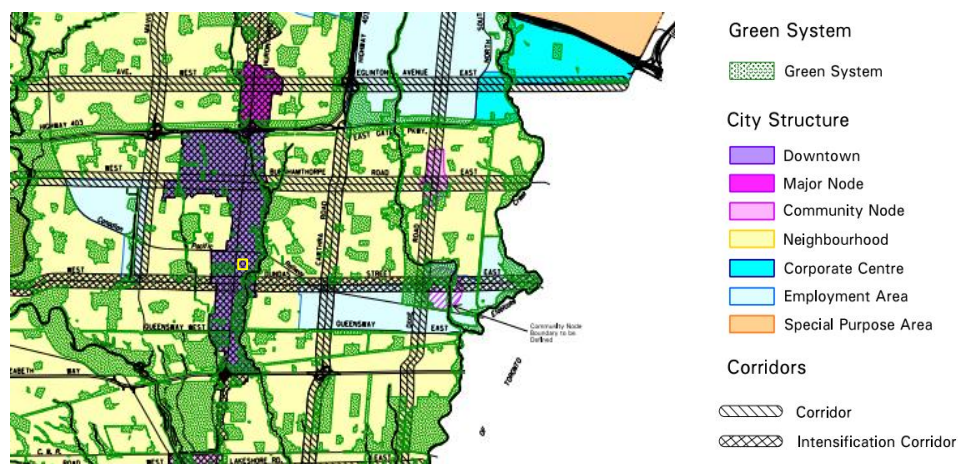
The City of Mississauga is also undertaking an Official Plan Review to update policies and direction for the Region up until 2051. A draft of the new Official Plan was released in February 2024. Both the in effect and the draft OP are outlined in the following section.

5.5.1 In-Effect City of Mississauga Official Plan

The OP outlines policy direction for all land use designations to direct growth, address long term sustainability, and support the public transportation system. The in-effect OP currently provides direction until 2031. Chapter 1 of the OP provides an introduction to the Official Plan and outlines the City of Mississauga’s goals and objectives. The strategic goals in the in-effect OP include developing a transit-oriented city, ensuring youth, older adults and new immigrants thrive, completing neighbourhoods, living green, and cultivating creative and innovative business. Chapter 2 provides policy context and Chapter 3 promotes collaboration and discusses the Region’s goals and scope. The proposed development conforms with these OP sections as it supports the Region’s housing goals, promotes housing adjacent to transit, and will help ensure youth within the community thrive through the proposed charity component.

Part Two of the OP provides city wide policies, with Chapter 4 discussing the vision of the OP. This vision includes planning for a strong and diversified economy supported by a range of mobility options, a variety of housing, and community infrastructure to create distinct and complete communities. Schedule 1 of the OP outlines the City’s Urban System and city structure, identifying the subject site as being within the *Downtown*, and an *Intensification Corridor* (Figure 19).

Figure 19: Schedule 1 - Urban System



Directing Growth

Chapter 5 of the OP provides direction on growth within the City, encouraging compact mixed use development at appropriate locations which would provide more opportunities to live and work in Mississauga, and reduce the need for extensive travel. Policy 5.1.1 outlines population and

employment forecasts to 2031, which includes accommodating 805,000 people and 510,00 jobs. The proposed development will assist in meeting these targets through the creation of new housing units in a compact form. Similar to the ROP, these forecasts will also be updated through the OP update to reflect a 2051 planning horizon as outlined by the Province.

Policy 5.1.3 of the in-effect OP states that this growth is to be directed to locations that utilize existing and proposed services and infrastructure such as transit and community infrastructure, minimize environmental and social impacts, meet long term needs, build strong, livable, universally accessible communities, and promote economic prosperity. Policy 5.1.4 directs most of this growth to *Intensification Areas*, with Policy 5.1.6 encouraging compact, mixed-use development that supports transit. The proposed development directly meets these policies as it will intensify an underutilized site within an *Intensification Area* and adjacent to higher-order transit, leverage existing infrastructure and ensure the continued presence of a community use, introduce new residents to the area to support the local economy.

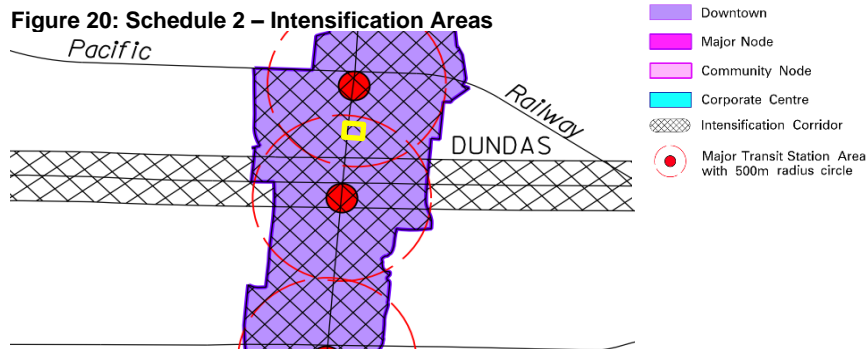
Section 5.3 of the OP outlines the various elements of the City Structure, all of which play a unique role in accommodating development, specifying that the Downtown will contain the highest densities, tallest buildings, and greatest mix of uses. OP Figure 5-5 Height, Density and Population to Employment Ratio provides a minimum height of three-storeys and an unspecified maximum height for the *Downtown*, and a minimum height of two-storeys for *Intensification Corridors*, with maximum heights outlined by the City Structure element.

Related to the Downtown, Section 5.3.1 of the OP notes that the *Downtown* will be a vibrant centre, dividing the *Downtown* into four Character Areas. The subject site is located within the *Downtown Cooksville Character Area*, as detailed later in this Section of the Report. Policy 5.3.1.4 states that “the *Downtown* will achieve a minimum gross density of 200 residents and jobs combined per hectare by 2031. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare in the *Downtown*”. The proposed development will help support these growth targets.

Policy 5.3.1.9 states that the downtown will develop as a major “regional centre and the primary location for mixed use development, as well as contain the greatest concentration of activities and variety of uses. Policy 5.3.1.10 of the OP states that the downtown will be planned as a focal area for community infrastructure investment, as well as institutional, commercial, recreational, educational, cultural and entertainment uses. Policy 5.3.11 further outlines that development within the downtown will achieve a high quality urban environment, as well as support and encourage active transportation, in accordance with Policy 5.3.1.13.

The proposed development provides community infrastructure in the form of a youth charity, retail uses, and additional housing along Hurontario Street. The proposed has regard for neighbouring properties to ensure a consistent and attractive street-wall and pedestrian environment at-grade. The proposed relocation of utilities and servicing infrastructure to the rear of the building further prioritizes the Hurontario Street frontage. As such, the design of the development incorporates active transportation through lower parking rates, additional bicycle parking, and an enhanced pedestrian realm.

The subject site is also within an *Intensification Corridor* and within a 500 metre radius of a *Major Transit Station Area* as shown on Schedule 2 Intensification Areas (Figure 20), which are discussed further in Section 5.5 of the OP.



Intensification Corridors and *Major Transit Station Areas* are known as intensification areas and are priority zones for growth. Policy 5.5.5 provides that development will promote the qualities of complete communities, while Policy 5.5.7 further adds that a mix of medium and high-density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. Policy 5.5.8 states that residential and employment density should be sufficiently high to support transit usage. The proposed development conforms with these policies as it will intensify an underutilized site within a *Major Transit Station Area*.

Policy 5.5.13 outlines minimum and maximum heights within *MTSAs*, noting that some areas are subject to specific *Character Area* policies, which permitted a maximum height of 25 storeys for high-rise buildings. As noted in Section 5.5.2 and 5.5.3 of this Report, this height has been increased to 30 storeys on the subject site. While the proposed development exceeds this maximum height, the additional storeys support broader growth objectives for the municipality and Region, while supporting a mix of uses, including a youth charity, and exhibiting a high-quality built form along Hurontario Street.

Complete Communities

Chapter 7 of the OP provides direction on complete communities, stating that communities require infrastructure that supports physical and emotional well-being, as well as nurturing quality of life, cultivating art and culture, and valuing the unique characteristics of diverse areas of Mississauga. Policy 7.1 states that the City will encourage the provision of services, facilities, and housing that supports the population. The proposed development directly supports the creation of a complete community, as informed by Policy 7.1.3 which includes the following:

- 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.*

Policy 7.1.7 outlines that in cooperation with the appropriate public and private agencies and other levels of government, the City will provide community infrastructure that supports complete communities meeting a range of civic, cultural, and social needs, among others. The proposed development will assist in meeting the social needs of the community by providing critical community building space for youth.

Section 7.2 of the OP outlines direction for housing, noting that the provision of suitable housing is important for youth, older adults, and immigrants to thrive. As such, Policy 7.2.1 states housing will be provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting housing needs and preferences of residents. Policy 7.2.2 notes that Mississauga will provide opportunities for the following housing types:

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

The proposed development introduces new housing stock on an underutilized site in accordance with Provincial and regional direction. The proposed development incorporates community infrastructure with the DAM Youth Charity, which provides assistance to youth in the community, while providing a range of unit sizes to accommodate the preferences and needs of residents.

Section 7.3 of the OP outlines inclusionary zoning policies which outlines the importance of community infrastructure for complete communities, noting that in addition to services provided by the city, community infrastructure is also provided by other agencies, government levels, and the private sector. The proposed development represents the private sector investing in community infrastructure by providing new space within the building to ensure the existing charity use on the site can remain and continue to support youth within Cooksville and broader city. Policy 7.3.2 specifically identifies the *Downtown* as being one of the preferred locations for community infrastructure, with Policy 7.3.5 stating that community infrastructure will generally be provided in proximity to transit facilities, on Corridors, connected to active transportation, and in proximity to other community infrastructure or places of gathering. The proposed development is located in proximity to higher order transit, allowing future patrons of the charity use to easily access the site. T.L Kennedy Secondary School is also located within walking distance of the proposed development.

Policy 7.3.12 further specifies that the availability and location of existing and planned community infrastructure will be considered so that new community infrastructure can be tailored to meet the needs of the community. The proposed development replaces the charity use on site with significant new space to ensure its expanded operations and that the use is not removed from the subject site through redevelopment.

Overall, the proposed development conforms to Chapter 7 of the OP by helping support a complete community through the introduction of new housing and community uses in proximity to transit.

Building a Desirable Urban Form

Chapter 9 of the OP outlines urban design direction for the City and the city pattern, noting that *Intensification Areas* require an urban form that promotes a diverse mix of uses and supports transit and active transportation. Section 9.1 outlines general urban design policies for the city pattern, which the proposed development has considered, including:

- *Infill and redevelopment within Neighbourhoods will respect the existing and planned character (9.1.3);*
- *Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses (9.1.5);*
- *Mississauga will transform the public realm to create a strong sense of place and civic pride (9.1.8);*

- *Urban form will support the creation of an efficient multi-modal transportation system;*
- *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 (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 (9.1.11); and,*
- *New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities (9.1.15).*

The proposed development represents the infilling of an existing site in proximity to multiple transportation modes. This proposed intensification will enhance the existing community character while providing a distinct character through the proposed massing and design. The proposed development will support the function and growth of the Hurontario Street corridor by enhancing the streetscape and providing appropriate transitions to neighbouring areas.

Section 9.2.1 of the OP pertains to *Intensification Areas*, indicating that they are a major building block of the city pattern, expected to exhibit high standards of urban design and create a sense of place. Policies 9.2.1.1 and 9.2.1.2 state that development will create distinctive places and locales, and that design excellence will create a vibrant Downtown that is complemented by communities that retain their own identity and contribute to civic identity. Policy 9.2.1.3 directs that built form should provide for the creation of a sense of place through distinctive architecture and streetscaping, among other matters. More broadly, Policy 9.2.1.4 states that Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. The proposed development has been thoughtfully considered in relation to this design direction as it exhibits a compact built form that establishes a strong building face at-grade and active uses in the podium to animate the streetscape. The proposed tower and podium configuration ensures appropriate tower separation distances from neighbouring buildings, complementing the existing and planned context.

Policy 9.2.1.6 encourages the consolidation of access points and shared parking. The applicant has engaged in discussions with the property to the south and east to secure a consolidated access off Kirwin Avenue. The proposed development and the development abutting the subject site have consolidated access off Kirwin Avenue so that the continuity and street frontage on Hurontario is undisturbed.

Policy 9.2.1.8 indicates that the preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas, with Policy 9.2.19 recognizing that greater building heights adjacent to right of way widths that exceed 20 m may be required to ensure appropriate enclosure of the street. Policy 9.2.1.10 requires appropriate height and building transitions between sites and their surrounding areas.

The proposed development has a total height of 42 storeys in response to its location within an *MTSA* where taller building heights are encouraged. The inclusion of a six-storey podium will help create a sense of enclosure along Hurontario Street in relation to transit while the stepping back of the tower portion will ensure appropriate separation distances to adjacent properties.

Policies 9.2.1.11, 9.2.1.12, and 9.2.1.13 outline that tall buildings will be sited and designed to enhance the areas skyline, preserve, reinforce and define view corridors, and will be appropriately

spaced to provide privacy and permit light and sky views. 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, in accordance with Policy 9.2.1.14. Policies 9.2.1.15 and 9.2.1.16 further state that tall buildings will address the pedestrian scale through building articulation, massing and materials, and minimize adverse microclimatic impacts on the public realm and private amenity areas.

The proposed development has been designed to mitigate micro-climatic wind and shadow impacts on both the public realm and private amenity spaces, as detailed in the Wind Study and Sun and Shadow Study for the application. The stepping back of the tower from the podium will allow for adequate sky-views, reinforce a pedestrian scale, and contribute to a comfortable environment at-grade.

In regard to the relationship between a development and the street, Policies 9.2.1.17 states *“Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.”* Additionally, Policy 9.2.1.19 states *“The public realm and the development interface with the public realm will be held to the highest design standards.”* The proposed development establishes a strong and continuous building frontage along Hurontario Street that is in keeping with the development application to the south and east. A recessed entrance to the residential portion of the building allows for patio seating and additional pedestrian space contributing to a lively and enhanced streetscape. The proposed development has been amended from initial application to coordinate and consult with the neighbouring property so that there is a continuous frontage and similar design standards along Hurontario Street. Policy 9.2.1.21 further states *“Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive”*, which the proposed development satisfies through the intensification of a currently underutilized site.

Policy 9.2.1.22 provides that development will be designed to support and incorporate pedestrian and cycling connections, with Policy 9.2.1.23 requiring active uses on principal streets with direct access to the public sidewalk. Policy 9.2.1.24 requires development to face the street, with Policy 9.2.1.25 further specifying that buildings should provide active facades with uses such as lobbies, entrances and display windows, with blank building walls not permitted facing principal street frontages and intersections. For non-residential uses, Policy 9.2.1.26 requires at-grade and transparent windows facing major streets. The proposed development includes an abundance of glazing at-grade, with the podium directly facing Hurontario Street and incorporating active uses with direct access to the street. While a wall is temporarily provided along the north property line, this wall is an interim condition to further ensure that the future build-out of the parcel to the north is not precluded.

Policy 9.2.1.28 outlines that built form will relate to and be integrated with the streetscape, with minimal building setbacks where spatial enclosure and street related activity is desired. Policy 9.2.1.29 states *“Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape”*, Policy 9.2.1.31 provides that buildings should be positioned along the edge of the public streets to define their edges and create a relationship with the public sidewalk, with Policy 9.2.1.32 further directing that buildings be oriented and positioned towards the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.

Specifically related to the streetscape, Policies 9.2.1.34, 9.2.1.35, and 9.2.1.36 state that streetscapes should provide visual connections, encourage pedestrian circulation, and incorporate streetscape improvements. The proposed development represents a significant improvement over existing site conditions by incorporating landscaping and pedestrian amenity to encourage pedestrian circulation and an enhanced public realm.

Policy 9.2.1.37 states that “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 for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses”. The proposed development removes existing surface parking adjacent to Hurontario Street to provide four storeys of underground parking to support the proposed development. The proposed development also utilizes a lower parking ratio to accommodate for the proximity to the Hurontario LRT.

Overall, the proposed development conforms to the Chapter 9 of the OP as it introduces an urban and compact built form that is highly articulated, appropriately responds to its existing and planned context, supports transit and active transportation, and enhances the streetscape through the inclusion of active uses, among other attributes.

Land Use Designations

Chapter 11 of the OP provides direction on General Land Use Designations. Schedule 10 of the OP designates the subject site as *Mixed Use*, as shown in Figure 21.

Figure 21: Schedule 10 - Land Use Designations



Policy 11.2.1.1 states that community infrastructure is permitted in all land use designations such as transportation infrastructure and conservation uses, among others. Section 11.2.6 outlines additional policies for *Mixed-Use* areas, with Policy 11.2.6.1 permitting additional uses within this designation, including residential in conjunction with other permitted uses, restaurants, retail stores, and secondary offices.

Policy 11.2.6.2 states that the planned function of lands designated as *Mixed Use* is to provide a variety of retail, service and other uses to support the surrounding residents and businesses, with development on *Mixed Use* sites that include residential uses will be required to contain a mix of permitted uses. Development on sites designated as *Mixed Use* which include residential uses will be required to contain a mix of permitted uses. If a development application proposes primarily residential uses but includes non-residential uses at-grade, an Official Plan Amendment is required, in accordance with Policy 11.2.6.3. The proposed development consists primarily of residential uses, with commercial and charity uses proposed at-grade and on the second level.

An Official Plan Amendment is required to redesignate the site from *Mixed Use* to *Residential High Density* to appropriately respond to the primarily residential nature of the development and

introduce special site policies. This direction was provided by Staff during the Development Application Review Committee Meeting.

Policy 11.2.5.6. of the OP outlines policies for *Residential High Density*, permitting the following uses:

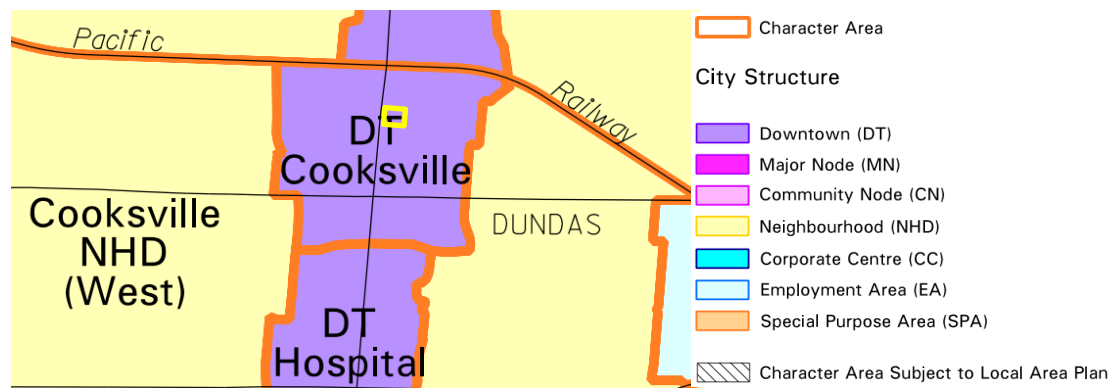
- a) *apartment dwelling*
- b) *uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and*
- c) *uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities.'*

The proposed development will provide a primarily residential development with commercial uses at-grade and charity uses at-grade and on the second level. An Official Plan Amendment accompanies this submission to appropriately implement the proposed development and introduce special site provisions as required.

Character Area Policies

Schedule 9 of the OP indicates that the subject site is located within the *Downtown Cooksville Character Area* (Figure 22).

Figure 22: Schedule 9 - Character Areas



Under Chapter 12 of the OP, the following policies apply to the *Downtown Cooksville Character Area*:

- *A minimum building height of three storeys is required on lands within the Downtown. Character Area policies may specify maximum building height requirements. Alternative minimum building heights may be established for existing areas with low density residential development (Policy 12.1.1.2);*
- *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 (Policy 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 (Policy 12.1.1.6);*
- *Notwithstanding the Mixed Use policies of this Plan, the following additional uses will be permitted: Major offices (Policy 12.1.3.1);*

- *Mixed Use development will be pedestrian oriented and street related (Policy 12.1.3.2); and,*
- *Compatible development is encouraged that recognizes the scale and enhances the form and character of Mixed Use areas (Policy 12.1.3.3).*

The proposed development complements the mix of uses in the surrounding area and will support the pedestrian-oriented nature and existing character. The proposed development is in keeping with surrounding development and the neighbouring development application. Ground floor commercial space is provided to help animate the street. The proposed development has regard for the adjacent property to ensure similarities and a consistent street wall along Hurontario Street.

A sense of entry to the *Character Area* is to be articulated at key locations by prominent built form, landscaping and signage components, as noted in Section 12.4.1 of the OP. Policy 12.4.1.2 indicates that 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 pedestrian nature. The street frontages will be designed to reinforce a distinctive, quality image with high standards in built form, landscaping and related pedestrian amenities. The inclusion of a double height ground floor, use of glazing, landscape treatments along the building façade fronting Hurontario Street, and a podium height consistent with the application to the south will ensure a lively and enhanced streetscape at-grade. The current building is set back from the street and separated from the sidewalk by a curved driveway. The proposed development represents a significant improvement over existing conditions and will contribute to a strong sense of place.

As discussed in Policy 12.4.13, 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. The proposed development includes commercial space at grade fronting onto the street, easily accessible from the public sidewalk.

Policy 12.4.1.4 states that development should be closely related to and integrated with the public sidewalk to focus activity on the street and provide a sense of enclosure, as well as addressing 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.*

Policy 12.4.1.5 related to bulk and massing and provides that development should be generally consistent in its bulk, massing, and scale within the Character Area. A ratio of 1:2 (building height to eventual street width) should be provided by built form abutting Dundas and Hurontario Street. The Dundas and Hurontario intersection contain various retail plazas that contribute to the activity in the area. The proposed development is proposed at 42-storeys in keeping with the ongoing intensification adjacent to transit. A maximum podium height of six storeys is provided adjacent to the Hurontario street wall, in accordance with the above policy direction. While a lesser tower setback of 6.2 m is proposed along the Hurontario Street frontage, this setback is of an appropriate distance to enable sky views and support a pedestrian oriented built form at-grade.

Furthermore, 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. The proposed development exhibits a main street typology through the incorporation of tower setbacks to accentuate the podium and contribute to a pedestrian scale. Development should address the following, as noted by Policy 12.4.1.6:

- 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.*

In terms of the streetscape, the 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, as noted in Policy 12.4.1.7. Vegetation is currently proposed along Hurontario Street to help establish a barrier between the roadway and sidewalk and prioritize pedestrian safety. Benches will also be proposed at the base of the building to support the public realm, with the entrance to the residential lobby recessed to allow space for lingering and spill-out activity. The removal of the vehicle access to the site from Hurontario Street to the rear of the development will assist in reducing the number of driveways along Hurontario Street.

Policy 12.4.1.9 states that the following features should be encouraged to reduce the perceived visual width of the street and improve the level of pedestrian comfort, safety and convenience within the public boulevard:

- a) *common paving materials and patterns, street furniture and signage;*
- b) *road crossings defined by special paving;*
- c) *intersection design to moderate speed of turning traffic in favour of pedestrian movements, i.e. avoid the construction of designated right turn lanes with islands;*
- d) *setting back of bus bays from intersection corners to allow sidewalks to project;*
- e) *curb edge parking; and,*
- f) *provision of street trees, feature lighting and related pedestrian amenities.*

The proposed development features an enhanced streetscape over existing conditions through establishing a strong building edge, using glazing, and incorporating streetscape elements. The

proposed development responds to the streetscape improvements currently proposed through the Hurontario LRT.

The proposed development generally responds to the direction for the *Downtown Cooksville Character Area* by introducing a compatible built form, however, requires an Amendment to the maximum permitted height to support provincial and regional intensification goals. The proposed development will enhance the existing site and contribute to a strong public realm and built form along Hurontario Street, introducing new housing units to the Cooksville community, and ensuring that a key community use is maintained and enhanced. The proposed development also considers the applicable design policies that address the overall character, streetscape, and massing to ensure that the development appropriately aligns with the existing elements within the neighbourhood.

Based on this review, the proposed development conforms to policy direction related to intensification, complete communities, urban design, and housing under the OP by introducing new residential units on an underutilized site in proximity to transit, establishing an enhanced pedestrian realm, ensuring an existing community use is maintained and enhanced. An Official Plan is required to redesignate the subject site from *Mixed Use* to *Residential High Density* with special site provisions to appropriately implement the proposed development.

5.5.1.1 Proposed Official Plan Amendment

An Official Plan Amendment is required to implement the proposed development based on the proposed use as primarily residential with supporting retail and charity uses in the podium. This amendment seeks to amend Schedule 10 to redesignate the subject site from *Mixed Use* to *Residential High Density*, as well as to include the subject lands as a Special Site Area within the Downtown Cooksville Character Area. The DAM Youth Charity serves as a long-term home which benefits the residents of the surrounding community. Please refer to Appendix B of this Report for a draft of the proposed OPA.

The Special Site Area portion of the amendment seeks to permit a maximum height of 42-storeys and a Floor Space Index (FSI) of 12.6. This amendment will provide more housing to account for the continued growth in the area and support the community with the expansion of the existing charity use. The increase in height and density is in keeping with the surrounding context and appropriately satisfies the provincial objectives of the PPS and Growth Plan. The proposed development also aligns with the regional planning policies of the *Urban Growth Centre* and the council approved policies associated with the *Urban Growth Centre* and *PMTSAs*. The inclusion of a mix of uses will help support a complete community and support transit usage.

5.5.2 City Initiated Official Plan Amendments

The City of Mississauga is currently updating its Official Plan to conform to Provincial and Regional updates to the Municipal policy framework. These updates were introduced through several city-initiated Official Plan Amendments (OPA), however several are under appeal. The Regional Municipality of Peel approved the Official Plan Amendments to the City of Mississauga OPA 142, 143, 144 and 146 under Sections 17(34) of the *Planning Act*, R.S.O. 1990 c. P. 13, as amended, on April 11, 2024, related to Major Transit Station Area Official Plan Amendments. The following section provides a brief overview of these Amendments and how they relate to the proposed development of the subject site.

5.5.2.1 Official Plan Amendment (OPA) 145 – Revised Character Area Policies

The intent of OPA 145 – Revised Character Area Policies - is to establish a vision and set of principles to address policies on community infrastructure, parks, urban design, roads, and

pedestrian connections for the *Downtown Fairview, Cooksville, and Hospital Character Areas*. OPA 145 was approved by Council on August 18, 2022. It should be noted that Clearbrook Developments Ltd. submitted an appeal to the Ontario Land Tribunal (OLT) for Official Plan Amendment (OPA) 145 (By-law 0193-2022) on September 7, 2022 related to specific policies.

Downtown Cooksville is envisioned to be a 15-minute city which would provide basic needs within a 15-minute radius to encourage the use of alternatives modes of transport, with Cooksville GO Station area being identified as a focal point to support transit-supportive higher density development. This area is intended to support a mix of residential, community, office, and retail uses, supporting the development of high quality and well-designed public parkland and open space. The proposed development supports this direction as it will help establish a 15 minute city within Cooksville, leverage existing and planned transit infrastructure in the immediate vicinity, and provide a mix of uses including commercial, residential, and community facilities.

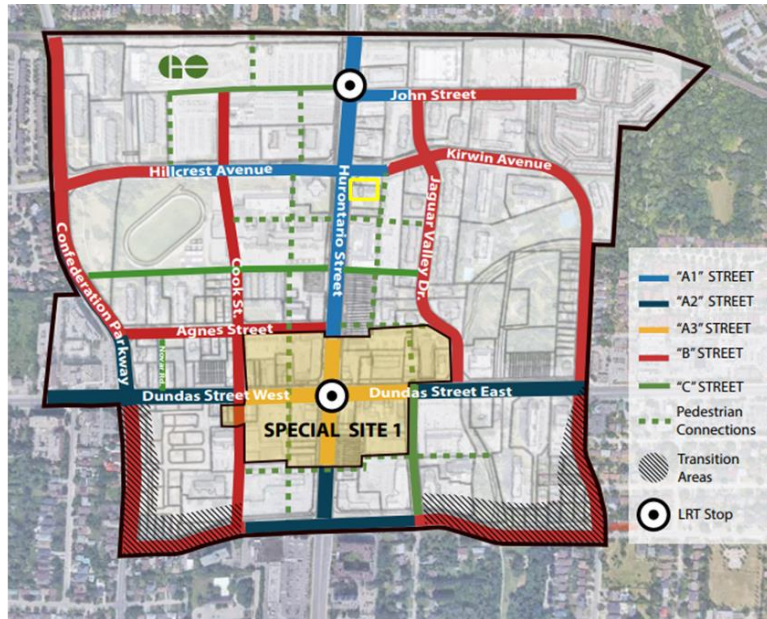
Four guiding principles were established for the *Downtown Cooksville Area* through OPA 45, including: establishing a mixed use and vibrant community; planning for more people and employment; achieving a walkable and connected community; and planning for high quality transit. Notwithstanding the applicant's appeal, the proposed development will meet these principles. Policy 12.1.1.1 state that proponents of development applications within the *Downtown* may be required to demonstrate how new development contributes to a concentration and mix of jobs as a key component of a mixed-use, transit-supportive development. The introduction of commercial uses through the proposed development would adequately provide new employment opportunities and support the retention of local businesses, as per Policy 12.1.8.1.5.

For new buildings being introduced, Policy 12.1.8.2.1 applies to support a high-quality urban density and built form:

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

Hurontario Street is identified as an 'A1' Street (Figure 23). 'A1', 'A2', and 'A3' Streets are intended to have a strong sense of place to support pedestrian activity. Buildings that front onto these streets will encourage a high-quality built form, public realm, landscaping, and pedestrian amenities and establish a main street, as noted in Policy 12.8.2.6. Notwithstanding the applicant's appeal, the proposed development has regard to ensuring community character is strengthened and much of the foregoing is achieved.

Figure 23: Street Types in Downtown Cooksville Character Area



Further, Policy 12.1.8.2.7 indicates that development abutting the 'A1', 'A2' and 'A3' Streets will also incorporate ground floor non-residential uses, as well as:

- a) *promote a main street character with smaller retail units and frequent entrances accessible from the public sidewalk;*
- b) *frame and animate streets and public spaces, with active building frontages including storefronts, prominent entrances and residential lobbies linking the building and the sidewalk;*
- c) *provide a consistent streetwall with building indentations as visual relief;*
- d) *design non-residential units at street corner locations with animated frontages that wrap the corner;*
- e) *provide generous setbacks from the street to accommodate, among other things, landscaping, street furniture, wayfinding, bus shelters, pedestrian-scaled lighting and outdoor patios;*
- f) *provide appropriate setbacks between the edge of the podium and tower portion of the building; and,*
- g) *coordinate private land abutting the sidewalk with the public boulevard to create an integrated design character and reinforce the main street context. Opportunities for the development of entry forecourts and plazas will be encouraged in order to create a varied streetscape.*

For buildings fronting onto an 'A1' Street, a 3 m to 6 m minimum setback between the podium and tower face will be provided in addition to a 2 m (minimum) and 4 m (maximum) setback from the property line. The podium will also have a minimum of 3-storeys and a maximum of 6-storeys. The proposed development incorporates a six-storey podium with the tower portion significantly setback. Notwithstanding the outstanding appeal, the proposed development largely achieves the intent and objectives of OPA 145, and the applicant looks forward to working with Staff to advance the application.

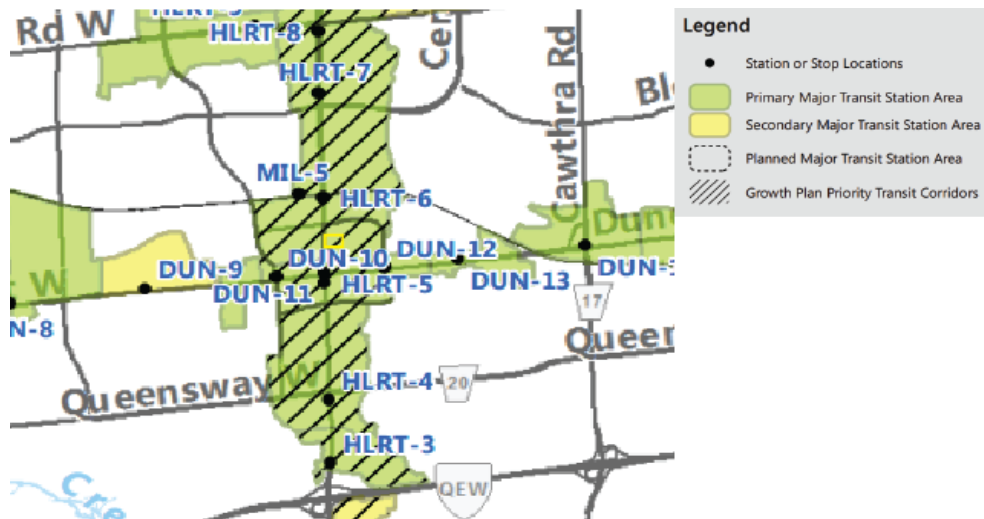
5.5.2.2 Official Plan Amendment (OPA) 146 – Protected Major Transit Station Area

On August 10, 2022, By-law 0194-2022 was passed to amend the Official Plan (OPA 146) as it related to *Protected Major Transit Station Areas (PMTSAs)*. OPA 146 revises the existing policies in the new *PMTSA* overlay regarding heights, densities and uses of land for the *Downtown Fairview, Cooksville and Hospital Area*. Since the City is in a period of transition, the additional height proposed on the subject site would coincide with the development occurring in the area and adequately support the level of growth. OPA 146 was approved by the Region in April 2024, with the last day to file an appeal being May 7, 2024.

The subject site falls within the bounds of a *Primary Major Transit Station Area (PMTSA)*, more specifically the DUN-10 PMTSA, also referred to as the ‘*Dundas PMTSA*’. *PMTSAs* are identified as having existing or planned transit-supportive built forms and can meet or exceed the minimum transit-supportive density target. *Protected Major Transit Station Areas* are protected in accordance with Subsection 16 (16) of the *Planning Act*. The proposed development directly supports achieving transit supportive densities.

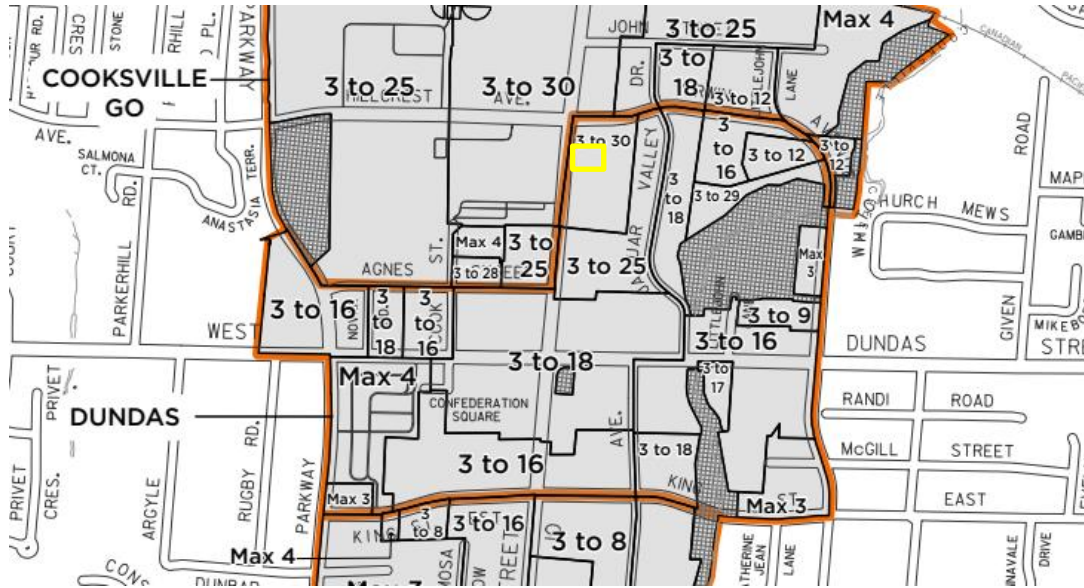
Within the *Dundas PMTSA*, the minimum density target is 160 people plus jobs per hectare. Policy 5.6.19.10 indicates that local municipalities should undertake comprehensive planning for *Primary* and *Secondary PMTSAs* that address the minimum density, the minimum number of residents and jobs accommodated within the *PMTSA*, the permitted uses, the character of the station area or stop, and minimum heights for land uses (Figure 24).

Figure 24: Schedule E5 – Major Transit Station Areas



In the *PMTSA* for the Hurontario LRT, the proposed development generally respects the height permissions of 3 to 30-storeys, as shown in Figure 25. It should be noted that the proposed development is 42-storeys in response to recent provincial and federal directives to create more housing.

Figure 25: Height Permissions

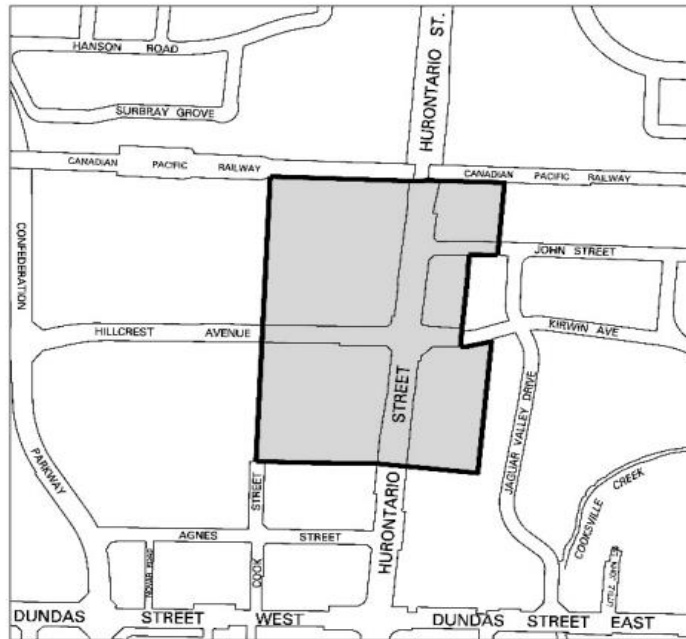


For sites designated as *Residential High Density* and *Mixed Use* situated outside of *Special Site 1* in Downtown Cooksville, such as the subject site, the maximum height may be exceeded by up to three storeys if a development provides additional non-residential uses, as noted in the building transition policies. One additional storey in building height may be permitted for every 900 square metres of non-residential gross floor area (GFA) provided above the first storey. This does not include amenity space, above grade parking or ground floor non-residential uses.

Policy 12.4.7.2.1 also states that development along Hurontario Street, among other streets, provide non-residential uses on the ground floor if the building has direct frontage. Primary residential uses above the ground floor may be permitted if it is not subject to a special site policy. A banquet hall, conference centre, and entertainment, recreation and sports facilities are also noted as permitted uses.

The subject site is situated in *Special Site 2* under OPA 146 (Figure 26). Policy 12.4.8.2.1 states that a minimum of three floors of non-residential uses will be required for buildings that are designated as *Mixed Use* or *High Rise Residential Density* for those that are situated adjacent to Hillcrest Avenue and Hurontario Street. The first three storeys of the proposed development include commercial space, charity space, and amenity space.

Figure 26: Special Site 2



It is understood OPA 146 is to be read in conjunction with OPA 145. As noted, the applicant has filed an appeal against OPA 145 based on the overly prescriptive nature of policies related to built form. OPA 146 introduces additional prescriptive policies that could impact the developability of the lands to accommodate less height and density than what is currently permitted. This approach is contrary to provincial policy direction that encourages greatest height and density within intensification areas, including *MTSAS*.

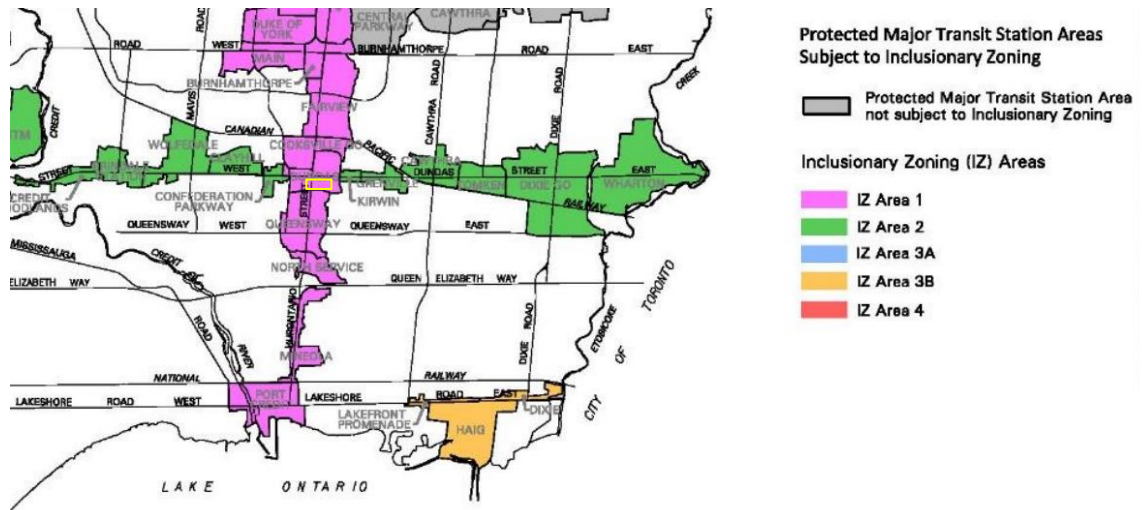
As such, while the proposed development generally conforms with the policies of OPA 146, clarity is required about the interpretation of certain policies, specifically related to height, the location of non-residential uses within a building, and the requirement of three storeys of non-residential uses, among other matters.

5.5.2.3 Official Plan Amendment (OPA) 140 – Inclusionary Zoning (IZ) Policies

On August 10, 2022, Mississauga City Council adopted the Inclusionary Zoning (IZ) Official Plan policies and zoning provisions which encourages more affordable housing through the approval of By-laws 0212-2022 and 0213-2022, subject to Approval by the Minister of Municipal Affairs and Housing. The subject site falls within *Inclusionary Zoning Area 1*, as shown in Figure 27.

Inclusionary Zoning policies through OPA 140 came into effect January 1st, 2023. Given that the development applications were submitted prior to this date, the applicant may be subject to transition policies. Notwithstanding, the applicant is open to considering the inclusion of affordable housing as the application progresses.

Figure 27: Inclusionary Zoning (IZ) Areas



OPA 140 introduced policies and mapping to require affordable housing units in developments in certain PMTSAs. Some key elements of the OPA include:

- *Affordability terms of 25 years of rental and 50 years of ownership will provide affordable housing long-term;*
- *Efforts will be made to consider universal accessibility in common areas of the building to support populations at risk;*
- *The definition of purpose-built rental housing now includes rental units that are organized as a condominium, provided that a minimum of 80% of the dwelling units are owned by a single owner; and*
- *The exemption for purpose-built rental market can be reassessed during the next IZ update.*

Affordable housing provisions will be considered for inclusion in the proposed development as the application progresses as the applicant recognizes the importance of supporting affordable housing long-term and housing accessibility.

5.5.3 City of Mississauga Draft Official Plan 2051

The City of Mississauga has completed the latest draft of the Official Plan (“Draft OP”), dated February 2024, which shows conformity to the Regional Official Plan and provides further direction for the City until the year 2051. The Draft OP is in the review stage, with comments and questions due June 28, 2024. The Draft OP provides policy framework to direct growth until 2051. As the Draft OP is still undergoing review, the policies referenced below are subject to revision.

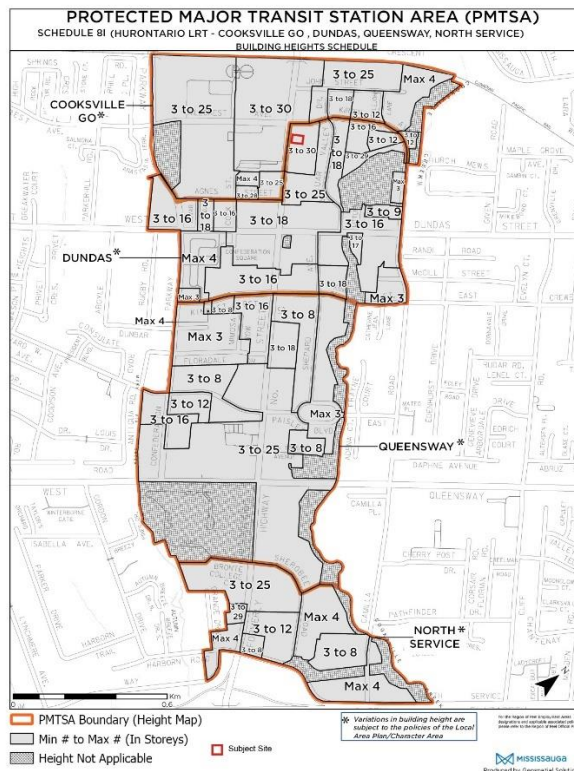
Section 1.2.1 of the Draft OP discusses the strategic plan and goals for the City, including developing a transit oriented city, ensuring Youth, Older Adults and New Immigrants thrive, providing complete neighbourhoods, cultivating creative and innovative businesses, and providing green and sustainable solutions. The proposed development directly supports these objectives.

Section 3.2 of the Draft OP discusses the growth forecast. Policy 3.2.1 Table 3-1 directs that population will reach 920,000 by 2041 and 995,000 by 2051 with 320,000 households in 2041 and 345,000 in 2051. In regard to employment, the Draft OP directs that employment targets will hit 565,000 by 2041 and 590,000 by 2051. Policy 3.2.3 states that this forecasted growth will be directed to appropriate locations to ensure the sustainable and equitable access to assets, as well as to protect ecological functions, public health and safety; *optimize the use of existing and*

proposed services and infrastructure such as transit and community infrastructure; meet long term needs; build strong, livable, universally accessible, climate resilient communities; and promote economic prosperity.

Policy 3.2.4 of the Draft OP states that most of the city’s growth will be directed to *Strategic Growth Areas*, including the *Urban Growth Centre*, *Major Nodes*, *Community Nodes*, and *Major Transit Station Areas*. As seen in Schedule 8 of the Draft OP, the proposed development is located within a PTMSA (Figure 28). The proposed development will provide additional housing on an underutilized site within an area intended for maximum growth within the City.

Figure 28: Schedule 8I: Protected Major Transit Station Area (PMTSA)



As outlined in OP Schedule 1: City Structure, the subject site is within a *Strategic Growth Centre* (Figure 29). Section 3.3.1 discusses *Strategic Growth Areas*, with Policy 3.3.1.1 stating that the *Urban Growth Centre*, which includes the *Cooksville Character Areas* will provide for a diverse mix of uses, but with lesser densities and heights than the *Downtown Core*, which is intended to have the tallest buildings and greatest densities. *MTSAs* are to accommodate future growth with transit supportive *development* reflective of their local context.

Figure 29: Schedule 1: City Structure

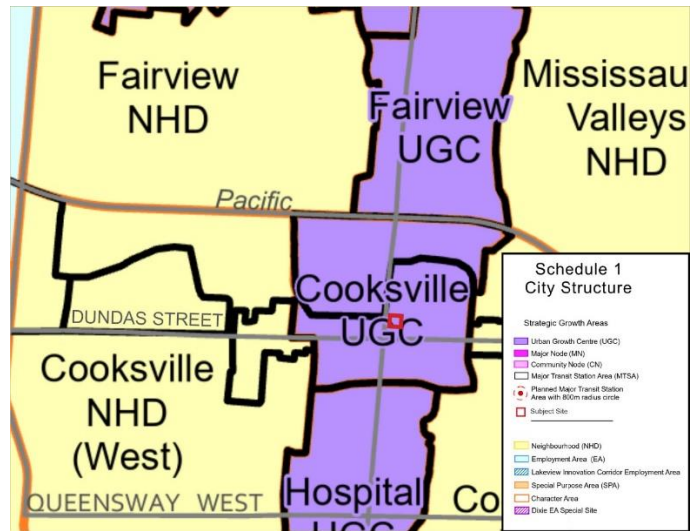


Figure 3.2 within the OP identifies a planned density of Cooksville as 300+ with the built form listed as generally tall buildings with a variation in height, with planned densities being specified for each MTSA.

Chapter 5 discusses Housing Choices and Affordable Homes to help reach regional housing goals. Section 5.2 within the housing section discusses New Housing Supply Objectives to help reach regional targets, with the goal of achieving gentle density. Policy 5.2.1 states that a housing assessment is required for development applications of 50 or more units. A Housing Issues Report has been prepared and accompanies this submission. Table 5.1 outlines affordability targets, noting that 30% of all new units are to be affordable housing, of which 50% will be encouraged to be affordable to low-income households. It is also noted that 25% of units are to be of rental tenure, and 50% of all new housing to be provided in forms other than detached and semi-detached. These targets align with the housing need identified in the Pell Housing and Homeless Plan and Regional Housing Strategy.

Policy 5.2.4 states that development containing more than 50 new residential units should include 50% of units for 2-bedroom and 3-bedroom units. The proposed development helps achieve the goals as outlined in Section 5.2 of the Draft OP by providing 520 new residential units and upgraded community space through the DAM Youth Charity on the site. The proposed development provides 23.1% of the units as 2-bedroom and 7.6% of the units as 3-bedroom to help provide more housing stock for families and larger family units. Accompanying this report is a Housing Report that further outlines housing considerations associated with the proposed development.

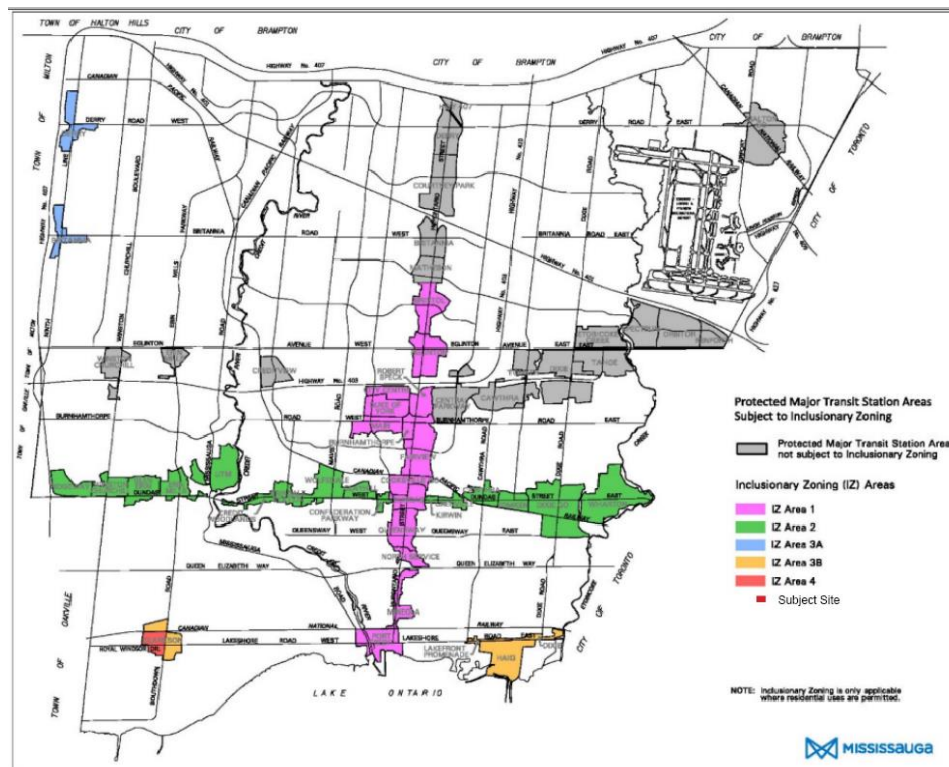
Section 5.3 discusses achieving housing supply objectives, with Section 5.3.1 discussing ways to support complete communities. Policy 5.3.1.1 states *“Mississauga will direct the development of new housing in a manner that maximizes the use of community infrastructure and public services, while meeting the housing needs of Mississauga’s current and future residents.”* Policy 5.3.1.2 explains that opportunities for the development of a range of housing choices (type, arrangements, tenure, and price), production of affordable dwelling types for ownership and rental, and the production of housing for those with specific needs will be provided. Policy 5.3.1.7 states *“The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Urban Growth Centre, Major Nodes, Community Nodes and within Major Transit Station Areas.”* Policy 5.3.1.9 states *“Mississauga will ensure housing created within complete communities is designed in a manner that supports a healthy living style, which includes*

access to active modes of transportation, increased opportunities for walkability, access to parks and open spaces and proximity to community supportive services.”

The proposed development provides new housing units on an underutilized site along Hurontario Street. The proposed development incorporates community infrastructure through the addition of the DAM Youth Charity on the site.

As seen in Map 5-1, Protected Major Transit Station Areas Subject to Inclusionary Zoning (Figure 30), the subject site is within IZ Area 1 and could be required to provide Inclusionary Zoning (IZ), in accordance with Policy 5.3.3.10 of the OP. The intent of IZ is to contribute an additional planning tool to increase the amount of affordable housing, particularly around transit stations. Several provisions are associated with the implementation of IZ related to lengths and depths of affordability of IZ units, as determined by the municipality and through appropriate agreements. Policy 5.3.3.16 outlines conditions whereby IZ units can be provided off-site. While the exact number of affordable housing units is yet to be determined, the applicant will review opportunities for affordable housing provision on the subject site.

Figure 30: Map 5-1 Protected Major Transit Station Areas Subject to Inclusionary Zoning



Chapter 7 of the Draft OP relates to transit and transportation around the City, focusing on sustainable modes of transit. As outlined in Schedule 3 Long Term Street Network of the Draft OP (Figure 31), Hurontario Street is a *Strategic Growth Arterial*. The subject site is also within the boundary of a *Light Rail Transit Station* as seen in Schedule 4 Long Term Transit Network (Figure 32), and on a *Primary On-Road/Boulevard Routes* for cycling as seen in Schedule 5 Long Term Cycling Routes (Figure 33). Chapter 7 of the Draft OP provides direction for the City of Mississauga to create complete streets, adhere to street design guidelines, provide active transportation, and provide a variety of public transit options.

Figure 31: Schedule 3: Long Term Street Network



Figure 32: Schedule 4: Long Term Transit Network

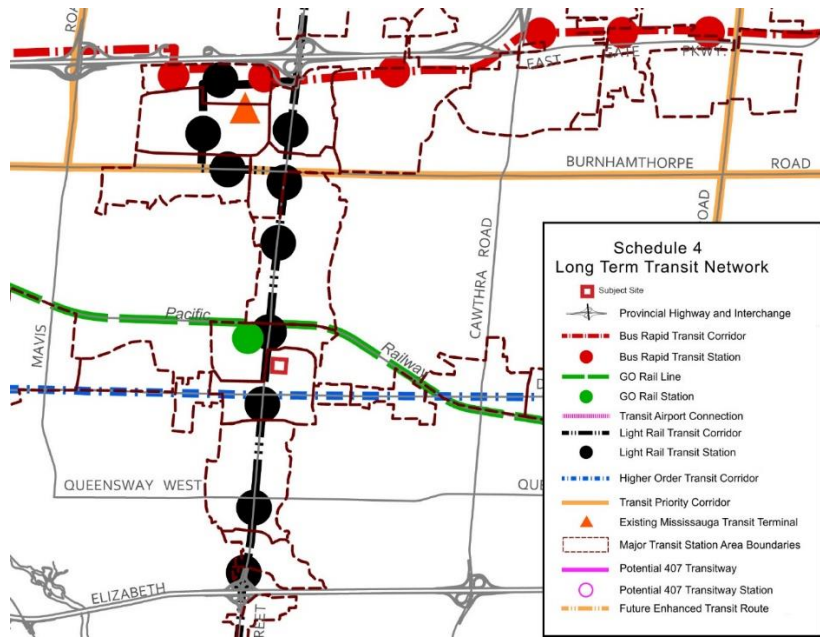
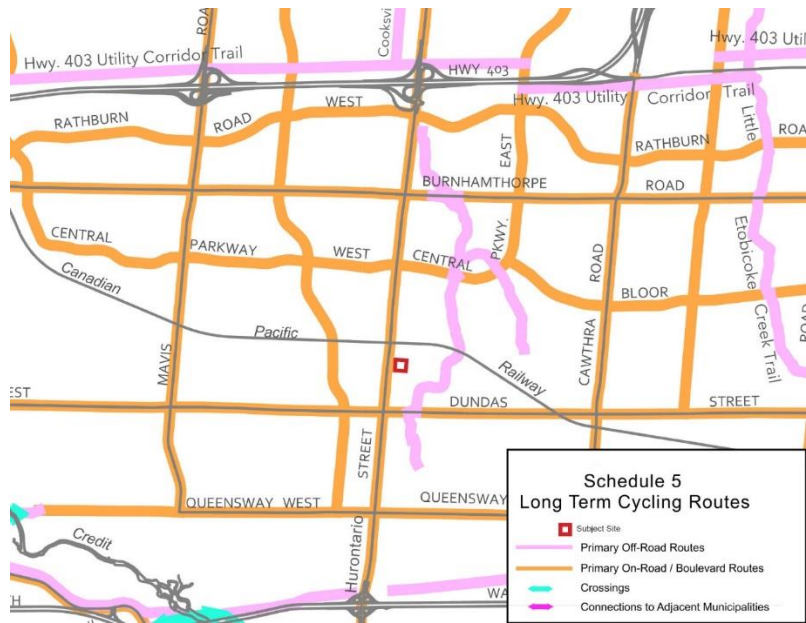


Figure 33: Schedule 5: Long Term Cycling Routes



The proposed development encourages complete street and transit options set by the City and provides a reduced parking ratio of 0.23 for residential units to promote the use of the Hurontario LRT and encourage active modes of transportation. The proposed development also provides 338 bicycle parking spaces with 312 of the spaces for long term uses. Chapter 8 of the Draft OP discusses well designed and healthy communities, with a focus on the urban and city form. Policy 8.2.2 requires an urban form that promotes a mix of uses and supports pedestrian movement, transit and active transportation within *Strategic Growth Areas*. This direction is further supported through Policy 8.2.9 which provides that an urban form will support the creation of an efficient multi-modal transportation system. Policy 8.2.11 states that 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.

The proposed development adheres to Section 8.2 of the Draft OP by adding through the intensification of the subject site which will both support and be supported by the robust transportation network available in the immediate vicinity. The proposed development was designed in coordination with the adjacent property to ensure continuity of urban form along Hurontario Street. The proposed development also encourages the use of active and public transit through additional bicycle parking spaces, reduced vehicular parking, and an enhanced public realm and street frontage on Hurontario Street.

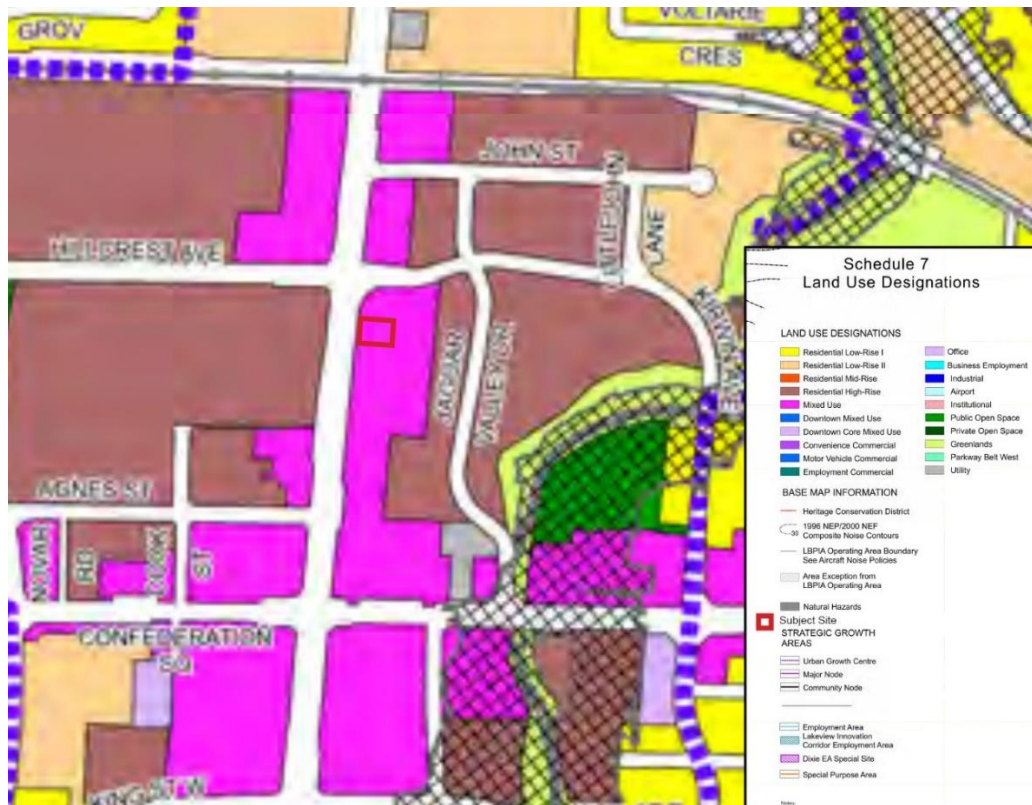
Section 8.3 discusses city pattern with the goal of supporting and creating complete communities. Policy 8.3.1 directs for development to create distinctive places and locales, with Policy 8.3.3 further elaborating that build form should create a sense of place through distinctive architecture and streetscaping, among other matters. The public realm and development interface with the public realm will be held to the highest design standards, pursuant to Policy 8.3.8. Policy 8.3.10 states that buildings within *Strategic Growth Areas* should be oriented along the street edge, with clearly defined primary entry points that provide direct access to the sidewalk, pedestrian connections, and transit facilities.

The proposed development has been designed in consultation with the neighbouring property to ensure a continuous streetscape along Hurontario and consolidation of vehicle access at the

rear of the site. The overall building massing will seek to ensure a high design standard with articulation between the podium and tower portions.

Schedule 7 of the OP Land Use Designations designates the site as *Mixed Use* and part of an *Urban Growth Centre* (Figure 34). As stated in Policy 10.2.1 uses permitted on all lands include, among others: community infrastructure, Additional uses permitted in *Mixed Use* areas, as outlined in Policy 10.2.6.1 include, service establishment; residential, in conjunction with other permitted uses; restaurant; retail store; and secondary office, among others. The planned function *Mixed Use* areas is to provide a variety of retail, service, and other uses to support the surrounding residents and businesses, pursuant to Policy 10.2.6.2, development on *Mixed Use* sites that includes residential uses will be required to contain a mixture of permitted uses. While the proposed development provides a mix of uses, the primary use is proposed as residential and as such an Official Plan Amendment is proposed to redesignate the site to *Residential High-Rise*.

Figure 34: Schedule 7: Land Use Designations



Section 11 discusses *MTSAs*. As noted the subject site is located within an *MTSA* associated with the Hurontario LRT. Schedule 8L *PMTSA* Height Overlay of the Draft OP indicates a maximum height of 3 to 30 storeys.

The objectives of *PMTSA* areas are outlined in Policy 11.2.5 and include leveraging infrastructure investments by planning for transit-supportive densities and increased ridership, encouraging a balanced mix of transit-supportive uses, developing active transportation connections and infrastructure, and supporting a mix of multi-unit housing. Policy 11.2.7 of the Draft OP also recognizes the provision of *IZ* within *PMTSAs* to further increase affordable housing. Policy 11.3.4 states that development will contribute towards the creation of transit-supportive communities by including a broad and balanced mix of land uses, with a range of residential and non-residential uses, providing a range of housing choices and employment opportunities, and providing a high quality and pedestrian friendly public realm, among others. Regarding density, Policy 11.4.1 and

Table 11-1 of the Draft OP indicate that the minimum FSI for development within the Hurontario LRT Corridor near Dundas Station will have a minimum density of 300 residents and jobs combined per hectare and a minimum FSI of 1.40.

The proposed development adheres to *PMTSA* policies by creating height and density on the site. The proposed development introduces the DAM Youth Charity back onto the site as well as retail and 520 residential units. The proposed development reduces parking ratios to 0.23 in response to the Hurontario LRT and to promote the use of transit and active transportation modes.

Chapter 12 discusses *Urban Growth Centres*, as seen in Figure 35 above, the subject site is at the centre of an *Urban Growth Centre* which stretches along Hurontario Street and the LRT line. The subject site is within the Cooksville *Urban Growth Centre* Character Area. Section 12.1.1 discusses general policies for *Urban Growth Centre* lands. As outlined in Policy 12.11.4 *Urban Growth Centre* lands are to achieve a minimum gross density of jobs and residents combined per hectare as specified in the *PMTSA*. Development in the *Urban Growth Centre* will support the achievement of healthy sustainable complete communities that provide a wide-range of uses, supply a diverse mix of housing options, deliver a compact built form, support transit ridership and promote active transportation, and contribute to the provision of community infrastructure, among other characteristics.

Policy 12.1.1.14 states that partnerships and collaborations will be encouraged to identify community needs and develop community infrastructure such as community facilities within the UGC, in particular integrating community infrastructure within a building that houses other uses as well.

The proposed development meets the general policies of *the UGC* by providing new space for the DAM Youth Charity, a key piece of community infrastructure within the area, as well as provide retail and housing opportunities. The proposed development utilizes a compact form, embraces public transit and active transit options, and incorporates green building design.

The urban design of *Urban Growth Centre* lands are outlined under Section 12.1.2 of the Draft OP. Policy 12.1.2.1 states that development within the UGC will support a built form and density that achieves a high quality urban environment, locate buildings adjacent to public streets, consolidate access points and shared parking, service areas, and driveway entrances where feasible, and contribute to an attractive public realm by being generally pedestrian oriented and street related, among others. The tower portion of the proposed development is appropriately stepped back from Hurontario Street to ensure a pedestrian oriented built-form at grade, reduced negative microclimate impacts, and enhanced sky views.

Policy 12.1.2.2 of the Draft OP provides that *development on lands within the UGC or immediately adjacent, will be required to provide a transition in height and scale between the higher scale development within the Urban Growth Centre and lower scale development in the surrounding area.* Policy 12.1.2.4 states that in appropriate locations tall buildings will be required to incorporate podiums to mitigate wind impacts and maximize sunlight. Policy 12.1.2.5 notes that underground parking is preferred.

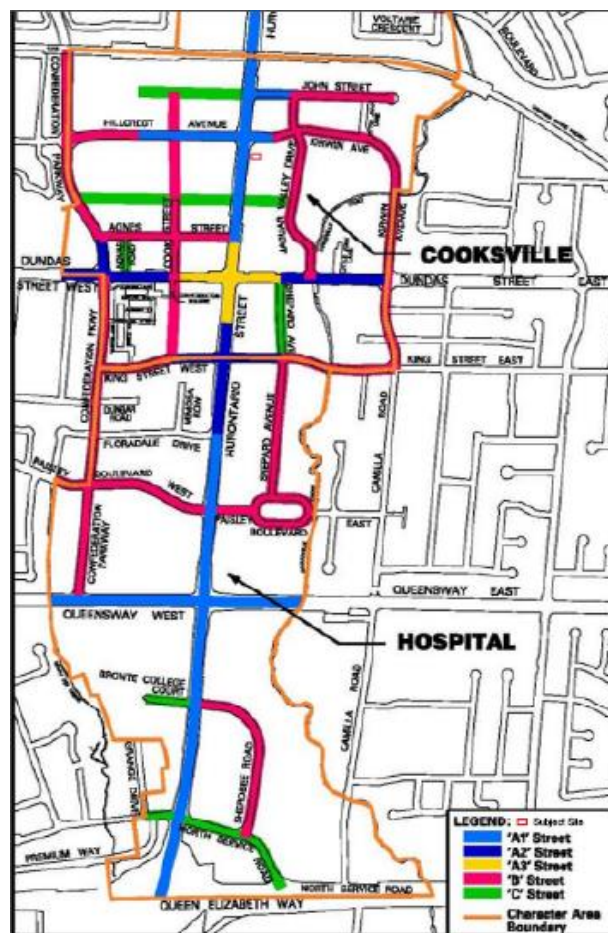
The proposed development adheres the above policies by stepping back the tower portion of the building to establish a strong pedestrian scaled podium. The stepping back of the tower and inclusion of canopies at entrances will assist in mitigating negative wind impacts. The proposed development locates parking underground, utility infrastructure at the rear, and focuses on the pedestrian realm for the Hurontario streetscape.

Section 12.3 of the Draft OP discusses more specific policies for the Cooksville area. General policies in Section 12.3.1 include providing community infrastructure and parks within these areas. New buildings are to achieve a high-quality urban design and built form, create a transition in height through a 45 degree angular plane from lower density residential uses, maintain a minimum separation distance of 30 metres between portions of buildings above six storeys, add visual

interest by varying the massing of buildings, and promote visibility from the street by using high quality materials and architectural detailing in podium design, among others. The proposed development has been designed to incorporate glazing at-grade to increase visual interest at the street level and promote permeability, in accordance with Policy 12.3.2.1. Tall buildings are to incorporate a three (3) to six (6) storey podium, have a small tower floorplate for taller buildings, and locate buildings along the street edge along Hurontario, where possible, in accordance with Policies 12.3.2.1 to 12.3.2.5. The proposed development conforms with these policy directions as it allows for an existing community infrastructure use to be enhanced and integrated into a residential building, adds visual interest, and incorporates glazing to promote permeability, among other considerations.

Map 12-3.1 - Downtown Fairview, Cooksville and Hospital Urban Growth Centre Street Types (Figure 35) of the Draft OP identifies the portion of Hurontario Street adjacent to the site as an 'A1' Street. These streets are to have a strong sense of place, be pedestrian friendly, and have active mixed-use frontages, with buildings fronting the street to reinforce a distinct, high quality-built form, public realm landscaping, and pedestrian amenities, pursuant to Section 12.3.4. The proposed development locates access, utilities, and infrastructure in the rear of the building, while the residential entrance is recessed from the building face to allow for an entry forecourt. A tower step back is provided to support a strong podium, with the building face set back slightly to accommodate private landscaping, in accordance with the Draft OP.

Figure 35: Map12-3.1: Downtown Fairview, Cooksville and Hospital Urban Growth Centre Street Types



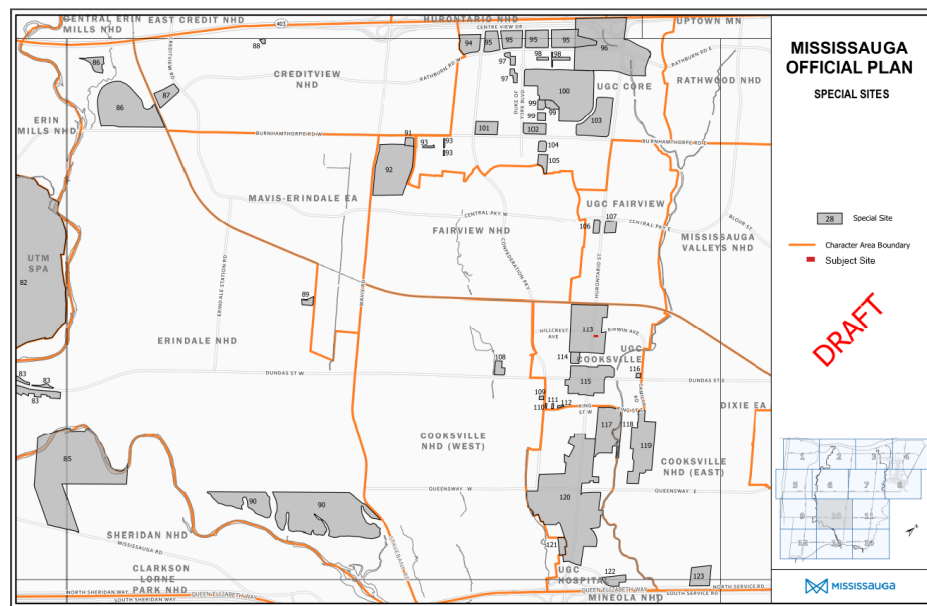
Section 12.5 of the Draft OP further discusses Cooksville specific policies. The vision for Cooksville is based on several guiding principles. These principles include establishing a mixed

use and vibrant community, plan for more people and employment, achieve a walkable and connected community, and plan for high quality transit. In relation to height, the Draft OP indicates that the greatest building heights will be located in proximity to the Cooksville GO Station, as shown on Schedule 8I of the Draft OP for *PMTSAs*. As indicated on this schedule, a maximum height of 30 storeys is permitted on the subject site. However, on lands designated Residential High-rise, Policy 12.5.4.2 indicates that this maximum height may be exceeded by up to three storeys without an amendment to this Plan, subject to meeting the building transition policies of this Plan, and where a development provides additional non-residential uses, including community infrastructure, such as the proposed development. One additional storey in building height may be permitted for every 900 square metres of non-residential gross floor area (GFA) provided above the first storey, excluding amenity space.

Policy 12.5.6.1 pertains to *Residential High-Rise* land use designation, stating that notwithstanding the policies of the Draft OP, development will provide non-residential uses on the ground floor where the building is immediately adjacent to Hurontario Street. The proposed development promotes a pedestrian friendly ground floor by providing commercial uses and a portion of the DAM Youth Charity at grade. The proposed development contains community, retail and residential infrastructure.

As per Special Site Map 10 (Figure 36) the subject site is in *Special Site Area 113 Downtown Cooksville – UGC* and as such is required to provide a minimum of three floors of non-residential uses will be required for buildings on lands designated Residential High Rise that are immediately adjacent to Hurontario Street, pursuant to Policy 16.113.2.

Figure 36: Special Site Map 10

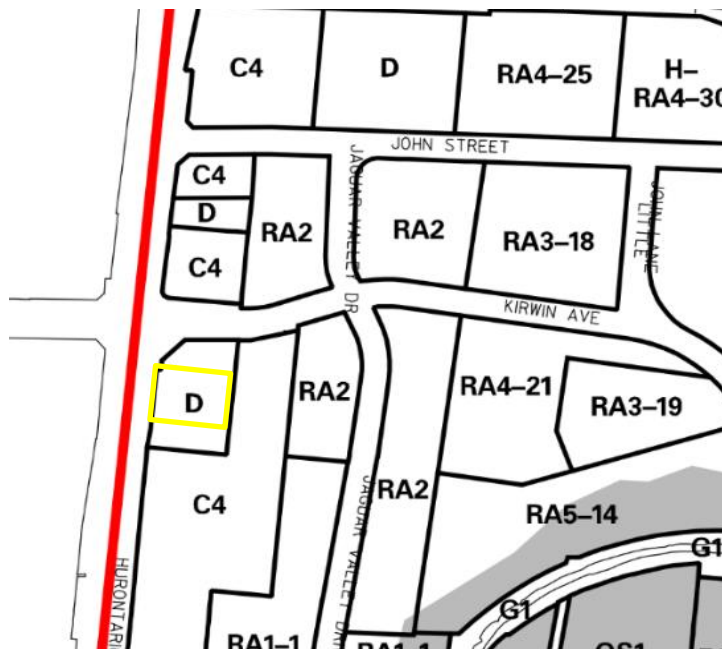


While the Draft OP continues to be under review, the proposed development generally conforms with the anticipated policy directions. The proposed development combines commercial, community and residential usages on an underutilized site. The development includes 520 residential units. The proposed development is located along the Hurontario LRT line and includes a reduced parking ratio of 0.23 to account for the direct proximity to several transit options. An Official Plan Amendment is required to rezone the site from Mixed Use to High Rise Residential to accommodate the proposed built form and the residential nature of the proposed development.

5.6 City of Mississauga Zoning By-law

The City of Mississauga Zoning By-law 0225-2007 was introduced on June 20, 2007 and amended in December 2020. The purpose of the By-law is to regulate the use of land, buildings and structures and ensure appropriate implementation of the City’s Official Plan. The By-law zones the site as *Development (D)*, as shown in Figure 37. A Zoning By-law Amendment is proposed to rezone the site to *Residential (Apartment) - RA5*. The *D* Zone recognizes vacant lands not yet developed or to permit a use legally existing during the passing of By-law 0225-2007. Examples of permitted uses within the *D* zoning include a community garden, essential emergency services, transit corridor, transit terminal, a temporary tent, and other existing buildings and structures.

Figure 37: Zoning By-law Map



A ZBLA is therefore required to implement the proposed development. Rezoning the site to Residential (Apartment) – *RA5* zone is proposed. Table 6 outlines key zone provisions for the *RA5* Zone in relation to the proposed development, identifying where an Amendment is needed.

Table 6: Zoning Provisions

REGULATIONS	APARTMENTS (RA5)	PROPOSED
Permitted Uses	Apartment, long-term care building, and retirement building	Charity use and residential dwellings
Accessory Uses	Retail store, personal service establishment, financial institution, office, and medical office - restricted	Retail, community use, other commercial uses.
Minimum Lot Frontage	30.0 m	44.3 m
Maximum Height	77.0 m and 25-storeys	142 m (including mechanical penthouse) and 42-storeys

Minimum Front Side Yards	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	9.5 m	2.0 m
Minimum Rear Yard	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	4.5 m	7.5 m
Minimum Parking Requirements	431 spaces (0.8 spaces / residential unit & 0.2 spaces / non residential)		200 spaces (78 visitor spaces) 0.23 spaces per unit for residential, 0.15 spaces/unit for visitor

5.6.1 Zoning By-law Amendment

A Zoning By-law Amendment is required to implement the proposed development, in accordance with provisions of the *D-Zone* and to conform to the proposed Official Plan Amendment. The proposed Zoning By-law Amendment proposes to rezone the subject site from *D-Development* to *RA5 - Residential (Apartment)* with site specific exceptions. The following section outlines justification for key amendments that are being requested through this application. Please refer to Appendix C for a complete table of required Amendments against all applicable *RA5* zone provisions.

- **Additional Permitted and Accessory Uses:** An amendment is required to permit a *Community Use* within the proposed development to ensure the continue operation of the DAM Youth Charity. An amendment is also required to expand the various accessory uses permitted on the site to ensure flexibility in the future, as well as maximum Gross Floor Area for these uses.
- **Increased Height:** An amendment is required to introduce a maximum height of 142 m and 42-storeys on the subject site, excluding the mechanical penthouse. The proposed height is suitable with the existing area given the scale of other developments and the subject site's proximity to higher order transit. The tower portion of the proposed development is sufficiently set-back from the building face to mitigate impacts on neighbouring areas.
- **Increased Density:** An amendment is required to introduce a maximum Floor Space Index (FSI) of 12.6 for the subject site. This density reflects the intensification of the subject site to respond to its location within an intensification area and major transit station area. The site in its current form does not contribute to meeting the city's intensification requirements.
- **Reduce Parking Requirements:** A reduction in minimum parking requirements is required to reflect an urban form, appropriately respond to the site's adjacency to rapid transit, and to encourage alternative modes of transportation such as walking, cycling, and public transit. As noted in the Transportation Impact Study, a reduction of 41% is supportable on the site. As such, a minimum parking requirement of 0.23 spaces per residential unit and 0.15 visitor parking spaces per residential unit is being requested.
- **Reduced Yard Setbacks:** Reduced yard setbacks are being requested to maximize the use of the subject site while ensuring the appropriate relation and separation to neighbouring parcels are maintained. The requested setbacks are in keeping with an

urban form and will encourage a more efficient use of land by allowing for more opportunities for the DAM Youth Charity to develop the site.

- **Minimum Landscape Buffer:** Reduced landscape buffers are required along all property lines to allow for the appropriate build-out of the site and an urban built-form. Notwithstanding landscape is provided at the rear of the site to help mitigate and screen loading areas, while landscape features are also provided along Hurontario Street frontage to support and promote a pedestrian oriented experience.

6 Additional Guidelines

The following section outlines additional guidelines that apply to the subject site and were considered in the proposed development.

6.1 Hurontario / Main Street Corridor Master Plan

The Hurontario/Main Street Corridor Master Plan was introduced in October 2010 to encourage the integration of rapid transit, intensified land use, and improved urban design. Six Mobility Hubs were identified within the Province's Places to Grow Initiative and Metrolinx's Regional Transportation Plan, the Big Move, and are identified as areas of future inter-regional transit connections and enhanced transit-oriented development.

The Master Plan establishes guiding principles to be considered for all proposed developments, including but not limited to *making it sustainable and integrated, supporting transit through built form and densities, putting pedestrians first, creating connectivity, and focusing on place-making.*

The Hurontario/Main Street Corridor is intended to support a wide mix of services, permitted uses including employment, commercial, institutional, cultural, health and medical and entertainment uses, medium- and high-density residential uses and public uses and infrastructure. Mixed use and single use buildings are also permitted.

With the introduction of higher-order transit system, these densities and heights are necessary to support users and the shift away from automobiles. It is also recommended that new development will be designed to support, complement, and integrate transportation infrastructure. To encourage a pedestrian-scaled street, a continuous frontage and building façade is required.

Section 7.3.9 of the Master Plan encourages the facilitation of a livable, safe, and convenient streets that are accessible to key amenities and services. Emphasis is placed on shifting the focus away from automobile-oriented development and towards active modes of transportation like walking and cycling. All new development should support a pedestrian-scaled network of connected local street and sidewalks to key locations such as parks and public transit. Streets should also feature landscapes buffers to prioritize pedestrian's safety and winter maintenance will be undertaken. To maintain connectivity, gated development, cul-de-sacs, and any similar developments will not be permitted.

Overall, the proposed development addresses the provisions outlined in the Hurontario / Main Street Corridor Master Plan by encouraging connectivity and supporting a mix of services. The proposed development aligns with the existing medium- and high-density residential uses and supports more livable and convenient streets for pedestrians. The proposed height is generally consistent with the built form of the area.

6.2 Cooksville Mobility Hub Master Plan

The Cooksville Mobility Hub Master Plan was introduced in September 2011 by Metrolinx and the City of Mississauga to manage the changes occurring in the Cooksville GO Station area. The Plan outlines objectives centred around creating a more transit-supportive and *Mixed Use* area. The proposed development acknowledges this plan by introducing new residential, charity space, and commercial uses immediately adjacent to a range of transportation options in proximity to Cooksville GO.

6.3 Vision Cooksville

Vision Cooksville is an initiative that was developed in June 2016 to support the Long-Range Community Vision for Downtown Cooksville. Downtown Cooksville is envisioned to be a walkable urban community that supports a diverse population. Emphasis will be placed to support more sustainable modes of transportation, community services, recreation, and cultural opportunities.

The following six principles/recommendations have been acknowledged and incorporated into the design of the proposed development where appropriate:

- *Principle 1: A Vibrant Public Realm and Walkable Streets*
- *Principle 2: Connected and Engaging Parks and Open Spaces*
- *Principle 3: Community Facilities for Recreation, Library and Services*
- *Principle 4: Housing Opportunities and Choices*
- *Principle 5: Local and Unique Businesses*
- *Principle 6: A New Identity*

The proposed development appropriately aligns with the principles/recommendations of Vision Cooksville by providing more housing, support new businesses, and the provision of community spaces that prioritize a greater quality of life for residents. The introduction of the charity within the development will also contribute to the sense of community and create more opportunities for youth.

6.4 Dundas Connects Master Plan

The Dundas Connects Master Plan study was conducted in May 2018 to better integrate transportation and land use planning to address the current and future needs of the area. Some of the key recommendations include but are not limited to promoting Mixed use, transit-supportive intensification across Dundas Street and seven broad Focus Areas, implementing Bus Rapid Transit (BRT) along Dundas Street; and creating a complete street for all users.

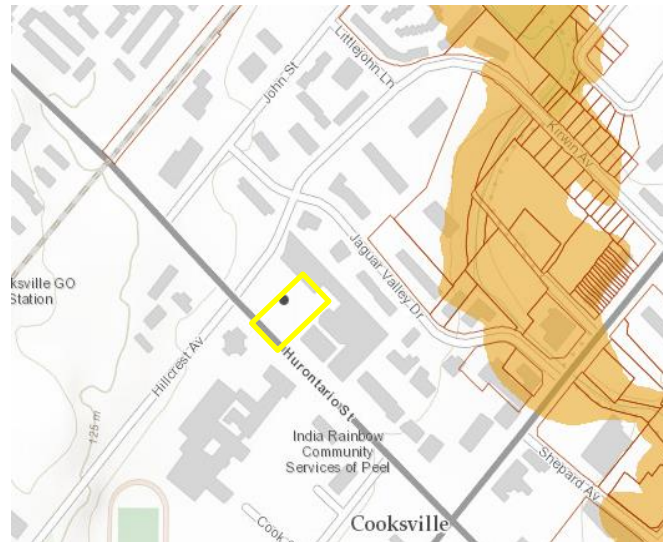
The subject site is found within the Cooksville Area and based on the existing conditions, there is opportunity to create a mobility hub that provides clear connections between Hurontario LRT, GO Transit, and Dundas Street Rapid Transit, and to improve public realm and future development of Cooksville GO station based on the Mobility Hub Master Plan and the Vision Cooksville Study. There is also opportunity for infill development to support transit, to create new green spaces, and to provide an extension of Cook Street to provide direct link between Dundas Street and the Cooksville GO station.

Based on this review, the proposed development appropriately supports the improvements to the public realm. The site's proximity to Cooksville GO and the Hurontario LRT encourages active transportation use, providing easy access to other areas in the Greater Toronto Area.

6.5 Conservation Authority

The subject site is within the jurisdiction of the Credit Valley Conservation Area, however, it does not fall within the defined regulation area (Figure 38).

Figure 38: Credit Valley Conservation Area



7 Planning Analysis

7.1 Consistent with Provincial Policy Direction

The proposed development, as revised, is consistent with provincial policies outlined in the PPS and the Growth Plan for the Greater Golden Horseshoe. The proposed development will contribute to meeting, or exceeding, current and projected population and employment projections by appropriately intensifying an underutilized site in proximity to transit, introducing new residential uses, strengthening the presence and reach of an existing charity, and optimizing the use of existing infrastructure. The proposed development also prioritizes the community with the expansion of an existing charity targeted to youth, contributing to the well-being of residents and helping further establish a sense of community and support a healthier and more complete community. The subject site is also situated in an area that will support the use of active transportation. The Cooksville GO Station is located approximately 300 metres from the subject site, which forms part of the Milton GO Line that provides connections to Union Station. Overall, the proposed development is consistent with the PPS and conforms to the Growth Plan.

7.2 Conforms with Regional Policy Direction

The proposed development, as revised, conforms with the Region of Peel Official Plan. The proposed development appropriately supports intensification and the establishment of healthy and complete communities by providing new housing to the area adjacent to higher-order transit, while also ensuring an existing community use can be retained. The compact built-form of the proposed development will efficiently utilize existing infrastructure, support transit investments, and support reaching the Region's housing targets. The intensification of an underutilized site will support an inclusive and accessible community, fostering a greater quality of life. The subject site's proximity to the transit system encourages the use of alternative modes of transport and ensures accessibility to other areas in the Region.

7.3 Conforms with Municipal Policy Direction

The proposed development, as revised, conforms with the broader goals, objectives, and policies of the City of Mississauga Official Plan and Draft Official Plan including direction for housing, complete communities, and urban design. An Official Plan Amendment is required to re-designate the subject site from *Mixed Use* to *Residential High Density* to implement the proposed development based on the proposed use as primarily residential with supporting retail and charity uses in the podium levels. Overall, the proposed development aligns with the transition occurring within the city, appropriately responds to neighbouring developments, and supports the introduction of uses that encourage a mixed use, connected, and vibrant community adjacent to rapid transit. The subject site's location within a *PMTSA* further prioritizes development that supports transit and accessibility. The proposed development will enhance the existing site and contribute to a strong public realm and built form along Hurontario Street, as well as introduce new housing units to the Cooksville community and ensure that a key community use is maintained and enhanced. Overall, the proposed development largely conforms with the OP, and supports the objectives of the various other municipal documents.

7.4 Conforms with Zoning Intent

The current zoning for the subject site, *Development (D)*, currently limits development until a ZBA is approved. As such, the proposed Zoning By-law Amendment will ensure that the zoning conforms with the proposed Official Plan Amendment to reflect a high-density residential zone and introduce site specific provisions that will allow for the introduction of residential units and the maintenance of the charity on site.

8 Conclusion

Based on Arcadis' analysis of the subject site, the surrounding lands, the supporting studies, and the applicable planning policy framework, the proposed Official Plan and Zoning By-law Amendments for the subject site will facilitate a development that conforms to the Provincial, Regional, and Municipal framework and are in the public interest. The proposed development and associated Amendments will ensure a development that is compatible with the existing neighbourhood, introduce new housing, and secure a key community use, leveraging the site's location adjacent to higher order transit. The proposed development supports Provincial, Regional, and Municipal direction for stimulating economic growth, supporting a complete community, and providing additional and diversified housing stock. As such, it is Arcadis' professional opinion that the requested Amendments constitute good planning.

Respectfully submitted this 16th day of July, 2024.

Regards,

Arcadis Professional Services (Canada) Inc.



Catriona Moggach MCIP RPP

I hereby certify that this Planning Justification Report was prepared by a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994, and is for this property only.

Appendix A – Site Plan and Statistics

Contractor must check and verify all dimensions on the job and report any discrepancies to the architect before proceeding with the work.

This drawing shall not be used for construction purposes until signed by the consultant responsible. This drawing, as an instrument of service, is provided by and is the property of Sweeny & Co. Architects.

ISSUED / REVISED yy-mm-dd
22-09-14 ISSUED FOR REZONING
24-07-05 ISSUED FOR ZBA

GFA DEFINITION

GROSS FLOOR AREA, APARTMENT - means the sum of the areas of each storey of a building above or below established grade, measured from the exterior of outside walls of the building including floor area occupied by interior walls but excluding any part of the building used for mechanical floor area, stairwells, elevators, motor vehicle parking, bicycle parking, storage lockers, below-grade storage, any enclosed area used for the collection or storage of disposable or recyclable waste generated within the building, common facilities for the use of the residents of the building, a day care and amenity area. (0174-2017)

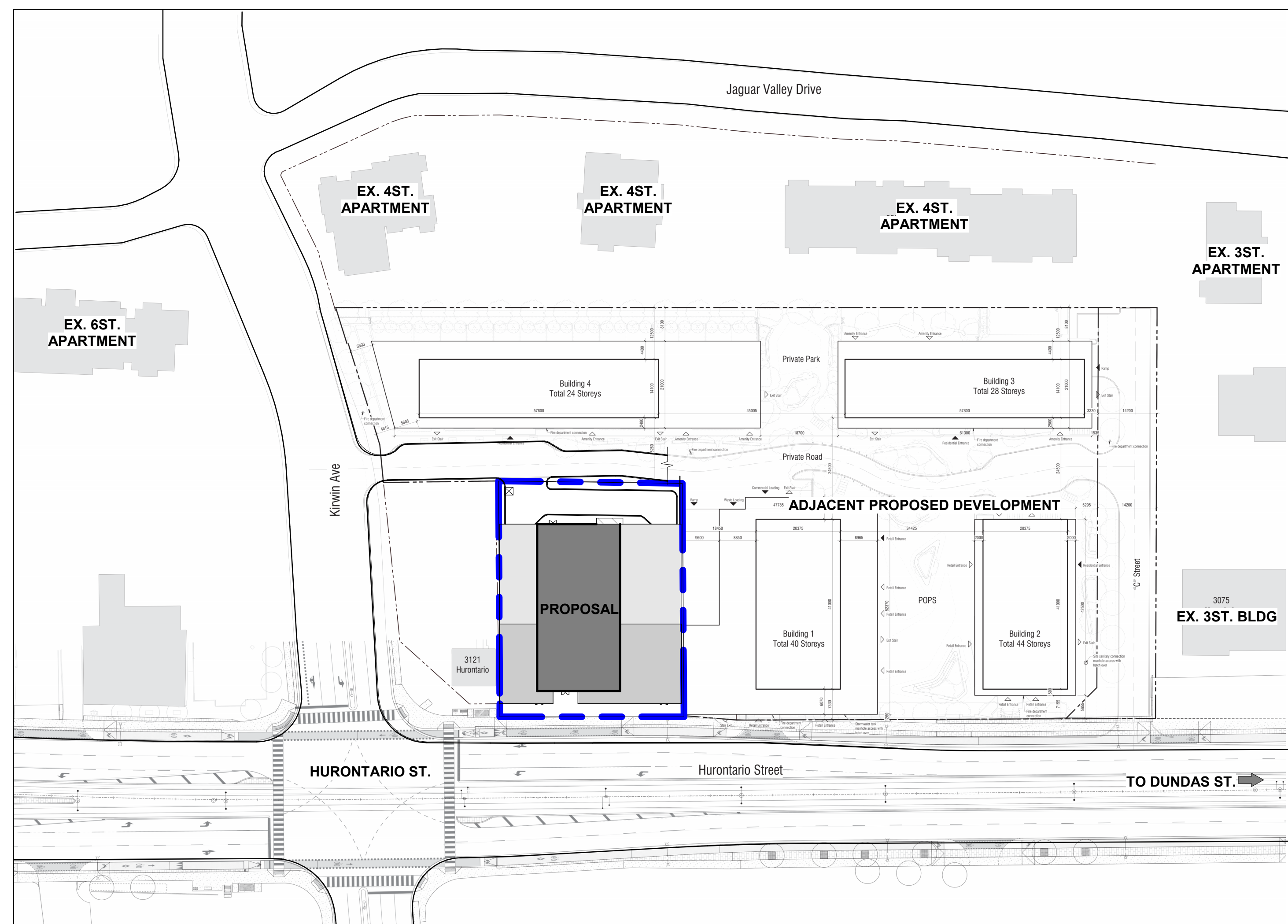
GROSS FLOOR AREA, RESIDENTIAL - means the sum of the areas of each storey of a building measured from the exterior of outside walls but shall not include any part of the building used for motor vehicle parking.

Table with 12 columns: TFA, RESIDENTIAL, CHARITY, RETAIL, GFA TOTAL, INDOOR AMENITY, OUTDOOR AMENITY. Rows include UNDERGROUND, PARKING, Level -4 to -1, and GRAND TOTAL.

Table with 12 columns: TFA, RESIDENTIAL, CHARITY, RETAIL, GFA TOTAL, INDOOR AMENITY, OUTDOOR AMENITY. Rows include ABOVE GRADE, PODIUM (Level 01-06), TOWER (Level 07-08), and GRAND TOTAL.

Table: TOTAL RESIDENTIAL UNIT COUNT. Columns: BACH, 1BD, 1BD+D, 2BD, 2BD+D, 3BD, 3BD+D, TOTAL. Rows show unit counts and percentages.

*** Areas in square feet are for reference only.

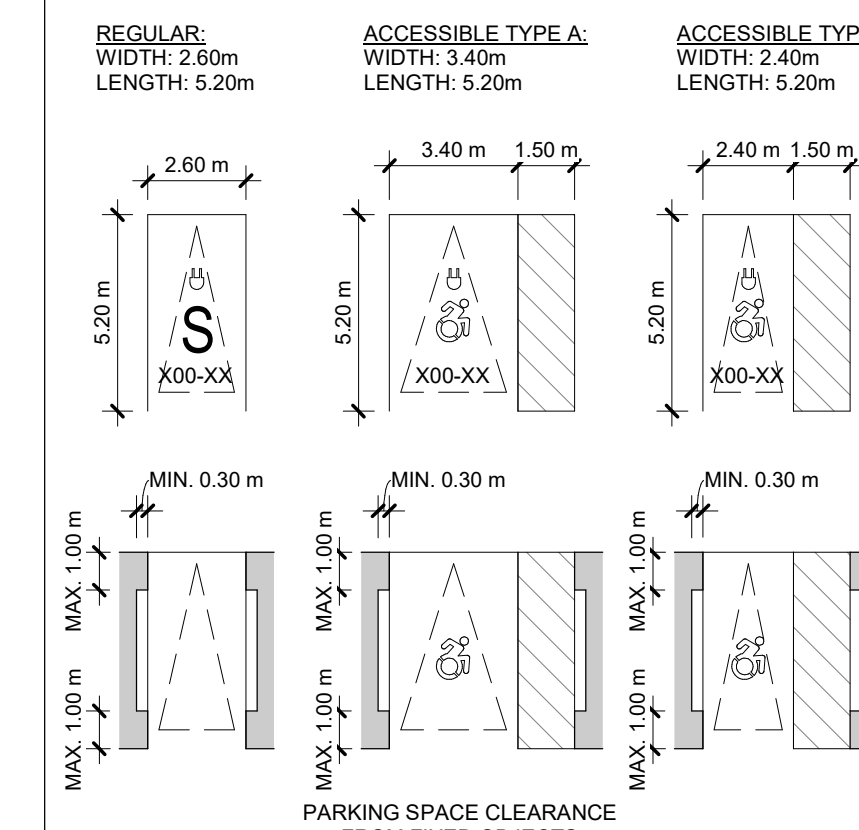


ZONING REQUIREMENTS table. Sections include SITE (GROSS SITE AREA, NET SITE AREA), COVERAGE (BUILDING COVERAGE, PAVED AREA), FSI (TOTAL RES GFA, TOTAL INSTITUTIONAL GFA), RESIDENTIAL AMENITY (INDOOR & OUTDOOR), VEHICULAR PARKING (REGULAR, VISITOR, BF), BICYCLE PARKING (LONG TERM, SHORT TERM), and LOADING & STAGING.

CAR PARKING SPACE:

NOTES: - DRIVE AISLE MINIMUM 7.0m UNLESS OTHERWISE NOTED. - MINIMUM 2.1m VERTICAL CLEARANCE UNLESS OTHERWISE NOTED. - ALL PARKING SPACES ARE TYPICAL UNLESS OTHERWISE NOTED.

MINIMUM PARKING SPACE DIMENSIONS:



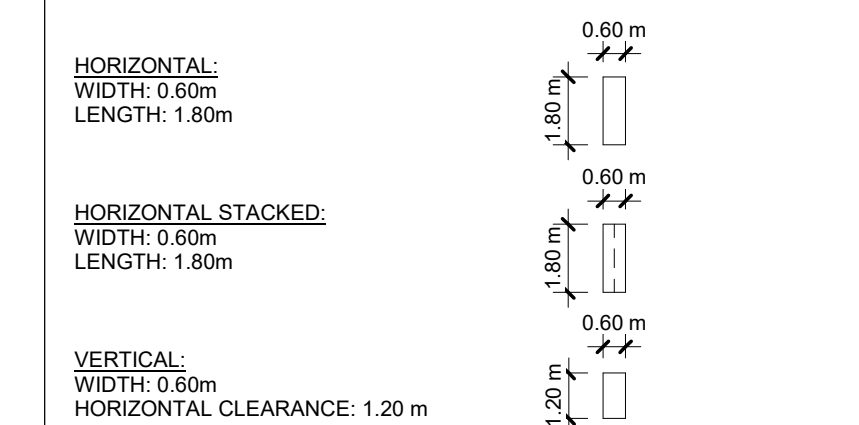
LEGEND:

- ACCESSIBLE PARKING SPACE (X00-XX)
- ELECTRIC VEHICLE PARKING SPACE
- PARKING SPACE NOT MEETING THE MINIMUM DIMENSIONS REQUIREMENTS OR HAVING OBSTRUCTIONS

BICYCLE PARKING SPACE:

MINIMUM BICYCLE PARKING SPACE DIMENSIONS:

NOTE: 2.4m VERTICAL CLEARANCE IN ALL ROOMS UNLESS OTHERWISE NOTED.



Sweeny&Co Architects

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PROJ. NAME
Dam Charity and Residential
3115 Hurontario St, Mississauga, Ontario

Application No. OZ/OPA 22-24 W7

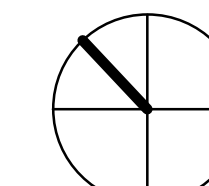
OWNER
Clearkbrook Developments Ltd.

DWG TITLE
Context Plan & Project Statistics

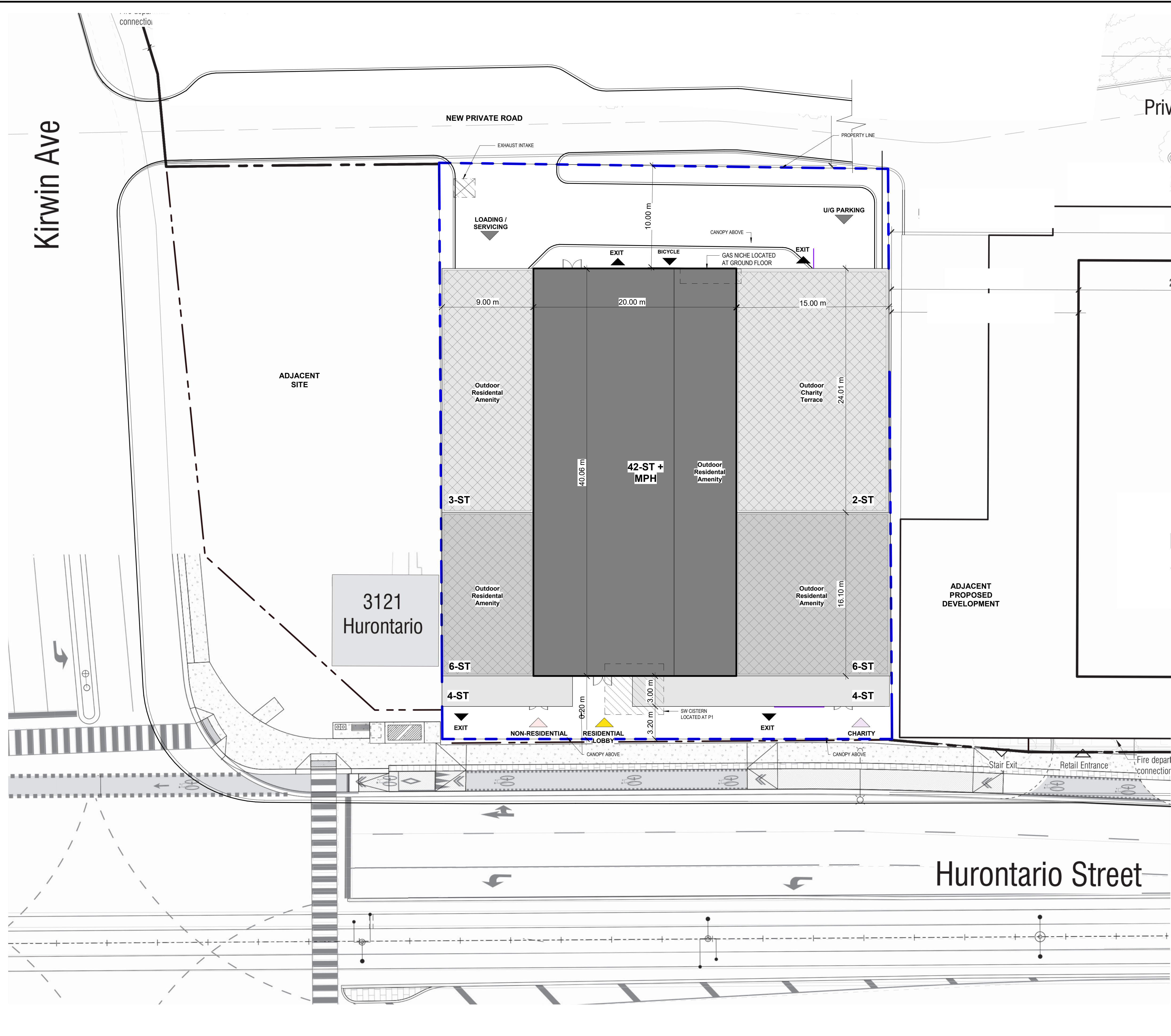
DATE: 2024-06-04
SCALE: As indicated
DRAWN: RM
CHECKED: AG
PROJ. No.: 2106

DWG No.

AZ001



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Kirwin Ave

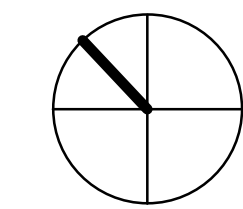
Priv

3121 Hurontario

Hurontario Street

DRAWING NOT TO BE SCALED
 Contractor must check and verify all dimensions on the job and report any discrepancies to the architect before proceeding with the work.
 This drawing shall not be used for construction purposes until signed by the consultant responsible. This drawing, as an instrument of service, is provided by and is the property of Sweeny & Co. Architects.

ISSUED / REVISED	yy-mm-dd
22-09-14	ISSUED FOR REZONING
24-07-05	ISSUED FOR ZBA



Sweeny&Co Architects

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PROJ. NAME
Dam Charity and Residential
 3115 Hurontario St, Mississauga, Ontario

Application No. OZ/OPA 22-24 W7

OWNER
Clearbrook Developments Ltd.

DWG TITLE
Site Plan

DATE: 2024-06-04
 SCALE: 1 : 175
 DRAWN: RM
 CHECKED: AG
 PROJ. No.: 2106

DWG No.
AZ101

Appendix B – Proposed Draft OPA

Amendment No. XXX
to
Mississauga Official Plan

The following text and Map "A" included hereto constitute Amendment No. XXX.

PURPOSE

The purpose of this Official Plan Amendment is to amend Schedule 10 – Land Use Designations to redesignate the subject lands from “Mixed Use” to “Residential High Density”, as well as to include the subject lands as a Special Site Area within the Downtown Cooksville Character Area.

LOCATION

The lands affected by this Amendment are located near the southeast corner of Hurontario Street and Kirwin Avenue. The subject site is located within the Downtown Cooksville Character Area and within an Intensification Area, as identified in the City of Mississauga Official Plan.

BASIS

The Mississauga Official Plan came into effect in 2012, with the most recent Office Consolidation, including all Local Planning Appeal Tribunal (LPAT) decisions and Official Plan Amendments, dated October 21, 2021. On April 11, 2024, the Council of The Regional Municipality of Peel approved the Official Plan Amendments to the City of Mississauga Official Plan Numbers 142, 143, 144 and 146 under Sections 17(34) of the Planning Act, R.S.O. 1990 c. P. 13, as amended, related to Major Transit Station Area Official Plan Amendments.

Schedule 2 and 9 of the Official Plan currently identify the subject lands as being located within an Intensification Area and the Downtown Cooksville Character Area, respectively, where growth and intensification are encouraged. The site is located within 500 metres of the Cooksville GO Station, along the under construction Hurontario Light Rail Transit (LRT) system, and near the proposed Dundas Street Bus Rapid Transit (BRT).

The Official Plan Amendment is required to redesignate the subject site to “Residential High Density” and to add site specific policies to permit a maximum building height of 42 storeys and Floor Space Index of 12.6. The proposal is to redesignate the subject site to “Residential High Density – Special Site”. The proposed Official Plan Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019). In addition, the proposed development is consistent and conforms with the policies of the Region of Peel Official Plan (2018), City of Mississauga Official Plan (Office Consolidation 2021) and Downtown Cooksville Character Area. The proposed development represents the reinvestment and intensification of an underutilized site.
2. The proposed development further meets the policies outlined in the applicable policy documents by providing greater densities where there is a large amount of existing and planned infrastructure such as the Milton GO Train Line, the Hurontario Light Rail Transit, and the Dundas Bus Rapid Transit.
3. The proposed development will improve and contribute towards the City’s vision for the Hurontario Corridor by providing setbacks that are in keeping with the surrounding development applications to ensure a seamless pedestrian realm that is inviting, walkable, and complementary to the existing and planned Corridor.
4. The proposed development is in keeping with other development applications in the area and introduces new housing options in the Cooksville Area, while providing new commercial space at grade and expanding the presence of the existing Charity use.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 12.4, Downtown Cooksville Character Area, of Mississauga Official Plan, is hereby amended by adding Special Site X on Map 12-4, Downtown Cooksville Character Area in accordance with the Special Site Policies.



2. Section 12.4.3 Special Site Policies Downtown Cooksville Character Area, of Mississauga Official Plan, is hereby amended by adding the following:
 - 12.4.3.XX The lands identified as Special Site X are located at the southeast corner of Hurontario Street and Kirwin Avenue.
 - 12.4.3.XX Notwithstanding the policies of this Plan, apartment buildings with a maximum height of 42 storeys will be permitted.
 - 12.4.3.XX Notwithstanding the policies of this Plan, apartment buildings with a Maximum Floor Space Index of 12.6 will be permitted.
3. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by revising the land use designation of the subject lands from “Mixed Use” to “Residential High Density – Special Site”, as shown on Map "A" of this Amendment.

Map "A":



IMPLEMENTATION

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

The lands will be rezoned to implement this Amendment. This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated March 4th 2024. Further refinements to the Amendment may be required as a result of OPA 146.

INTERPRETATION

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

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

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

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

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

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

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a land use designation change and to add a Special Site Policy within the Downtown Cooksville 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. XXX to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 2024.

MAYOR

CLERK

Appendix C – Proposed Zoning By-law Amendment Table



7th Floor – 55 St. Clair Avenue West
 Toronto ON M4V 2Y7 Canada
 tel 416 596 1930 fax 416 596 0644
 arcadis.com

3115 Hurontario Street – Proposed Zoning Table (Revised)

File: OZ/OPA 22-24 W7

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

It should be noted that the below provisions are subject to change as the planning applications progress. Arcadis Professional Services (Canada) Inc. on behalf of Clearbrook Developments Ltd. reserves the right to modify the below provisions as needed and requests the review of any By-law prior to final approval.

The following Zoning Standards and Regulations shall apply to the site:

BY-LAW SECTION	ZONING STANDARD/REGULATION	RA5 ZONE REQUIREMENTS	REQUESTED (RA5-XX)
General Provisions			
2.1.2.1.1	Min. Separation Distance from Residential Zones	All buildings and structures containing a use in Table 2.1.2.1.1 - Minimum Separation Distance from Residential Zones, shall comply with the applicable minimum separation distance required.	Delete lines 1.0, 2.0 and 3.0 of Table 2.1.2.1.1
2.1.3.1	Frontage on a Street	All lots shall have frontage on a street	N/A - Conforms
2.1.5	Accessory Uses	Where this By-law provides that land may be used or a building or structure may be erected and/or used for a permitted use, that use shall include any building or structure or use accessory thereto as long as the accessory use, building and/or structure is located on the same lot.	N/A – Conforms
2.1.14.1	Min. Centreline Setback	Where a lot abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this By-law, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 - Centreline Setback: Hurontario – 35 m ROW 17.5 m + required yard/setback 20.5 m +required yard/setback (within 110 m of intersection)	N/A-Conforms (20.9 m + 2 m setback to building face)

3115 Hurontario Street – Draft Proposed Zoning Table – July 16, 2024

BY-LAW SECTION	ZONING STANDARD/REGULATION	RA5 ZONE REQUIREMENTS	REQUESTED (RA5-XX)
2.1.30	Rooftop Balcony	A rooftop balcony shall be setback 1.2 m for all exterior edges of a building or structure.	Delete Provision 2.1.30
Parking, Loading, Stacking Lane and Bicycle Parking Regulations			
3.1.1.4.3	Parking Space Width	The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.75 m 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 or less into the front and/or rear of the parking space.	N/A – Conforms.
3.1.1.5.1	Parking Aisle Width	The minimum aisle width shall be 7.0 m.	N/A - Conforms - Min. Drive Aisle of 7.0 m provided.
3.1.1.5.2	Parking Aisle Width – One Way	Notwithstanding Sentence 3.1.1.5.1, where a one-way aisle is provided for access to and from parking spaces with a parking angle not exceeding 60°, the minimum aisle width may be 5.5 m.	N/A - Conforms.
3.1.2 3.1.2.1 3.1.2.2	Required Number of Parking Spaces	<p>Table 3.1.2.1 – Residential Uses (Precinct 1)</p> <p>Condominium Apartment</p> <ul style="list-style-type: none"> Residential: 0.8 resident spaces per unit Visitor: 0.2 visitor spaces per unit <p>Table 3.1.2.2 – Non Residential Uses (Precinct 1)</p> <ul style="list-style-type: none"> Retail Store: 3.0 spaces per 100 m² GFA Convience Retail: 3.- spaces per less than or equal 220 m² GFA Other Non-Residential Uses Not Specified Above: 5.4 spaces per 100 m² GFA 	<p>Residential: 0.23 spaces per unit</p> <p>Visitor: 0.15 spaces per unit</p>
3.1.3 3.1.3.1	Accessible Parking	<p>Table 3.1.3.1 – Accessible Parking Regulations</p> <p>Total Number of Required Visitor Parking Spaces (13-100) – 4% of total</p>	N/A – Conforms.

BY-LAW SECTION	ZONING STANDARD/REGULATION	RA5 ZONE REQUIREMENTS	REQUESTED (RA5-XX)
<p>3.1.4 3.1.4.1 3.1.4.5</p>	<p>Loading Spaces</p>	<p>Loading spaces shall be required for the following uses: (1) Retail Store</p> <p>Table 3.1.4.3 – Required Number of Loading Spaces: Less than equal to 250 m² : None Required</p> <p>Required Number of Loading Spaces for Apartment and/or Retirement Buildings: One loading space per apartment building containing a minimum of 30 dwellings</p>	<p>N/A – Conforms.</p>
<p>3.1.6. 3.1.6.5 3.1.6.6</p>	<p>Bicycle Parking</p>	<p>Required Number of Bicycle Parking Spaces</p> <ul style="list-style-type: none"> • Apartment without exclusive garages: 0.6 spaces per unit • Non-Residential Uses: • Retail: 0.15 spaces per 100 m² GFA non-residential • All other non-residential uses: 0.05 spaces per 100 m² non-residential GFA 	<p>N/A – Conforms.</p>
<p>4.15 Apartment Zones</p>			
<p>4.1.5.10</p>	<p>Balcony Encroachments</p>	<p>A balcony may encroach a maximum of 1.0 m into a required front, exterior side or rear yard. (0158-2013), (0144-2016)</p>	<p>2.0 m</p>
<p>4.1.15.1.1</p>	<p>Permitted Accessory Uses</p>	<p>Retail store, personal service establishment, financial institution, office and medical office - restricted</p>	<p>The following are to be included as site-specific accessory uses:</p> <ul style="list-style-type: none"> • Charity/Non-Profit Use • Retail • Personal Service Shop • Daycare • Education and Training Facility, • Restaurant • Take-Out Restaurant • Recreational Establishment • Medical Office • Financial Institution • Veterinary Clinic

BY-LAW SECTION	ZONING STANDARD/REGULATION	RA5 ZONE REQUIREMENTS	REQUESTED (RA5-XX)
4.1.15.1.2	Location of Permitted Use	An accessory use shall only be permitted in an apartment having 75 or more dwelling units, or in a long-term care building having 75 or more beds, or in a retirement building having 75 or more retirement dwelling units	Conforms.
4.1.15.1.3	Access to Accessory Use	The accessory use shall be wholly contained within the dwelling and the entrance to the accessory use shall only be from within the dwelling.	Delete Provision.
4.1.15.1.4	Location of Accessory Use	An accessory use shall not be permitted above the first storey of an apartment, retirement building or long-term care building; (0174-2017)	Delete Provision.
4.1.15.1.5	Max GFA - Non-Residential – Accessory Uses	186 m ²	Max. Total GFA non residential – Accessory Uses shall be 1,500 m ²
4.1.15.1.6	Max GFA - Non-Residential for Accessory Uses	Lesser of 10% of the GFA - apartment zone or the GFA - apartment zone of one storey of the dwelling	Max. GFA - non residential accessory uses shall be as follows: - Retail use: 220 m ² - Charity use: 1000 m ²
4.1.15.1.7	Additional On-Site Parking	Not required for accessory uses permitted in 4.1.15.1.1	N/A
4.1.15.3	Height	Notwithstanding any other provisions of this By-law, the calculation of height for apartment, long-term care and retirement buildings, shall be exclusive of mechanical or architectural appurtenances such as mechanical equipment, mechanical penthouse, elevator machine rooms, telecommunication equipment and enclosures, parapets, turrets, cupolas, stairs and stair enclosures, located on the roof of a dwelling provided that the maximum height of the top of such elements is no higher than 6.0 m above the height limit otherwise applicable.	Notwithstanding Provision 4.1.15.3, the max. height of Mechanical or architectural appurtenances above height limit shall be: 9.0 m

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BY-LAW SECTION	ZONING STANDARD/REGULATION	RA5 ZONE REQUIREMENTS	REQUESTED (RA5-XX)
4.15 RA5 Zones (Apartments)			
Table 4.15.1	Permitted Uses	Residential: Apartment, Long-Term Care Building, Retirement Building	Conforms
Table 4.15.1 3.0	Minimum Lot Frontage	30.0 m	Conforms
Table 4.15.1 4.0	Minimum Floor Space Index	1.9	Conforms
Table 4.15.1 5.0	Maximum Floor Space Index – Apartment Zone	2.9	12.6
Table 4.15.1 6.0	Maximum GFA – Apartment Zone per Storey above 12 Storeys	1,000 m ²	Conforms.
Table 4.15.1 7.0	Maximum Height	77.0 m and 25 storeys	133 m (excluding MP) and 42-storeys
			<i>Max. Height Mechanical Penthouse: 9 m</i>
Table 4.15.1 8.0, 8.1, 8.2, 8.3	Minimum Front and Exterior Side Yards	For that portion of the dwelling with a height less than or equal to 13.0 m: 7.5 m For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m: 8.5 m For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m: 9.5 m	Min. Front Yard Setback: For portion of the dwelling with a height less than or equal to 13.0 m: 3.0 m For portion of the dwelling with a height greater than 13.0 m and less than or equal to 24.0 m: 3.0 m For that portion of the dwelling with a height greater than 24.0 m and less than or equal to 26.0 m: 6.0 m
Table 4.15.1 9.0	Minimum Interior Side Yard	For that portion of the dwelling with a height less than or equal to 13.0 m: 4.5 m For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m: 6 m	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: 0.0 m

BY-LAW SECTION	ZONING STANDARD/REGULATION	RA5 ZONE REQUIREMENTS	REQUESTED (RA5-XX)
<p>9.1, 9.2, 9.3, 9.4, 9.5, 9.6</p>		<p>For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m: 7.5 m For that portion of the dwelling with a height greater than 26.0 m : 9 m</p> <p>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: 4.5 m</p>	
<p>Table 4.15.1</p> <p>10</p>	<p>Minimum Rear Yard</p>	<p>For that portion of the dwelling with a height less than or equal to 13.0 m: 7.5 m</p> <p>For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m: 10.0 m</p> <p>For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m: 12.5 m</p> <p>For that portion of the dwelling with a height greater than 26.0 m: 15.0 m</p> <p>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: 4.5 m</p> <p>Where a rear lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached: 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of: 25.5 m"</p>	<p>For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m: 10.0 m</p> <p>For that portion of the dwelling with a height greater than 26.0 m: 10.0 m</p>
<p>Table 4.15.1</p> <p>11</p>	<p>Encroachments and Projections</p>	<p>Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard: 1.0 m</p> <p>Maximum encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning, provided that each shall have a maximum width of 6.0 m: 1.8 m</p> <p>Maximum projection of a balcony located above the first storey</p>	<p>Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard: 3.0 m</p> <p>Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects: 3.0 m</p>

BY-LAW SECTION	ZONING STANDARD/REGULATION	RA5 ZONE REQUIREMENTS	REQUESTED (RA5-XX)
		measured from the outermost face or faces of the building from which the balcony projects: 1.0 m	
Table 4.15.1 12	Minimum Above Grade Separation Between Buildings	<p>For that portion of dwelling with a height less than or equal to 13.0 m: 3.0 m</p> <p>For that portion of dwelling with a height greater than 13.0 m and less than or equal to 20.0 m: 9.0 m</p> <p>For that portion of dwelling with a height greater than 20.0 m and less than or equal to 26.0 m: 12.0 m</p> <p>For that portion of dwelling with a height greater than 26.0 m: 15.0 m</p>	<p>Minimum Grade Separation Distance Between Buildings for that portion of height less than or equal to 26 m shall be: 0.0 m</p> <p>For that portion of dwelling with a height greater than 20.0 m and less than or equal to 26.0 m: 0.0 m</p> <p>For that portion of dwelling with a height greater than 26.0m: 9.0 m</p>
Table 4.15.1 – Parking, Loading, Servicing Area and Parking Structure			
13.2 13.3 13.4	Minimum setback from surface parking	<p>Minimum setback from surface parking spaces or aisles to a street line: 4.5 m</p> <p>Minimum setback from surface parking spaces or aisles to any other lot line: 3.0 m</p> <p>Minimum setback from a parking structure above or partially above finished grade to any lot line: 7.5 m</p>	N/A
13.5	Minimum Setback from Below-Grade Parking Structure	<p>Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line:</p> <p>3.0 m</p>	0.0 m
13.6	Minimum Setback from Waste Enclosure	<p>Minimum setback from a waste enclosure/loading area to a street line:</p> <p>10 m</p>	Conforms – Enclosure/Loading facing private driveway at rear
Table 14.15.1 – Minimum Landscaped Area, Landscaped Buffer, and Amenity Area			
15.1	Minimum Landscaped Area	40%	10.0%
15.2	Minimum Depth of Landscaped Area	Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone:	0.0 m along Hurontario Street

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		4.5 m	
15.3	Minimum Depth of Landscaped Area	Minimum depth of a landscaped buffer along any other lot line: 3.0 m	0.0 m
15.4	Minimum amenity area	The greater of 5.6 m ² per dwelling unit or 10% of the site area	N/A. Conforms.
15.5	Minimum amenity area provided Contiguously	50%	N/A. Conforms.
15.6	Minimum Amenity Area to be provided outside at-grade	55.0 m ²	0.0 m ²