
PLANNING JUSTIFICATION REPORT - ADDENDUM

IN SUPPORT OF

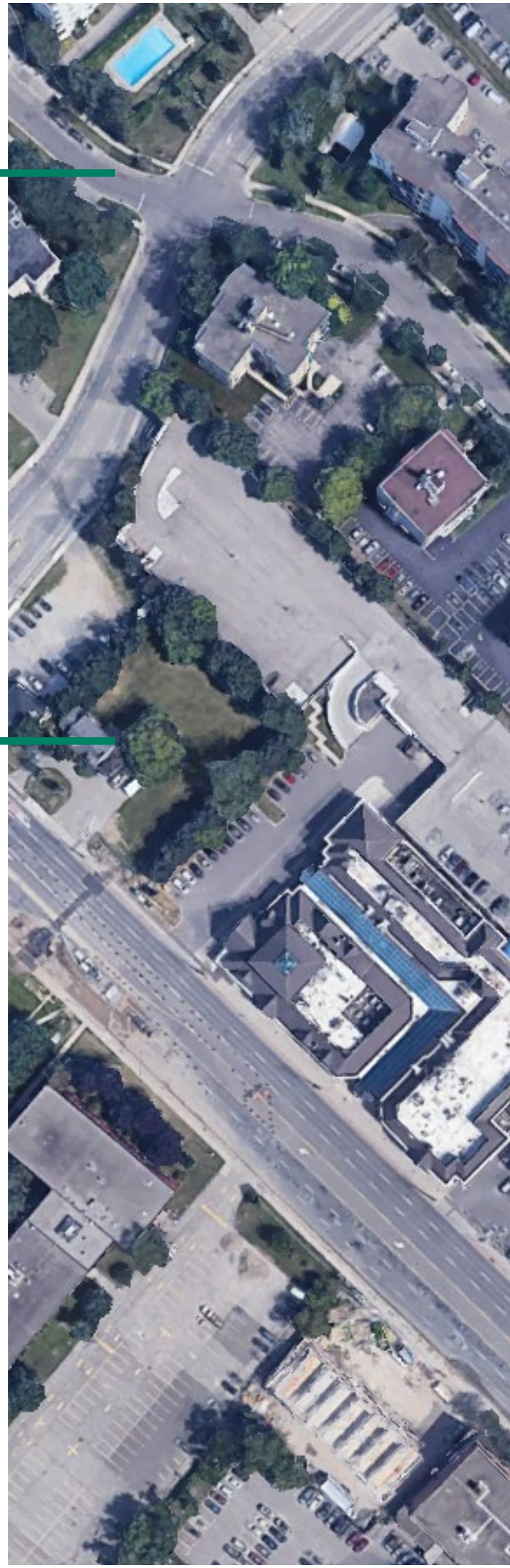
OFFICIAL PLAN AMENDMENT
& ZONING BY-LAW
AMENDMENT APPLICATIONS

PREPARED FOR

Equity Three Holdings Inc.

3085 Hurontario Street
City of Mississauga
Regional Municipality of Peel

September 2024
GSAI File # 1319 – 001



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Planning Justification Report
Equity Three Holdings Inc.
Official Plan Amendment & Zoning By-law Amendment
3085 Hurontario Street
City of Mississauga

1 / INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') has been retained by Equity Three Holdings Inc. (the 'Owner') to assist with planning approvals to implement redevelopment of the lands municipally known as 3085 Hurontario Street, in the City of Mississauga (the 'Subject Lands' or 'Site'). The Subject Lands are located on the east side of Hurontario Street, south of Kirwin Avenue, north of Dundas Street, and is legally described as:

PT LT 15, CON 1 NDS, TWP TOR; City of Mississauga

The Site is currently improved with a 2-storey, multi-tenant commercial structure, a parkade structure and surface parking areas.

This Planning Justification Report Addendum ('Addendum' or 'Report') has been prepared on behalf of the Owner in support of an Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA', or collectively the 'Amendments') application to facilitate redevelopment of the Subject Lands. More specifically, in the time since the last submission of the application in September 2023, a revised proposal has been prepared. Further detail on the revised proposal is provided in **Section 2**.

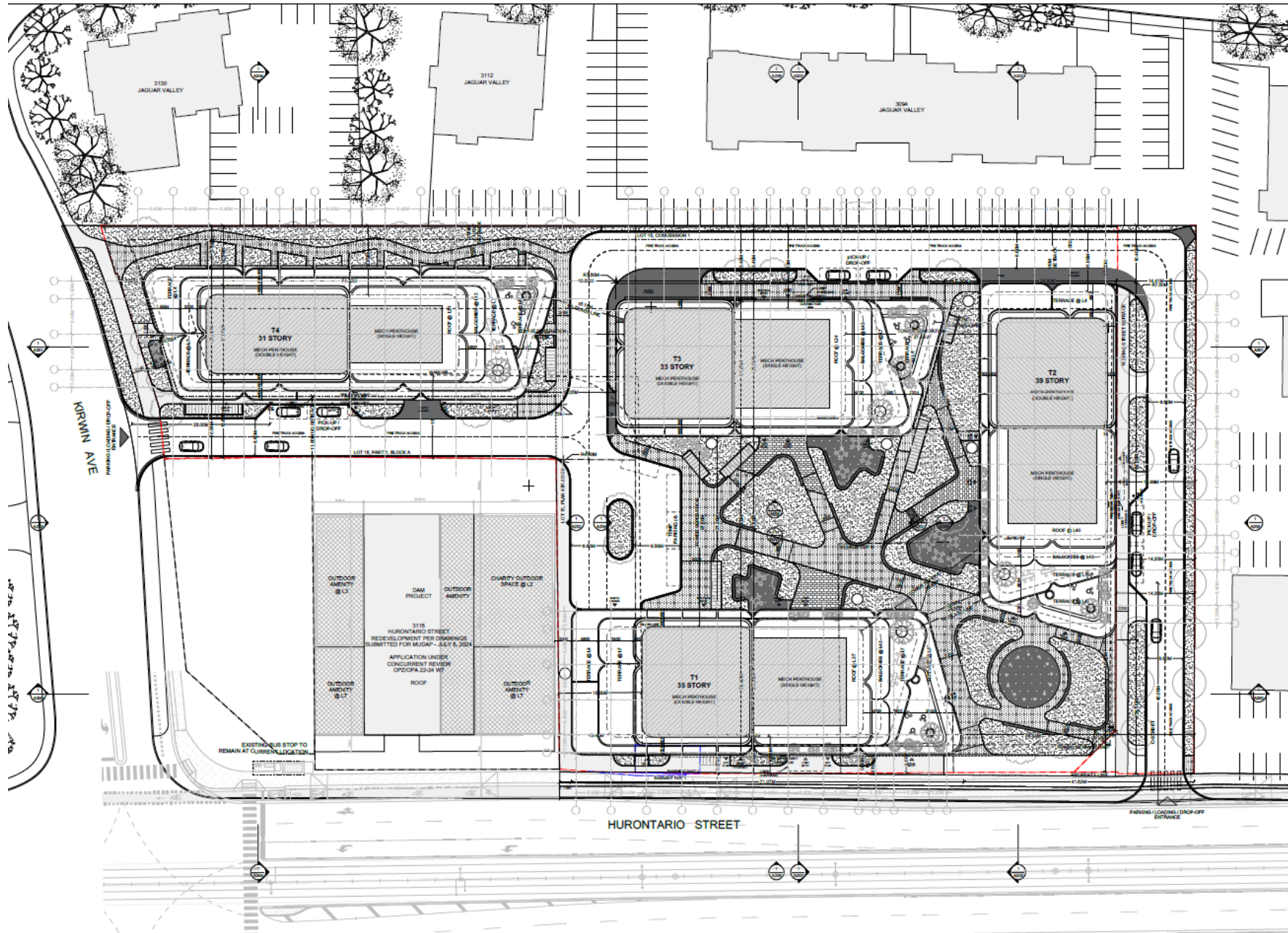
This Addendum has been prepared to address the revised proposal and the revised legislative framework that has been implemented since September 2023. We note that this Addendum is intended to be read in conjunction with the Planning Justification Report, prepared by GSAI, dated September 2023 and not in isolation as a stand-alone document.

2 / CHANGES TO THE PROPOSAL

As stated above, in the time since the last formal submission of the application in September 2023, a revised proposal has been prepared. The proposed development, as currently contemplated, is the result of careful planning and design undertaken by the Project Team, including consideration of the evolving Provincial, Regional and local policy frameworks and priorities.

The proposed development contemplates the introduction of four (4) structures (Towers '1', '2', '3' and '4', respectively) of varying heights. While the number of proposed structures remains unchanged, the design and placement of the structures as well as the overall site design has been revised.

As further demonstrated on the Conceptual Site Plan on the next page, we highlight that the proposed structures have been organized around the Hurontario Street corridor, a private road connection, a central courtyard and public realm enhancements. Overall, the proposed development has a total gross floor area ('GFA') of 94,025.3 square metres (1,012,080 square feet), resulting in a density of 7.13 Floor Space Index ('FSI'). Of this, approximately 92,803.2 square metres (998,926 square feet) is residential GFA and approximately 1,222.1 square metres (13,155 square feet) is non-residential GFA.



Tower '1' remains as being positioned in the central quadrant of the Site, with frontage along Hurontario Street. The structure is to have a height of 36 storeys, and is to be comprised of a 30-storey point tower, rising above a 6-storey podium. Overall, a terraced built form is contemplated with stepbacks above the 3rd, 6th and 11th levels. A mixture of grade-related non-residential uses are to be provided within the podium and positioned to frame the Hurontario Street edge. These uses are to address the public realm and have direct pedestrian connections, allowing for safe, comfortable and accessible connections to the public sidewalk. Based on comments received to date, it is anticipated that these grade-related non-residential uses may include units that focus on the provision of food and beverage-related items. A residential lobby, indoor amenity areas, shared servicing area and residential units are also to be provided within the podium. Rooftop outdoor amenity areas on the 4th and 7th levels, situated immediately adjacent to indoor amenity areas, are also to be provided.

Tower '2' is situated in the southern quadrant of the Site, with frontage along a new private road. The proposed structure, which features stepbacks above the 3rd, 6th and 11th levels, incorporates a high-quality terraced and pedestrian-oriented built form. This is achieved through variations along the southern private road frontage and stepbacks at varying heights. Overall, the structure features a 33-storey point tower component, rising above a 6-storey podium. The podium is to feature grade-related non-residential uses with direct connections to the public realm, amenity areas, a principal residential lobby, shared servicing area, integrated entrance to the below-grade parking structure and residential units. We note that the grade-related non-residential area has been strategically positioned to open onto and address the urban plaza that is to be provided at the intersection of Hurontario Street and the future extension of Cook Street along the southern property line. Finally, rooftop outdoor amenity areas, located adjacent to indoor amenity areas, are to be provided along the western main wall at the 4th and 7th levels.

Tower '3' is positioned in the southeastern quadrant of the Site, north of Tower '2'. It is a 33-storey structure with stepbacks above the 3rd, 6th and 11th levels. Overall, the structure is to feature a mixture of residential units and amenity areas. A second entrance to the below-grade parking structure has also been integrated into the structure, along the northern façade. Additionally, rooftop outdoor amenity areas along the southern main wall, located immediately adjacent to and visible from an indoor amenity area, are to be provided on the 4th and 7th levels.

Tower '4' remains positioned in the northern quadrant of the Site, north of Tower '3'. It is a 31-storey structure with stepbacks above the 3rd, 6th and 11th levels. The proposed structure includes a podium that provides a pedestrian-oriented interface with Kirwin Street. Furthermore, the structure includes a principal lobby, indoor amenity areas and a mixture of residential units. Rooftop outdoor amenity areas along the southern main wall, located immediately adjacent to and visible from an indoor amenity area, are to be provided on the 4th and 7th levels.

As described above, the proposed development contemplates high-quality, refined, terraced built forms that have incorporated stepbacks. The structures have also been purposely oriented in a manner that provides for adequate tower separations, an ability to maximize direct sunlight, provide for a welcoming and pleasant public realm, positively contribute to the evolving skyline and not contribute to adverse shadow impacts.

Overall, a variety of landscaped open spaces and amenity areas are to be provided. This includes a centrally located, highly visible courtyard, an urban plaza in the southwestern quadrant of the Site, amenity areas and landscaped open spaces along the property lines. A network of pedestrian pathways are also to be provided in order to facilitate safe, comfortable and convenient access across the Site and beyond.

A total of 1,691 residential dwelling units of varying size and configuration are to be provided. This includes a mixture of studio, one-bedroom and family-sized unit configurations. We highlight that given the proposed development is to be phased, each development phase will also contain a mixture of residential dwelling units of varying size and configurations. Collectively, the mixture of apartment-style units will support greater housing choice for households of varying size, income levels, life stages and lifestyle preferences in proximity to transit, services and amenities.

802 shared parking spaces are to be provided via a 3-level below-grade parking structure. 1,134 secure bicycle parking spaces and 43 car share parking spaces are also to be provided. We highlight that given the current Provincial and local policy objectives and priorities, the provision of car share spaces is one of many strategies available to ensure the proposed parking standard is appropriate, efficient and cost-effective, while also encouraging the use of multi-modal transportation modes. Further detail is provided in the accompanying Transportation Impact Study and in **Section 4** of this Report.

In addition to the parking and bicycle parking spaces, the proposed development contemplates shared loading and servicing areas. Access to these parking, loading and servicing areas have been integrated into the proposed structures and internalized to ensure these back-of-house functions are visually screened from public view. Overall access to the development is to be provided via a private road extending from Kirwin Avenue and connecting to a new private road along the southern property line extending from Hurontario Street. A pedestrian drop-off area, access to the below-grade parking structure and access to loading spaces are to extend from the private road network.

Overall, the proposed development has been designed to seamlessly integrate with the evolving, surrounding Cooksville context. This includes consideration being given to existing and proposed built forms in the immediate surrounding area as well as along the Hurontario Street corridor and the development vision for Cooksville as established by the Hurontario/Main Street Master Plan, the Cooksville Mobility Hub Study, Vision Cooksville, the Dundas Connects Master Plan, the Region of Peel Official Plan, the Mississauga Official Plan, the Downtown Fairview, Cooksville and Hospital Policy Initiative and Bill 185, amongst others. In our opinion, the proposed development has, to the greatest extent possible, provided an appropriate, desirable and compatible interface with and transition to the surrounding area.

The components of the proposed development, as currently contemplated, are summarized in the table below and on the next page.

Table 1 / Summary of Proposed Development Statistics

| DEVELOPMENT CHARACTERISTIC | DESCRIPTION |
|------------------------------------|--|
| Total Site Area | 1.46 hectares (3.61 acres) |
| <i>Total Dedication Lands</i> | 0.14 hectares (0.35 acres) |
| <i>Total Development Area</i> | 1.32 hectares (3.26 acres) |
| Proposed Gross Floor Area (GFA) | 94,025.3 square metres (1,012,080 square feet) |
| <i>Overall Residential GFA</i> | 92,803.2 square metres (998,926 square feet) |
| <i>Overall Non-Residential GFA</i> | 1,222.1 square metres (13,155 square feet) |
| Proposed Density | 7.13 FSI |

| DEVELOPMENT CHARACTERISTIC | DESCRIPTION |
|--------------------------------------|--|
| Proposed Building Heights | |
| <i>Tower '1'</i> | 36 storeys |
| <i>Tower '2'</i> | 39 storeys |
| <i>Tower '3'</i> | 33 storeys |
| <i>Tower '4'</i> | 31 storeys |
| Proposed Residential Dwelling Units | 1,691 |
| <i>No. of Studio Units</i> | 83 |
| <i>No. of One-Bedroom Units</i> | 1,141 |
| <i>No. of Two-Bedroom Units</i> | 397 |
| <i>No. of Three-Bedroom Units</i> | 70 |
| Proposed Parking Spaces | 802 |
| Proposed Bicycle Parking Spaces | 1,134 |
| Proposed Loading Spaces | 6 |
| Proposed Amenity Area | 8,409 square metres (90,513.7 square feet) |
| <i>Proposed Indoor Amenity Area</i> | 3,516 square metres (37,845.91 square feet) |
| <i>Proposed Outdoor Amenity Area</i> | 4,893 square metres (52,667.8 square feet) |
| Proposed Landscaped Area | 5,911 square metres (63,625.47 square feet) |

2.1 / DEVELOPMENT CHANGES

As stated above, a revised proposal has been prepared in the time since the last formal submission of the application. The current development, as contemplated, is the result of careful consideration by the Project Team of the current and evolving policy context as well as formal comments received to date from City and Agency Staff.

For ease of reference, a summary of the key changes to the proposed development that have been made are summarized below:

- A revised site design has been prepared. This has resulted in the re-distribution and re-orientation of proposed structures across the Site;
- A segment of the private road network that previously extended in a straight-forward manner from Kirwin Avenue has been re-designed to wrap around the western facades of Towers '2' and '3'. This alignment has also enabled the elimination of a temporary turnaround area in the Site's southwestern quadrant;
- A conscious effort to adhere to as many of the Council adopted Downtown Fairview, Cooksville and Hospital Built Form Standards guidelines as possible has been made. This includes the provision of pedestrian-scaled podiums that do not exceed a height of 6 storeys, the provision of balconies as a natural, logical extension of the interior living space, the provision of centrally located landscaped areas to encourage social interactions and gathering and the provision of height variation across the development;

- In order to support transit infrastructure investments and use of multi-modal transportation modes, the provision of car share spaces is contemplated. As has been proven in other jurisdictions such as Toronto, the provision of car share spaces is one of many effective strategies available to ensure a right-sizing of parking spaces that meets user demands while also enabling the provision of efficient, desirable and cost-effective development forms;
- The provision of a reduced parking standard is reflective of the current Provincial and local policy objectives and priorities. As further discussed in **Section 4** of this Report, the recent passing of Bill 185 and City Council's consideration of a reduced parking standard for lands along the Hurontario Street corridor supports this strategy;
- The provision of structures of varying heights supports the development vision for lands across the Downtown Cooksville community, is consistent with approved heights along the Hurontario Street corridor (including lands outside of the City Centre) and does not compromise the City Structure;
- In an effort to respond to the evolving market trends and resident needs, careful consideration of the location and potential programming of grade-related non-residential areas has been made. The proposed development contemplates the introduction of high-quality, highly visible non-residential areas that are easily accessible from the public realm and open to landscaped open spaces. This supports evolving market trends while also supporting complete community objectives given residents are to be given the opportunity to live, work, shop and play within their community and even the same building. Furthermore, the proposed non-residential areas are right-sized to enable the provision of a diverse range of users and providers to best meet the needs of residents and visitors;
- In an effort to provide a high-quality, vibrant development that also responds to a changing climate, a range of landscaped open spaces are planned. This includes a central landscaped area that includes plantings and areas for social interaction and gathering. These at-grade landscaped spaces are also complimentary to the proposed rooftop outdoor amenity areas and linkages to the surrounding active transportation network; and,
- In an effort to respond to a changing climate and advance the City's Green Development Standard objectives, a number of site-specific sustainable development strategies are contemplated including the provision of Electric-Vehicle ready infrastructure, green roof areas and geothermal heating. Further detail is provided in the accompanying Low Impact Development Features Letter and the accompanying Urban Design Study. Further detail will also be provided during the future detailed design stage.

3 / POLICY CONTEXT CHANGES

As stated throughout this Addendum, the policy and regulatory framework applicable to the Subject Lands has evolved and changed. This evolution has included, but is not limited to, Regional Council adoption of Mississauga Official Plan Amendments 142, 143 and 144 in March 2024, the Provincial introduction of Bill 185 and the recent introduction of the Provincial Planning Statement, 2024.

For context, Mississauga Official Plan Amendments 142, 143 and 144 formally recognize the local Protected Major Transit Station Area ('PMTSA') policy framework as well as certain aspects of the Downtown Fairview, Cooksville and Hospital Policy Initiative and the Dundas Corridor Policy Initiative. When considered collectively, the Amendments serve to recognize the high density, mixed-use, transit-oriented development potential of the Subject Lands. However, a site-specific Official Plan Amendment remains necessary to re-designate the Subject Lands and to introduce a Special Site policy for the Cooksville community to implement appropriate development standards. A copy of the Official Plan Amendment is provided under separate cover in support of the application and in **Appendix I** of this Addendum.

A further, key policy consideration was the Provincial Government's enactment of Bill 185, the *Cutting Red Tape to Build More Homes Act, 2024*. Bill 185 introduces a number of legislative changes related to developments occurring across Ontario. Of relevance to the Subject Lands, Bill 185 eliminated a municipality's ability to impose minimum parking standards for any land use where a site is located within a prescribed PMTSA. Notwithstanding the above, Bill 185 requires that minimum bicycle parking standards be maintained. As further described in **Section 4** of this Addendum, the proposed development contemplates a parking standard that is appropriate, is sufficient to accommodate anticipated

user demands and advances policy objectives of encouraging development in proximity to transit as well as encouraging the use of transit and alternative transportation modes.

Finally, in August 2024, the Province introduced the Provincial Planning Statement, 2024 which is set to take effect on October 20, 2024 and will replace the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020. Overall, the PPS, 2024 strengthens the Provincial policy objectives for encouraging housing options and encouraging transit-supportive, mixed-use development in proximity to transit networks. Given this, we are of the opinion that the proposed development is consistent with the applicable policies of the PPS, 2024.

Despite the above-noted evolution, we remain of the opinion that the policy analysis presented in the Planning Justification Report, dated September 2023, remains applicable. Furthermore, it is our opinion that the proposed development is consistent with the PPS, 2024 and continues to be in conformity with the Region of Peel Official Plan, 2022 and the Mississauga Official Plan, 2024.

4 / ZONING CHANGES

Given a revised proposal has been prepared, a revised Zoning By-law Amendment is required. A summary of the requested zoning standards, referred to the 'Zoning By-law Table', has been prepared and is provided in support of the application under separate cover. A copy is also provided in **Appendix II** of this Addendum.

The proposed Zoning By-law Amendment seeks the following exceptions to the 'Residential Apartment (RA5)' category:

- To permit a site-specific parking standard;
- To permit a site-specific bicycle parking standard;
- To permit an appropriate and desirable range of accessory, non-residential uses;
- To permit site-specific building envelope standards;
- To permit a site-specific amenity space standard; and,
- To permit a site-specific landscaping standard.

A summary of the exceptions and a rationale for them is provided in **Table 2** on the right and on the next page.

Table 2 / Summary of Requested RA5 Exceptions & Rationale

| <i>REQUESTED EXCEPTION</i> | <i>RATIONALE</i> |
|-----------------------------------|--|
| <i>Modified Use Permissions</i> | To implement the desired range of complimentary uses that are appropriate for a mixed-use development |
| <i>Modified Building Envelope</i> | To implement the desired built forms and built form elements, while maintaining appropriate compatibility and transition to the surrounding community |
| <i>Modified Parking Standard</i> | In order to implement the desired built forms and range of uses, a site-specific shared parking standard is requested. More specifically, while a zero parking standard is permitted, a site-specific co-mingling shared parking standard of 0.47 resident spaces per condominium apartment unit, including car-share provisions and a visitor/non-residential parking standard of 0.1 spaces per condominium unit is requested. This requested standard is appropriate for the development and is in accordance with Bill 185 which states that a municipality can no longer require a minimum parking standard be applied to any land use on lands within a PMTSA, which the Subject Lands are. As further discussed in the accompanying Transportation Impact Study, the requested shared parking standard is appropriate given the Site's proximity to transit services and active transportation networks. The requested parking standard is also capable of accommodating proposed parking demands, will serve to further implement Council's direction to encourage developments which support increased transit ridership and sustainable modes and will facilitate an optimized site design |

5 / SUMMARY & CONCLUSION

| <i>REQUESTED EXCEPTION</i> | <i>RATIONALE</i> |
|---|---|
| <i>Modified Amenity Area & Landscaping Standard</i> | <p>In efforts to accommodate the desired built forms and optimized site design, a site-specific amenity area and landscaping standard is requested. The requested standards seek to implement reduced amenity area and landscaping requirements in order to accommodate a range of well-designed, strategically located indoor and outdoor amenity areas and landscaped open spaces across the Site, which collectively will serve the needs of residents. Furthermore, the requested amenity area standard will support the provision of landscaped open spaces, and a courtyard area, while also providing for a site design that accommodates sufficient building separation distances and sufficient setbacks from the property lines</p> |

As outlined above, we maintain the opinion that the proposed development represents appropriate development, is consistent with the Provincial Planning Statement, 2024 and conforms to the Region of Peel Official Plan and the Mississauga Official Plan. Furthermore, the associated Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA', or the 'Amendments') represent an appropriate development for the Subject Lands that is in keeping with the policies and intent of the Provincial Planning Statement, the Region of Peel Official Plan and Mississauga Official Plan. Overall, the proposal will contribute to the achievement of complete communities and transit-supportive development in an appropriate location. It represents good planning for the following reasons:

- The proposed Official Plan Amendment and Zoning By-law Amendment represents appropriate development on the Subject Lands given the existing use of the Site and surrounding context;
- The proposal provides an appropriately designed and compatible redevelopment for the Downtown Cooksville community that will contribute to a compact, mixed-use, transit-supportive development, the provision of local employment opportunities, the provision of new housing options and the achievement of complete community objectives;
- The proposal can be adequately serviced by existing municipal services;
- The proposal will support better use of land, resources and infrastructure;
- The proposed development will not create any adverse impacts to the existing uses or the surrounding area;
- The proposal is in keeping with the character and planned context of Downtown Cooksville community; and,

- The proposal supports new housing options and mixed-use development in a location where mixed-use, transit-supportive development is to be directed.

Yours very truly,
GLEN SCHNARR & ASSOCIATES INC.



Glen Broll, MCIP, RPP
Managing Partner



Stephanie Matveeva, MCIP, RPP
Associate

APPENDIX I / *Official Plan Amendment*

Amendment No. XXX
to
Mississauga Official Plan

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

PURPOSE

The purpose of this Amendment is to amend Schedule 10 to redesignate the Subject Lands and to amend the Downtown Cooksville Character Area to include the Subject Lands as a Special Site.

LOCATION

The lands affected by this Amendment are located on the east side of Hurontario Street, south of Kirwin Avenue. The land is municipally addressed as 3085 Hurontario Street. The Subject Lands are located within the Downtown Cooksville Character Area, as identified in the Mississauga Official Plan.

BASIS

The Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals at the Ontario Land Tribunal.

The Mississauga Official Plan ('MOP') contains a City Structure comprised of Intensification Areas, where growth is encouraged and Non-Intensification Areas, where growth is discouraged within the City. Intensification Areas include Downtowns, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas. Intensification Areas are the principal location for future growth within the City. The Subject Lands are located within the Downtown, within a Major Transit Station Area and along an Intensification Corridor where transit-oriented development is encouraged.

The Subject Lands are currently designated 'Mixed Use'. Permitted uses on the Subject Lands include: commercial parking facility, financial institution, funeral establishment, markerspaces, motor vehicle rental, motor vehicle sales, overnight accommodation, personal service establishment, post-secondary educational facility, residential in conjunction with other permitted uses, restaurant, retail store and secondary office. The Official Plan Amendment is required to redesignate the Subject Lands to 'Residential High Density'.

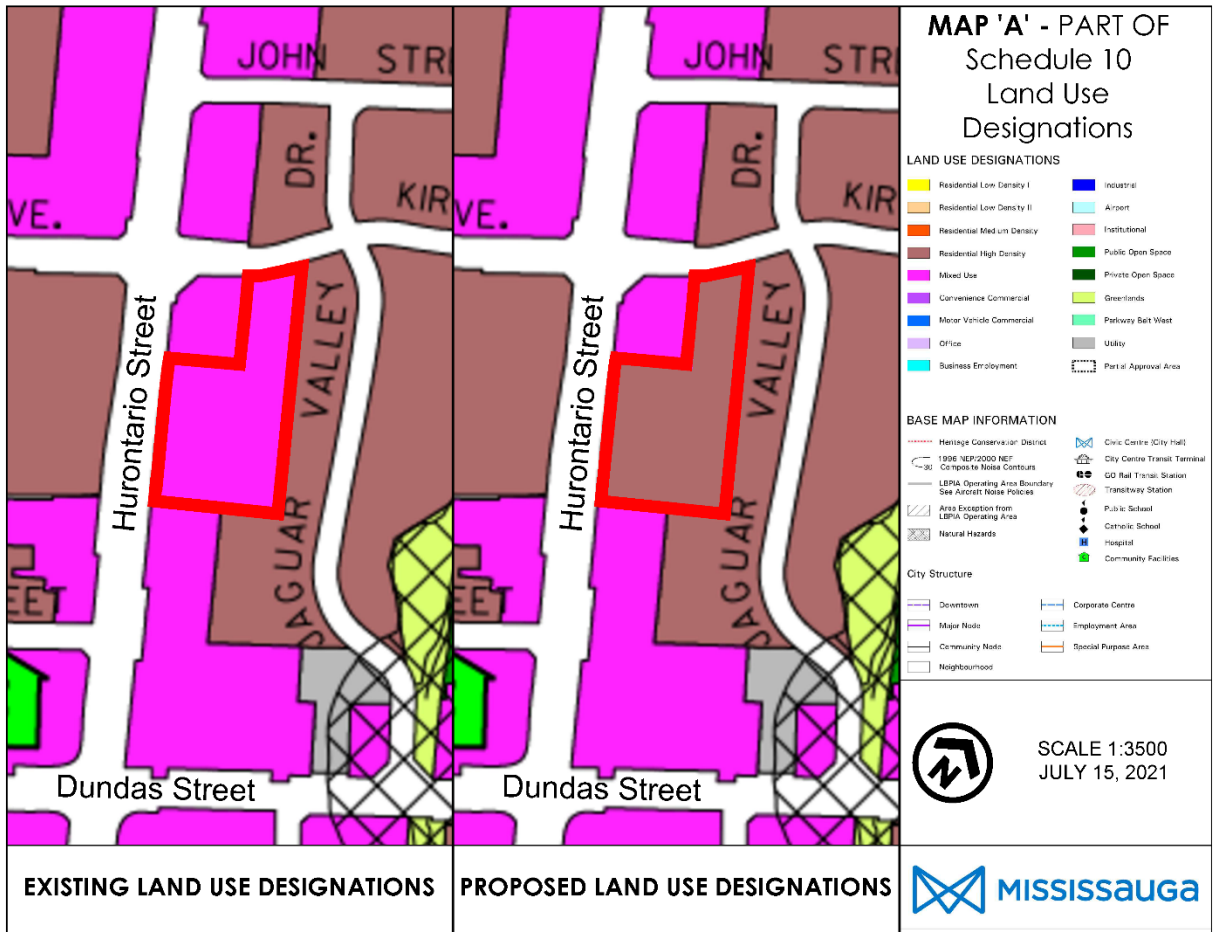
The Subject Lands are located within the Downtown Cooksville Character Area of the MOP. As per the Downtown Cooksville Character Area, a maximum building height of six storeys is permitted on the Subject Lands and a density is not specified. The City requires that a Special Site policy be added to the MOP for increases in proposed building height where intensification is proposed. This Amendment proposes to revise the Downtown Cooksville Character Area to add the Subject Lands as a Special Site. This proposed Special Site policy will permit maximum building heights of up to 39 storeys.

The proposed Official Plan Amendment is to redesignate the Subject Lands to 'Residential High Density – Special Site'. The proposed Official Plan Amendment is acceptable from a planning perspective and should be approved for the following reasons:

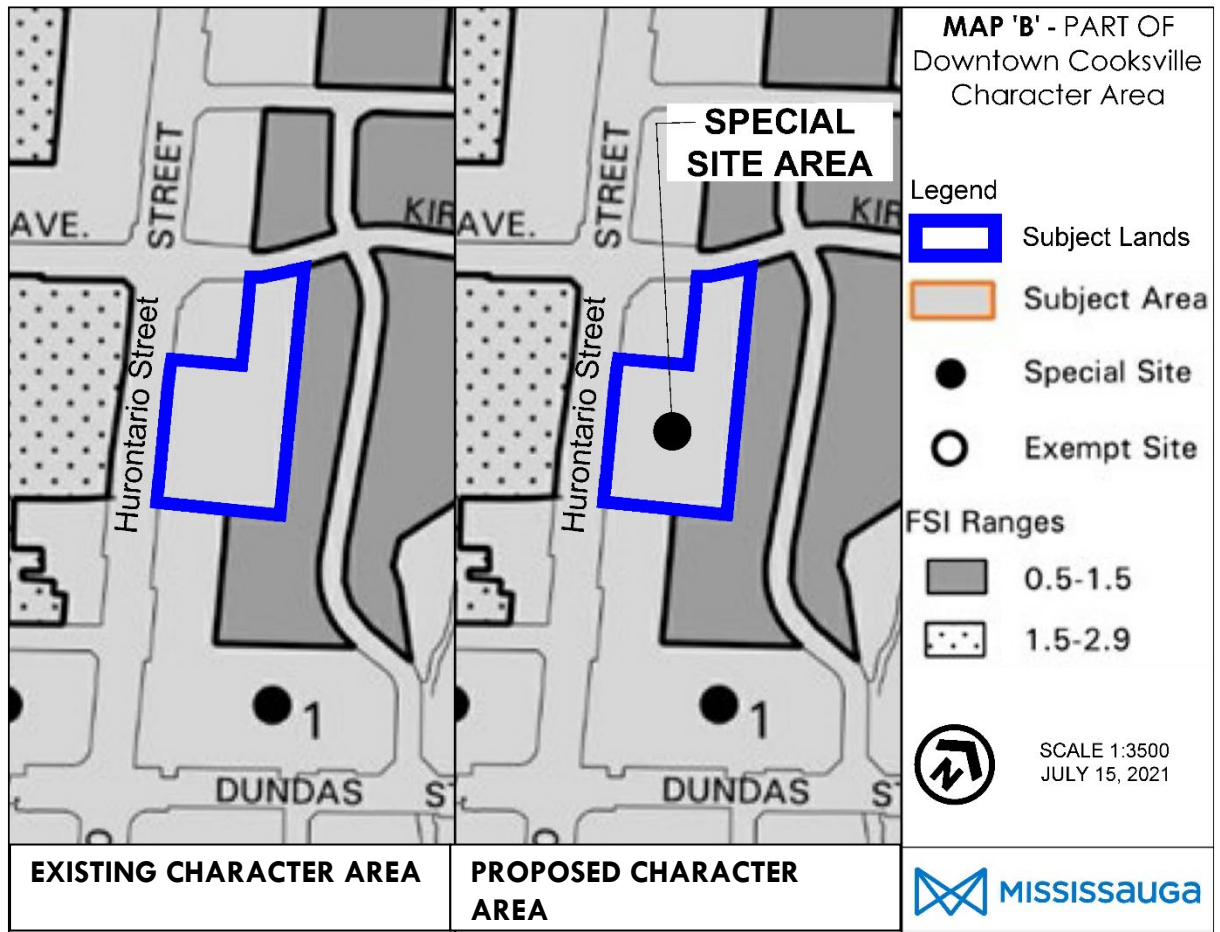
1. The proposed development is consistent with the Provincial Planning Statement (2024) and conforms to and does not conflict with the Region of Peel Official Plan (2022). In addition, the proposed development will bring the Mississauga Official Plan (2024) into consistency with the Provincial Planning Statement and into conformity with the Region of Peel Official Plan as each applies to the Subject Lands. The proposed development represents reinvestment and intensification of an underutilized site and will better utilize transit infrastructure investments.
2. The Subject Lands are located: within an Urban Growth Centre, within a Major Transit Station Area, and within 5-minute walking distance of three higher order transit networks; the Cooksville GO Station, the Hazel McCallion Light Rail Transit Line (currently under construction) network and the future Dundas Street Bus Rapid Transit network. Furthermore, the Subject Lands are located along an Intensification Corridor and a Regional Intensification Corridor. As noted in the Provincial Planning Statement, the Region of Peel Official Plan and the Mississauga Official Plan, Station Areas and Intensification Corridors are areas for intensification and compact, mixed-use, high density development where transit-supportive development should be directed.
3. The proposed development will utilize existing servicing and future servicing can be provided in an efficient manner.
4. With buildings heights of 31 to 39 storeys, the proposal is a transit-supportive development on lands that are well-served by existing and future transit networks, active transportation networks and infrastructure networks. The Subject Lands are also well-served by existing greenspace and service and retail establishments in the area. Bringing additional residents to this otherwise underutilized parcel will bring families and households within comfortable walking distance to an abundance of retail, services and greenspace, contributing toward the goals of a complete, walkable community.
5. The proposed development will improve and contribute towards the Hurontario Street streetscape by providing an animated podiums situated close to the streetline, with a mixture of uses at-grade, directly accessible from the public sidewalk. This will enable an active, main street with high pedestrian activity.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

- Schedule 10, Land Use Designations, of the Mississauga Official Plan, is hereby amended by re-designating the lands to 'Residential High Density'.



- Section 12.4, Downtown Cooksville Character Area, of the 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.



3. Section 12.4.3, Special Site Policies Downtown Cooksville Character Area, of the Mississauga Official Plan, is hereby amended by adding the following:

12.4.3.XX The lands identified as Special Site X are located on the east side of Hurontario Street, south of Kirwin Avenue.

12.4.3.XX Notwithstanding the policies of this Plan, apartment buildings with a maximum height of 39 storeys will be permitted.

12.4.3.XX Notwithstanding the policies of this Plan, a maximum density of 7.75 FSI will be permitted.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, the 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 4, 2024.

INTERPRETATION

The provisions of the 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 the Mississauga Official Plan.

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

WHEREAS in accordance with the provisions of Sections 17 and 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, Council desired to adopt certain amendments to the 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 II / *Zoning By-law Table*

3085 Hurontario Street

City Files: OZ/OPA 21-11 W7

Type of Application: Zoning By-law Amendment

NOTE: Nothing in this document precludes our ability to add and / or change provisions throughout the planning process. We reserve the right to review any final By-law(s) prior to approval.

Notwithstanding the Section(s) outlined under the 'Required Zoning Standard / Regulation', the standard(s) shown under 'Proposed Zoning Standard / Regulation' shall apply.

| BY – LAW SECTION | REGULATION | REQUIRED (RA5 Zone) STANDARD | REQUESTED (RA5-XX) STANDARD |
|------------------|-------------------------------------|--|---|
| 2.1.14.1 | Centreline Setbacks | 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 Subsection, 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 Setbacks Line 12.0 [36 m ROW – 18.0 m + required yard / setback] Line 16.0 [26.0 m ROW – 13.0 m + required yard/setback within 90.0 m of the intersecting centreline of a major intersection] | Delete provision – Lines 12 and 16 of Table 2.1.14.1 shall not apply. Setbacks shall be in accordance with Schedule B attached to this By-law |
| 2.1.30.1 | Rooftop Balcony | A rooftop balcony shall be set back 1.2 m from all exterior edges of a building or structure | Delete provision – a rooftop balcony shall be permitted to be setback 0.0 metres from all exterior edges of a building or structure |
| 3.1.1.4.3 | Parking Space Dimensions | 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 | Provision met |
| 3.1.1.4.5 | Accessible Parking Space Dimensions | Accessible parking spaces are to be provided in two sizes and maintain a 1.5 m wide access aisle abutting the entire length of each parking space: (1) Type A shall have an unobstructed rectangular area with a minimum width of 3.4 m and a minimum length of 5.2 m | Provision met |

| BY – LAW SECTION | REGULATION | REQUIRED (RA5 Zone) STANDARD | REQUESTED (RA5-XX) STANDARD |
|------------------|--|---|---|
| | | <p>(2) Type B shall have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m</p> <p>(3) An access aisle is required to abut each accessible parking space. Where two or more accessible parking spaces are required in accordance with the regulations contained in Table 3.1.3.1 of this By-law, the access aisle may be shared between the accessible parking spaces</p> | |
| 3.1.1.5.1 | Aisles | The minimum aisle width shall be 7.0 m | Provision met |
| 3.1.1.12.1 | Electric Vehicle Ready Parking Spaces | <p>Condominium Apartment, resident parking – 20% of the total required parking space or 1.0 space, whichever is greater</p> <p>Condominium Apartment, visitor parking - 10% of the total required parking space or 1.0 space, whichever is greater</p> <p>Non-residential uses identified in Table 3.1.2.2 of this By-law, with a parking structure with 10 or more parking spaces - 10% of the total required parking space or 1.0 space, whichever is greater</p> | Provision met |
| 3.1.2.1 | Required Number of Parking Spaces for Residential Uses | Precinct 1 Condominium Apartment: 0.8 resident spaces per dwelling unit; 0.20 visitor spaces per unit | <p>Not Applicable. In accordance with Bill 185 and the Site's location within a Protected Major Transit Station Area, no minimum parking is required. Notwithstanding, a minimal parking standard is contemplated to accommodate user demands. It is our opinion that a parking standard does not need to be specified. However, should a parking standard be specified to Staff's satisfaction, the following standard is requested:</p> <p>0.37 condominium resident spaces per dwelling unit; 0.1 shared visitor/non-residential spaces per dwelling unit;</p> |

| BY – LAW SECTION | REGULATION | REQUIRED (RA5 Zone) STANDARD | REQUESTED (RA5-XX) STANDARD |
|------------------|---|--|---|
| | | | Notwithstanding the above, 8 resident spaces may be removed for every 1 car share spaces provided |
| 3.1.2.2 | Required Number of Parking Spaces for Non-Residential Uses | Precinct 1: Animal Care Establishment – 3.0 spaces per 100 square metres GFA-non-residential; Financial Institution – 3.0 spaces per 100 square metres GFA-non-residential; Office – 2.0 spaces per 100 square metres GFA-non-residential; Medical Office – 3.8 spaces per 100 square metres GFA-non-residential; Recreational Establishment – 4.5 spaces per 100 square metres GFA-non-residential; Retail Store – 3.0 spaces per 100 square metres GFA-non-residential; Restaurant, less than or equal to 220 sq m GFA – 3.0 spaces per 100 square metres GFA-non-residential; Take-Out Restaurant – 3.0 spaces per 100 square metres GFA-non-residential; Service Establishment – 3.0 spaces per 100 square metres GFA-non-residential; Other Non-Residential Uses Not Specified – 5.4 spaces per 100 square metres GFA | Not Applicable. See above for further detail |
| 3.1.3.1.B | Required Number of Accessible Parking Spaces | 1 [accessible] space plus 3% of the total | Provision met |
| 3.1.3.1.2 | Accessible Parking Space Dimensions | Where more than one accessible parking space is required: If an even number of accessible parking spaces is required, an equal number of Type A and Type B accessible parking spaces must be provided | Provision met |
| 3.1.4.2. | Required Number of Loading Spaces for Office and / or Medical Buildings | Where the GFA of office and/or medical office uses is less than or equal to 2,350 square metres – no loading spaces are required | Provision met |

| BY – LAW SECTION | REGULATION | REQUIRED (RA5 Zone) STANDARD | REQUESTED (RA5-XX) STANDARD |
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| 3.1.4.3. | Required Number of Loading Spaces | <p>Where required, loading spaces for uses other than office and / or medical office uses, shall be provided in accordance with Table 3.1.4.3 – Required Number of Loading Spaces</p> <p>Where the GFA non-residential is greater than 250 sq m but less than or equal to 2,350 sq m – 1 loading space is required</p> | Provision met |
| 3.1.4.4 | Loading Space Dimensions | Required loading spaces shall have an unobstructed rectangular area with a minimum width of 3.5 m and a minimum length of 9.0 m | Provision met |
| 3.1.4.5. | Required Number of Loading Spaces for Apartment | One (1) loading space per apartment building containing a minimum of 30 dwelling units, shall be required | Provision met |
| 3.1.6.5.1 | Required Number of Bicycle Parking Spaces for Residential Uses | <p>Apartment and stacked townhouse without exclusive garages – 0.6 [Class A] spaces per unit;</p> <p>Apartment and stacked townhouse without exclusive garages – the greater of 0.1 [Class B] spaces per unit; or 6.0 spaces</p> | Provision met |
| 3.1.6.3.1 | Bicycle Parking Dimensions | <p>A bicycle parking space is to be provided in either the following sizes:</p> <p>(1) minimum length of 1.8 m, a minimum width of 0.6 m, and a minimum vertical clearance from the ground of 1.9 m; or</p> <p>(2) minimum clearance from the wall of 1.2 m, minimum width of 0.6 m, and a minimum vertical clearance from the ground of 1.9 m</p> | Delete provision – permit a minimum width of 0.5 m |
| 3.1.6.6 | Required Number of Bicycle Parking Spaces for Non-Residential Uses | <p>Recreational Establishment - 0.1 [Class A] spaces per 100 sq m GFA non-residential; and 0.1 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>Financial Institution - 0.1 [Class A] spaces per 100 sq m GFA non-residential; and 2.0 [Class B] spaces;</p> <p>Restaurant – 0.15 [Class A] spaces per 100 sq m GFA non-residential; and 0.2 [Class B] spaces per 100 sq m GFA-non-residential;</p> | Provision met |

| BY – LAW SECTION | REGULATION | REQUIRED (RA5 Zone) STANDARD | REQUESTED (RA5-XX) STANDARD |
|------------------|-----------------------------------|--|--|
| | | <p>Take-Out Restaurant – 0.15 [Class A] spaces per 100 sq m GFA non-residential; and 0.2 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>Retail Store – 0.15 [Class A] spaces per 100 sq m GFA non-residential; and 0.2 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>Service Establishment - 0.15 [Class A] spaces per 100 sq m GFA non-residential; and 0.2 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>Medical Office - 0.1 [Class A] spaces per 100 sq m GFA non-residential; and 0.1 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>Office - 0.1 [Class A] spaces per 100 sq m GFA non-residential; and 0.1 [Class B] spaces per 100 sq m GFA-non-residential;</p> <p>All other non-residential uses - 0.05 [Class A] spaces per 100 sq m GFA non-residential; and 0.1 [Class B] spaces per 100 sq m GFA-non-residential</p> | |
| 4.1.15.1.1 | Apartment Zones – Additional Uses | Additional uses are limited to a retail store, service establishment, financial institution, office and medical office-restricted | Provision met |
| 4.1.15.1.2 | Apartment Zones – Additional Uses | An additional use shall be contained within an apartment building | Provision met |
| 4.1.15.1.3 | Apartment Zones – Additional Uses | An additional use shall not be permitted above the first storey of an apartment | Provision met |
| 4.1.15.1.4 | Apartment Zones – Additional Uses | Additional on-site parking is not required for additional uses permitted in Sentence 4.1.15.1.1 of this By-law | Delete provision – a shared, co-mingling parking standard is requested. See above for further detail |
| 4.1.21 | Apartment Zones – Height | Notwithstanding any other provisions of this By-law, the calculation of height for apartment, long-term care and retirement buildings and stacked townhouses, shall be exclusive of mechanical or architectural appurtenances such as mechanical equipment, mechanical penthouse, elevator machine rooms, telecommunication equipment and enclosures, parapets, turrets, cupolas, and elevator | Delete provision – permit a maximum height of 7.5 m |

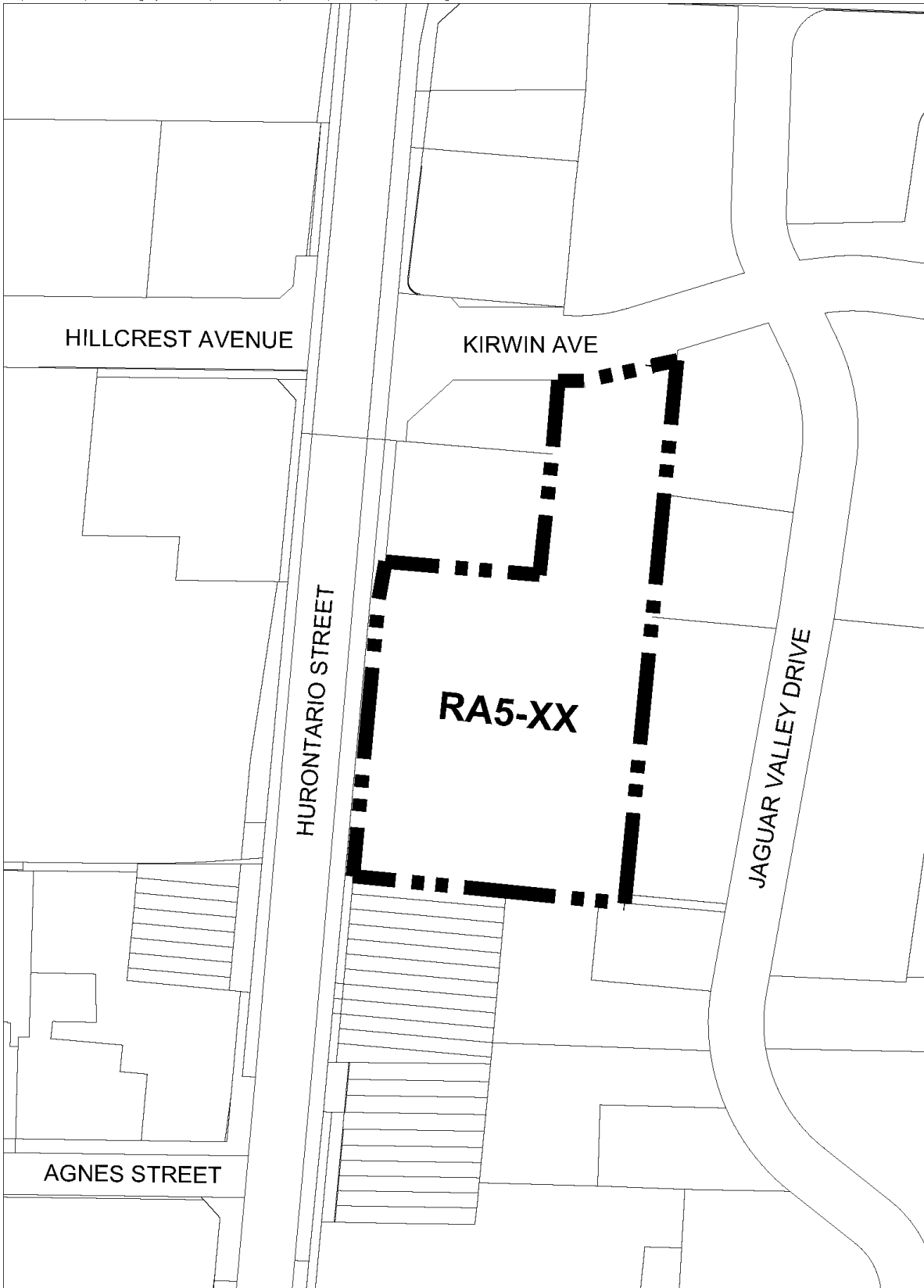
| BY – LAW SECTION | REGULATION | REQUIRED (RA5 Zone) STANDARD | REQUESTED (RA5-XX) STANDARD |
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| | | and stair enclosures, located on the roof of a dwelling provided that the maximum height of the top of such elements is no higher than 6.0 m above the height limit otherwise applicable | |
| 4.15.1 | RA5 – Permitted Uses | Apartment; Long-Term Care Building; Retirement Building | Delete provision - permit the following as accessory uses to Apartment: <ul style="list-style-type: none"> • Animal Care Establishment; • Financial Institution; • Medical Office; • Office; • Service Establishment; • Recreational Establishment; • Retail Store; • Restaurant; • Take-Out Restaurant |
| 4.15.1 | RA5 – Zone Regulations | Minimum lot frontage – 30.0 metres | Provision met |
| 4.15.1 | RA5 – Zone Regulations | Minimum Floor Space Index – Apartment Zone – 1.9 | Provision met |
| 4.15.1 | RA5 – Zone Regulations | Maximum Floor Space Index – Apartment Zone – 2.9 | Delete provision – permit a maximum FSI of 7.75 |
| 4.15.1 | RA5 – Zone Regulations | Maximum Gross Floor Area – Apartment Zone per Storey For Each Storey Above 12 Storeys – 1,000 m ² | Provision met |
| 4.15.1 | RA5 – Zone Regulations | Maximum Height – 77.0 m and 25 storeys | Delete provision – permit building heights up to 39 storeys and in accordance with Schedule B of this By-law. We highlight that for the purposes of zoning, a mezzanine level shall be permitted and this mezzanine level shall not be interpreted as an additional building storey |

| BY – LAW SECTION | REGULATION | REQUIRED (RA5 Zone) STANDARD | REQUESTED (RA5-XX) STANDARD |
|------------------|------------------------|---|--|
| 4.15.1 | RA5 – Zone Regulations | <i>Minimum Front and Exterior Side Yards</i> | |
| 4.15.1 | RA5 – Zone Regulations | For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m | Delete provision – permit front and exterior side yard setbacks in accordance with Schedule B to this By-law. For the purposes of zoning, Kirwin Avenue shall be the front lot line |
| 4.15.1 | RA5 – Zone Regulations | 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 | |
| 4.15.1 | RA5 – Zone Regulations | 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 | |
| 4.15.1 | RA5 – Zone Regulations | For that portion of the dwelling with a height greater than 26.0 m – 10.5 m | |
| 4.15.1 | RA5 – Zone Regulations | <i>Minimum Interior Side Yard</i> | |
| 4.15.1 | RA5 – Zone Regulations | For that portion of the dwelling with a height less than or equal to 13.0 m – 4.5 m | Delete provision – permit an interior side yard setback in accordance with Schedule B to this By-law. |
| 4.15.1 | RA5 – Zone Regulations | For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 6.0 m | |
| 4.15.1 | RA5 – Zone Regulations | 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 | |
| 4.15.1 | RA5 – Zone Regulations | For that portion of the dwelling with a height greater than 26.0 m – 9.0 m | |
| 4.15.1 | RA5 – Zone Regulations | 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 | Not Applicable |
| 4.15.1 | RA5 – Zone Regulations | Where an interior 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 | Not Applicable |

| BY – LAW SECTION | REGULATION | REQUIRED (RA5 Zone) STANDARD | REQUESTED (RA5-XX) STANDARD |
|------------------|------------------------|--|--|
| 4.15.1 | RA5 – Zone Regulations | <i>Minimum Rear Yard</i> | |
| 4.15.1 | RA5– Zone Regulations | For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m | Delete provision – permit a rear yard setback in accordance with Schedule B to this By-law |
| 4.15.1 | RA5 – Zone Regulations | 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 | |
| 4.15.1 | RA5 – Zone Regulations | 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 | |
| 4.15.1 | RA5 – Zone Regulations | For that portion of the dwelling with a height greater than 26.0 m – 15.0 m | |
| 4.15.1 | RA5 – Zone Regulations | 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 | |
| 4.15.1 | RA5 – Zone Regulations | 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 | Not Applicable |
| 4.15.1 | RA5 – Zone Regulations | <i>Encroachments and Projections</i> | |
| 4.15.1 | RA5 – Zone Regulations | 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 | Delete provision - permit a maximum encroachment of 2.0 metres |
| 4.15.1 | RA5 – Zone Regulations | 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 | Provision met |
| 4.15.1 | RA5 – Zone Regulations | 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 – 1.0 m | Delete provision - permit maximum balcony projection of 2.0 metres |

| BY – LAW SECTION | REGULATION | REQUIRED (RA5 Zone) STANDARD | REQUESTED (RA5-XX) STANDARD |
|------------------|------------------------|--|--|
| 4.15.1 | RA5 – Zone Regulations | <i>Minimum Above Grade Separation Between Buildings</i> | |
| 4.15.1 | RA5 – Zone Regulations | For that portion of dwelling with a height less than or equal to 13.0 m – 3.0 m | Delete provision – permit above-grade separation between building in accordance with Schedule B attached to this By-law |
| 4.15.1 | RA5 – Zone Regulations | 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 | |
| 4.15.1 | RA5 – Zone Regulations | 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 | |
| 4.15.1 | RA5 – Zone Regulations | For that portion of dwelling with a height greater than 26.0 m – 15.0 m | |
| 4.15.1 | RA5 – Zone Regulations | <i>Parking, Loading, Servicing Area and Parking Structures</i> | |
| 4.15.1 | RA5 – Zone Regulations | Minimum setback from surface parking spaces or aisles to a street line – 4.5 m | Delete provision – permit drive aisles in accordance with Schedule B of this By-law |
| 4.15.1 | RA5 – Zone Regulations | Minimum setback from surface parking spaces or aisles to any other lot line – 3.0 m | |
| 4.15.1 | RA5 – Zone Regulations | Minimum setback from a parking structure above or partially above finished grade to any lot line – 7.5 m | Not Applicable |
| 4.15.1 | RA5 – Zone Regulations | Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line – 3.0 m | Delete provision – permit a below-grade parking structure setback to any lot line in accordance with Schedule B of this By-law |
| 4.15.1 | RA5 – Zone Regulations | Minimum setback from a waste enclosure / loading area to a street line – 10.0 m | Delete provision – permit a 2.2 m setback to the southern property line |
| 4.15.1 | RA5 – Zone Regulations | Minimum setback from a waste enclosure / loading area to a zone permitting detached and / or semi-detached – 10.0 m | Not Applicable |
| 4.15.1 | RA5 – Zone Regulations | <i>Minimum Landscaped Area, Landscaped Buffer and Amenity Area</i> | |

| BY – LAW SECTION | REGULATION | REQUIRED (RA5 Zone) STANDARD | REQUESTED (RA5-XX) STANDARD |
|------------------|------------------------|--|--|
| 4.15.1 | RA5 – Zone Regulations | Minimum landscape area – 40% of the lot area | Delete provision – permit a minimum landscaped area of 16% of the lot area |
| 4.15.1 | RA5 – Zone Regulations | Minimum depth of a landscape buffer abutting a lot line that is a street line and / or abutting lands with an Open Space, Greenlands and / or Residential Zone with the exception of an Apartment Zone – 4.5 m | Delete provision – permit landscape buffers in accordance with Schedule B to this By-law |
| 4.15.1 | RA5 – Zone Regulations | Minimum depth of a landscape buffer along any other lot line – 3.0 metre | |
| 4.15.1 | RA5 – Zone Regulations | Minimum amenity area – the greater of 5.6 m ² per dwelling unit or 10% of the site area | Delete provision – permit 4.3 m ² of amenity area per dwelling unit |
| 4.15.1 | RA5 – Zone Regulations | Minimum percentage of total required amenity area to be provided in one contiguous area – 50% | Delete provision – permit no minimum percentage of amenity areas to be provided in one contiguous area |
| 4.15.1 | RA5 – Zone Regulations | Minimum amenity area to be provided outside at grade – 55.0 m ² | Provision met |

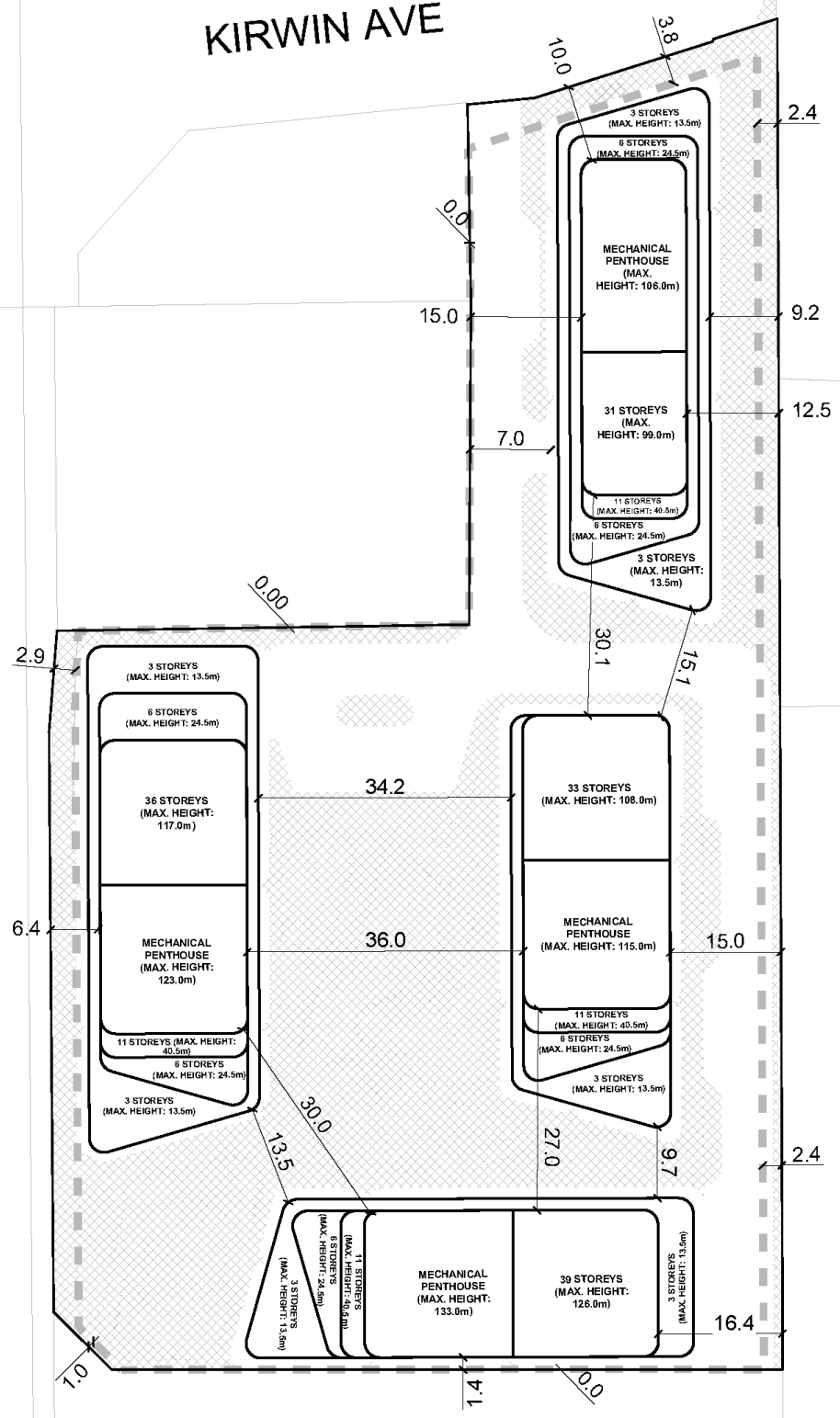


PLAN OF SURVEY OF LOT 15, CONCESSION 1 NORTH
OF DUNDAS STREET, PART OF BLOCKS A AND B,
REGISTERED PLAN 645 AND PART OF VILLAGE LOT 9,
SAVIGNEY'S PLAN OF COOKSVILLE (PLAN TOR-12)
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE "A" TO
BY-LAW _____
PASSED BY COUNCIL

KIRWIN AVE

HURONTARIO STREET



NOTES:

- ALL MEASUREMENTS ARE IN METRES AND ARE MINIMUM SETBACKS, UNLESS OTHERWISE NOTED.
- HEIGHT MEASURED BASED ON THE CALCULATION OF ESTABLISHED GRADE.

LEGEND

- BUILDABLE AREA
- LIMIT OF PARKING STRUCTURE
- LANDSCAPE BUFFER

**SCHEDULE 'RA5-XX'
MAP XX**

