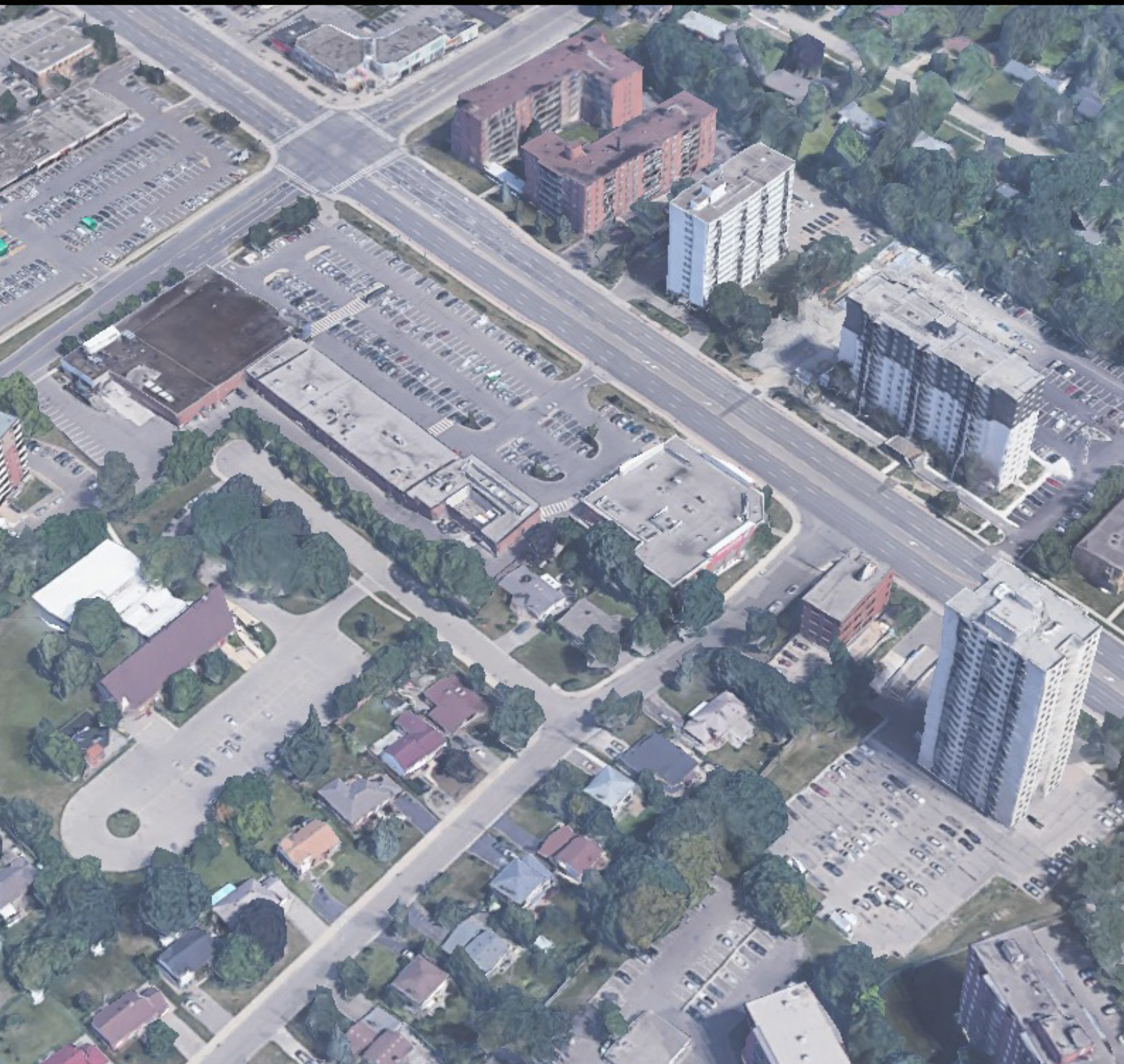


**PLANNING  
JUSTIFICATION  
REPORT**

**2463 & 2469 MIMOSA ROW, MISSISSAUGA | SEPTEMBER 2024**





Sajecki Planning Inc.

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## TABLE OF CONTENTS

<b>1.0 Introduction</b>	<b>8</b>
<b>2.0 Site and Surroundings</b>	<b>10</b>
2.1 Subject Site	11
2.2 Planning History	11
2.3 Surrounding Land Uses	13
2.4 Surrounding Development Applications	14
2.5 Transportation Network	16
<b>3.0 Proposal</b>	<b>20</b>
3.1 Development Overview	21
3.2 Required Approvals	24
3.3 Public Consultation	24
<b>4.0 Policy and Regulatory Context</b>	<b>26</b>
4.1 Overview	27
4.2 Planning Act R.S.O. 1990, c. P.13	27
4.3 Provincial Policy Statement	27
4.4 A Place to Grow: Growth Plan for the Greater Golden Horseshoe	29
4.5 Region of Peel Official Plan	32
4.6 City of Mississauga Official Plan	36
4.7 City of Mississauga Zoning By-law 0225-2007	44
4.8 Additional Considerations	45
<b>5.0 Supporting Studies and Reports</b>	<b>46</b>
5.1 Traffic Impact Study	47
5.2 Acoustical Feasibility	47
5.3 Tree Inventory and Preservation Plan Report	48



5.4 Functional Servicing and Stormwater Management Report	48
5.5 Phase One Environmental Site Assessment	48
5.6 Low Impact Design Features	49
<b>6.0 Planning Analysis</b>	<b>50</b>
6.1 Complete Community	51
6.2 Compatible and Attractive Built Form and Design	51
6.3 Appropriate Height and Density	51
6.4 Transit-Supportive Development	52
<b>7.0 Conclusion</b>	<b>54</b>
 <b>APPENDICES</b>	
Appendix A - Submission Requirements Checklist	
Appendix B - Draft Official Plan Amendment	
Appendix C - Draft Zoning By-law Amendment	

## FIGURES

Figure 1   Aerial Photo of Subject Site	11
Figure 2   Context Map	12
Figure 3   Schedule 5- Long Term Road Network (MOP)	16
Figure 4   Hazel McCallion Line Route (LRT)	17
Figure 5   GO Transit System Map	18
Figure 6   MiWay System Map	19
Figure 7   Proposed Site Plan	21
Figure 8   Proposed North and East Elevations	22
Figure 9   Proposed South and West Elevations	22
Figure 10   Region of Peel Official Plan - Schedule E-1 - Regional Structure	33
Figure 11   Region of Peel Official Plan - Schedule E-2 - Strategic Growth Areas	34
Figure 12   Region of Peel Official Plan - Schedule F-1 - Rapid Transit Corridors	35
Figure 13   Region of Peel Official Plan - Schedule F-2 - Major Road Network	36
Figure 14   Schedule 1 - Urban System (MOP)	37
Figure 15   Schedule 9 - Character Areas (MOP)	38
Figure 16   Schedule 2 - Intensification Areas (MOP)	38
Figure 17   Schedule 6 - Long Term Transit Network (MOP)	40
Figure 18   Schedule 7 - Long Term Cycling Routes (MOP)	40
Figure 19   Schedule 10 - Land Use Designations (MOP)	43
Figure 20   Schedule 11 - (MOPA 144)	44

## TABLES

Table 1 - Surrounding Development Applications	14
Table 2 - Summary of Site Statistics	23

**1.0**

INTRODUCTION

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We have been retained by Foxmar Development Ltd. (the owners) to prepare this Planning Justification Report. This Planning Justification Report has been prepared in support of applications to amend the City of Mississauga Official Plan (2024) and Zoning By-law No. 0225-2007 with respect to the lands municipally known as 2463 and 2469 Mimosa Row (the “subject site”). The subject site is in Ward 7 of the City of Mississauga, on the northeast corner of Mimosa Row and Floradale Drive, in the first block west of Hurontario Street. The subject site is located a comparable distance between both Dundas Street (approximately 430 metres) in the north and the Queensway (approximately 512 metres) in the south. As part of the Hazel McCallion Light Rail Transit (LRT) line (running north to south along Hurontario Street), LRT stops will be located at both Dundas Street and the Queensway. Located approximately 1,000 metres (1.0 kilometres) to the north of the subject site is the Cooksville GO Station. The subject property is 1,438.34 m<sup>2</sup> (0.35 acres) and is currently occupied by two (2) one-storey single detached dwellings.

Located within the Downtown, Intensification Corridor, and Protected Major Transit Station Area (“PMTSA”), the property is also designated “Residential Low Density I” in the City of Mississauga Official Plan (March 2024 office consolidation). It is zoned “R3” Residential in the City of Mississauga Zoning By-law 0225-2007.

This Planning Justification Report supports applications to amend the City of Mississauga Official Plan and Zoning By-law to permit six (6) 3-storey (10.70 m) townhouses. The six (6) townhouses contain six (6) dwelling units and a total GFA of 1,113.33 m<sup>2</sup>.

The purpose of this Planning Justification Report is to provide:

- A review of the applicable Provincial, Regional, and Municipal planning policy and regulatory frameworks;
  - An explanation of the proposed built form uses and other development statistics;
  - A summary of all supporting studies and technical reports; and,
  - A description and justification of the proposed amendments to the City of Mississauga Official Plan and Zoning Bylaw 0225-2007.
- A Development Application Review Committee (“DARC”) meeting was held on November 18th, 2020 to establish submission requirements for Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) applications. DARC 20-272 provides a submission requirements checklist for the applications. Furthermore, as part of the Pre-application process a meeting was held with the public and Councillor Dipika Darmela on September 20, 2023. Summaries of technical reports and studies completed to support the OPA and ZBA applications are provided in Section 5.0 of this report.
- An overview of the subject property and local context;

# 2.0

## SITE AND SURROUNDINGS

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## 2.1 Subject Site

The subject site is in Ward 7 of the City of Mississauga, on the northeast corner of Mimosa Row and Floradale Drive, in the first block west of Hurontario Street. The legal description is PLAN 500 LOT 1 for 2463 Mimosa Row and PLAN 500 LOT 2 for 2469 Mimosa Row.

The subject site is located a comparable distance between both Dundas Street (approximately 430 metres) to the north and the Queensway (approximately 512 metres) to the south. As part of the Hazel McCallion Light Rail Transit (LRT) line (running north to south along Hurontario Street), LRT stops will be located at both Dundas Street and the Queensway. Located approximately 1,000 metres (1.0 kilometres) to the north of the subject site is the Cooksville GO Station.

The subject site is rectangular in shape with a lot area of approximately 1,438.34 m<sup>2</sup> (0.14 ha). The frontage along Mimosa Row is approximately 36.12 metres and the frontage along Floradale Drive is 28.46 metres. The subject site is currently occupied by two single-detached dwellings. The subject site is not listed on the heritage register and is not a designated heritage site.

## 2.2 Planning History

There are no previously approved Official Plan or Zoning By-law amendments pertaining to the subject site. An application for Minor Variance was approved in 1972 to permit an addition to the existing single-detached dwelling at 2463 and 2469 Mimosa Row.

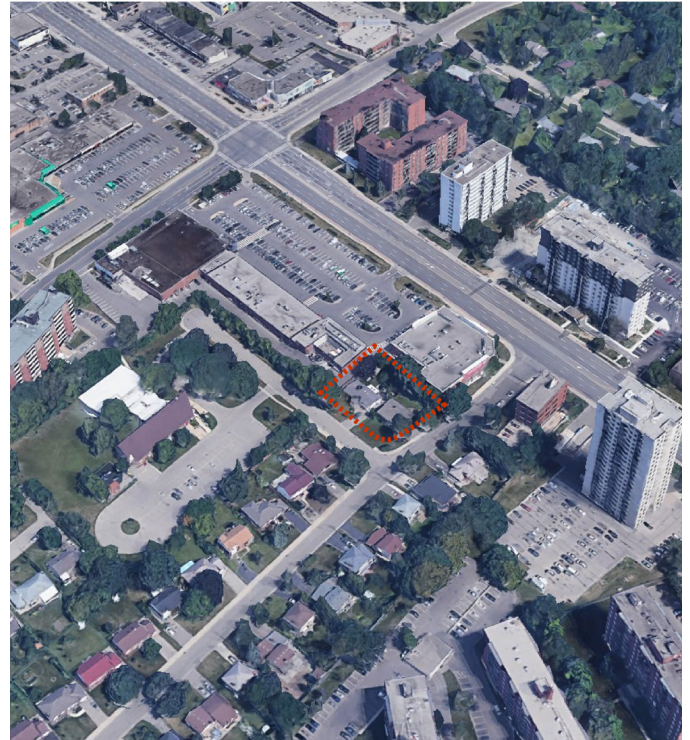


Figure 1 | Aerial Photo of Subject Site



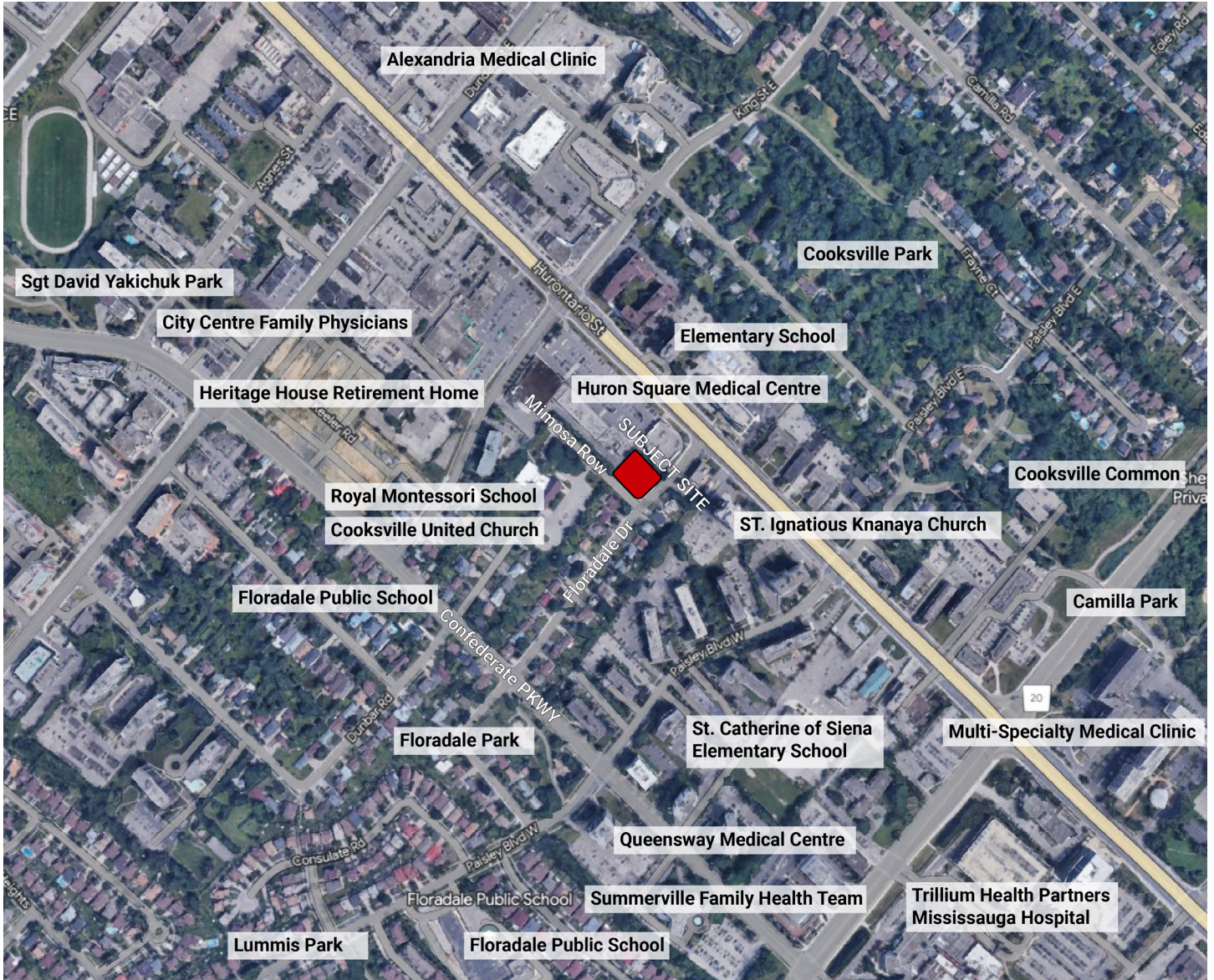


Figure 2 | Context Map



## 2.3 Surrounding Land Uses

### 2.3.1 Immediate Surroundings

The subject site is located in a mixed-use neighbourhood within the Queensway PMTSA. A commercial plaza is located to the north and east, fronting Hurontario Street. Properties to the south and west include single-detached dwellings.

**North of subject site:** Directly north of the subject site is a one-storey commercial plaza located at the southwest corner of the Hurontario Street and King Street West intersection.

**East of subject site:** To the east is a portion of the commercial plaza consisting of a retail store and pharmacy. Hurontario Street is approximately 72 metres east of the subject site.

**South of subject site:** South of the subject site, along Floradale Drive, are single-detached dwellings and a medical centre.

**West of subject site:** Cooksville United Church, Extraordinary Church, Royal Montessori School and a Tai Chi School are located to the west. Properties to the west also include single-detached dwellings.

### 2.3.2 General Surroundings

#### Cooksville Neighbourhood

The Cooksville neighbourhood is characterized by a mix of land uses and building typologies. Low, mid-, and high-rise residential apartments and several commercial plazas are located along Hurontario Street, including buildings with heights over 20 storeys. West of Confederation Parkway and east of Camila Road, the built form consists primarily of single-detached and semi-detached dwellings.

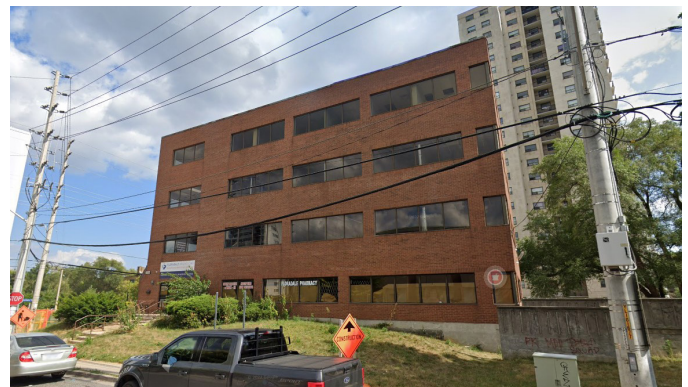
Cooksville includes a variety of community amenities –most notably the Trillium Health Partners Mississauga Hospital (Trillium Hospital), located approximately 600 metres south of the subject site.



View of subject site from intersection of Mimosa Row and Floradale Drive



View of adjacent building to the North



View of commercial plaza to the East

The Trillium Hospital is a critical care hospital that provides a full range of acute care hospital services and a variety of community-based, highly specialized programs. Other community amenities include parks, trails, and recreational facilities. Parks nearest to the subject site include Floradale Park, Cooksville Park, Iggy Kaneff Park and Gordon Lummis Park. Floradale Public School is 500 metres west of the subject site and TL Kennedy Public School is 650 metres to the north. The Cooksville Library is located 450 metres to the north. Hurontario Street is lined by a significant number of restaurants, retail, and service commercial uses.

## 2.4 Surrounding Development Applications

Table 1 outlines active and recently approved development applications within 900 metres of the subject site. Information provided includes the approximate distance from the subject site, a description of the proposed development, and the status of the application.



View of single detached dwellings to the South



View of church to the West

Table 1 - Surrounding Development Applications

Address	Approximate Distance from Subject Property	City File No.	Description	Status
2444 Hurontario Street	70m	OZ 20/010 W7	31 storey apartment building with 215 dwelling units and 3 ground floor live/work units	Under review
2512, 2522, and 2532 Argyle Road	590m	OZ/OPA 18 17	101 back to back stacked townhouse units within 4 blocks on a private road	OLT Appeal
2570 - 2590 Argyle Road	650m	OZ 20 17	A new 15 storey apartment building with 250 dwelling units. The two existing apartment buildings will remain.	Under review

Address	Approximate Distance from Subject Property	City File No.	Description	Status
255 Dundas Street West	815m	OZ 21-004 W7	14 storey apartment building with 393 dwelling units and 1293 square metres of ground floor commercial/office space	Under review
189 Dundas Street West	675m	OZ/OPA 21 9 and SP 22 162	3 residential apartment buildings of 18-, 20- and 32- storeys, featuring 966 units and ground floor retail	Under review
65-71 Agnes Street	600m	OZ/OPA 22-017 W7	OPA and ZBA applications for a 29 storey apartment. A total of 379 dwelling units are proposed.	Under review
3085 Hurontario Street	750m	OZ/OPA 21-8 W7	OPA and ZBA applications for 1,081 dwelling units and 1,025 m <sup>2</sup> of ground floor commercial space within 2 podiums and 4 towers. Proposal includes 9- and 30-storey towers above a 7 storey podium, and 33- and 35-storey towers above a 9-storey podium.	Under review
3016, 3020, 3026 & 3032 Kirwin Avenue and 3031 Little John Lane	775m	OZ 21-004 W7	Application to permit 8-storey apartment building with 148 units.	Under review
60 Dundas Street East	500m	OZ/OPA 22-16 W7	OPA and ZBA applications for high density residential use consisting of three towers (36-, 33- and 29-storeys) and ground floor commercial uses. A total of 1,224 dwelling units are proposed.	Under review



Address	Approximate Distance from Subject Property	City File No.	Description	Status
0 King Street East, 0 Camilla Road and 2487 Camilla Road	660m	OZ 21/003 W7 and T-M21002 W7	9 freehold detached dwellings and 15 detached dwellings on a common element condominium road	Under review
100 Queensway West	700m	SP 22-2 W7 and SP 21-156 W7	Proposals for a 22-storey hospital tower and 8-storey parking structure	Under review

## 2.5 Transportation Network

The subject site is located within the Downtown, along the Hurontario Street Intensification Corridor, and within the Queensway PMTSA as identified on Schedule 2: Intensification Areas of the City of Mississauga Official Plan (2024)(MOP). The following subsections outline the transportation network that connects the subject site to other parts of Mississauga and the wider region.

### 2.5.1 Road Network

**Mimosa Row** is a 145-metre-long cul-de-sac that runs north-south. It is two-lanes and provides vehicular access to the Cooksville United Church, Extraordinary Church, Royal Montessori School and a Tai Chi School from Floradale Drive.

**Floradale Drive** is a local road that runs east-west. It is a two-lane road that extends west from Hurontario Street, past Confederation Parkway and meets Paisley Boulevard West to the south. Intersections with other streets have stop signs to control traffic.

**Hurontario Street** runs north south and is identified in the MOP as an Arterial Road (Schedule 5: Long Term

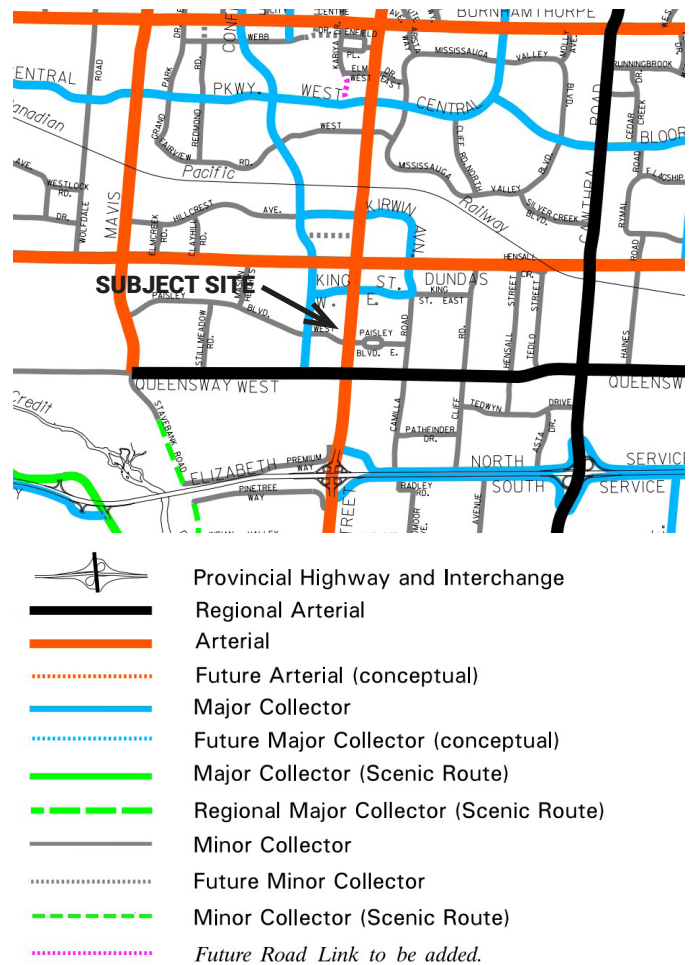


Figure 3 | Schedule 5- Long Term Road Network (MOP)



Road Network). It has a right-of-way of 35 metres (MOP Schedule 8: Designated Right-of-Way) adjacent to the subject site. In this location, Hurontario Street is six lanes wide with dedicated left-turn lanes at all intersections.

Hurontario Street is undergoing significant changes, with the construction of higher-order transit in the form of the LRT line, and future primary on-road/ boulevard cycling route (MOP Schedule 7: Long-Term Cycling Routes). As part of the road network, Hurontario Street will continue to play an important and ever-expanding role, providing connections to downtown Mississauga and east-west routes such as Lakeshore Road and the QEW Expressway.

### 2.5.2 Transit Network

#### Light Rail Transit Services

Hurontario Street will be served by the Hazel McCallion Light Rail Transit (LRT) line. The LRT Stations closest to the subject site are located at Queensway and Dundas Street. The LRT will run along Hurontario Street in Mississauga and Brampton and fully integrate with municipal and regional transit systems. The project, valued at \$4.6 billion, includes 18 kilometres of new dedicated rapid transit between Port Credit GO Station in Mississauga to the Gateway Terminal at Steeles Avenue in Brampton. The LRT will feature 19 stops and connect to major transit systems, including GO Transit (Milton and Lakeshore West lines), the Mississauga Transitway, future Dundas BRT, Brampton Transit, ZUM, and MiWay. Construction of the Hurontario LRT is underway, expected to be completed in Fall 2024. The LRT project is the third project to include Metrolinx's Community Benefits program to help contribute to neighborhood improvements.

#### GO Train Services

The Cooksville GO Station is located approximately 1.0 kilometres north of the subject site. The GO Station services the Milton Line, which runs east in



Figure 4 | Hazel McCallion Line Route (LRT)

the morning and west in the afternoon, providing week-day rush-hour service between Milton and Toronto. Metrolinx recently completed the Milton Line GO Expansion project in April 2023, providing service improvements, including 30% more trips, 15-minute rush-hour service and 3 transit hub connections for the Milton Line.

**Bus Rapid Transit Services**

The City of Mississauga and Metrolinx are currently planning the Dundas Street Bus Rapid Transit (BRT) route, which is identified as an in-development rapid transit project in the Metrolinx 2041 Regional Transportation Plan. The 48-kilometre route is proposed along Dundas Street from Highway 6 in the City of Hamilton to the Kipling Transit Hub in the City of Toronto.

The BRT route is proposed to provide a direct east-west link to transit corridors in Mississauga with service every three minutes during peak periods and ten minutes during off-peak periods, according to the Dundas Connects Master Plan. Construction of the first BRT segment is expected to begin in 2025.

**Bus Services**

The subject site’s proximity to Hurontario Street, Dundas Street and Queensway offers a high level of transit accessibility via bus routes, including:

- 1 **Dundas** runs east-west on Dundas Street and features 62 stops between Laird Road West at Ridgeway Drive and Kipling Terminal Platform 16. This bus route provides all-day service, seven days a week.
- 2 **Hurontario** runs north-south on Hurontario Street and features 29 stops between Port Credit GO Station and City Centre Transit Terminal. This bus route provides all-day service, seven days a week.
- 4 **Sherway Gardens** runs east-west, featuring 44 stops departing from Cooksville GO Station Platform



Figure 5 | GO Transit System Map

7 to Sherway Gardens Bus Terminal. This bus route provides all-day service, seven days a week.

**28 Confederation** runs north-south from Queensway at Trillium Hospital to City Centre Transit Terminal Drop Off and features 29 stops. This bus route provides all-day service, seven days a week.

**103 Hurontario Express** runs between Queensway at Trillium Hospital and Brampton Gateway Terminal, featuring 18 stops. This bus route provides all-day service, seven days a week.



**MiWay Route Service Types**

- Regular Route
- Monday to Friday Route
- Rush Hour (Peak) Route
- Non-Rush Hour (Off Peak) Route
- MiExpress Route All Day Service
- MiExpress Route AM/PM Rush Hour Service
- Route Number

**Connecting Transit Services**

- Oakville Transit Route
- Brampton Transit Route
- TTC Bus Route
- TTC Subway & Station
- GO Train & Station
- Clearbus

**Map Symbols**

- Major Transit Terminal
- Transitway Station
- Mississauga Transitway
- Key Transit Stops

Figure 6 | MiWay System Map

**3.0**

PROPOSAL

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### 3.1 Development Overview

The proposal contemplates to redevelop the subject site with six (6) 3-storey residential townhouses (Figure 7). A total GFA of 1,668.68 m<sup>2</sup> (17,961.52 ft<sup>2</sup>) with a total Floor Space Index of 1.16 times the area of the lot. Located off of Mimosa Row are six (6) side-by-side driveways which will access the integral garages for each unit. Each of the units will have an individual rear yard space which will be located to the east of the property.

Six (6) side-by-side driveways will be located fronting onto Mimosa Row. These driveways will provide access to the integral garage units located at grade along the midpoint of each dwelling. In total six (6) parking spaces will be provided.

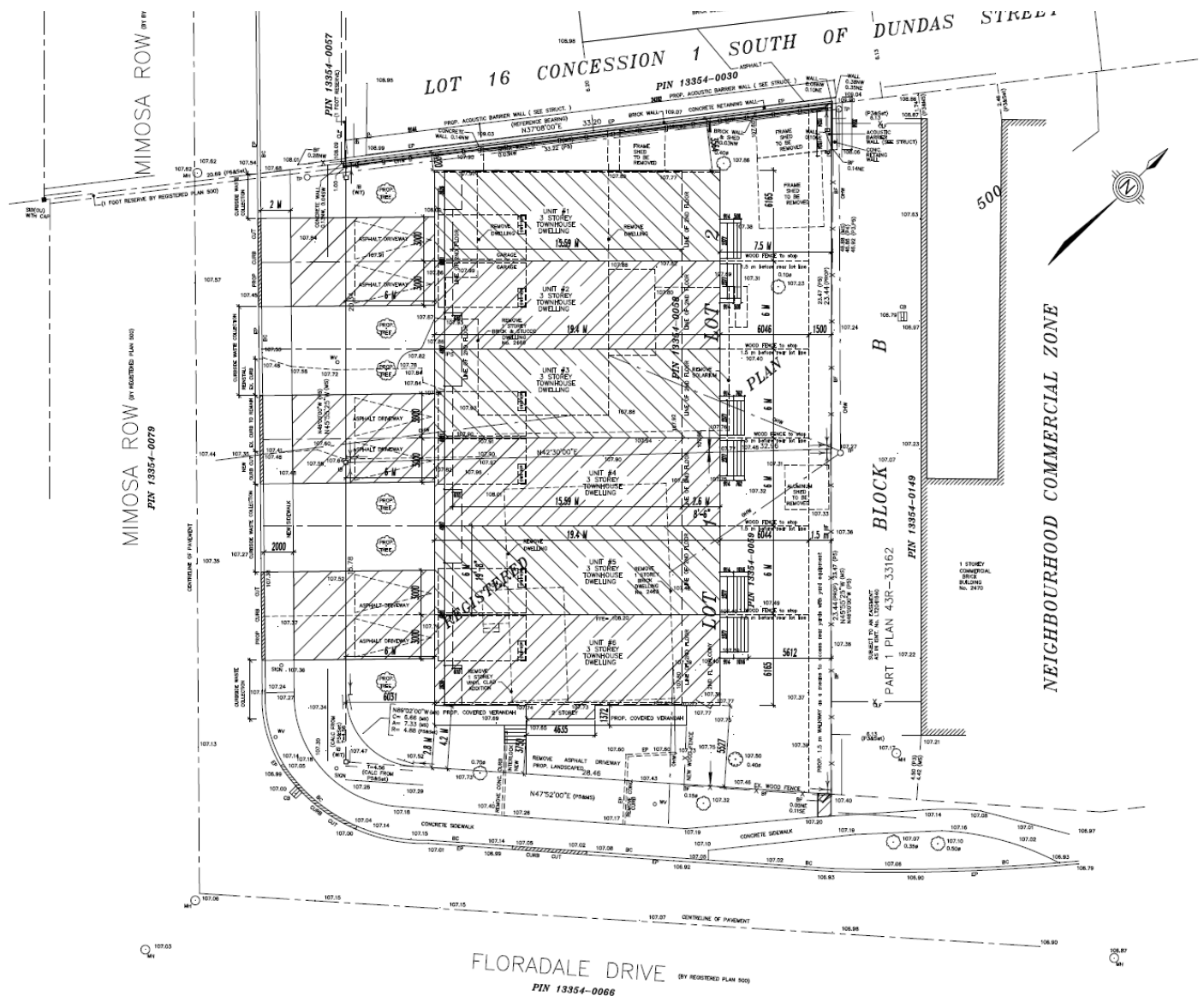


Figure 7 | Proposed Site Plan



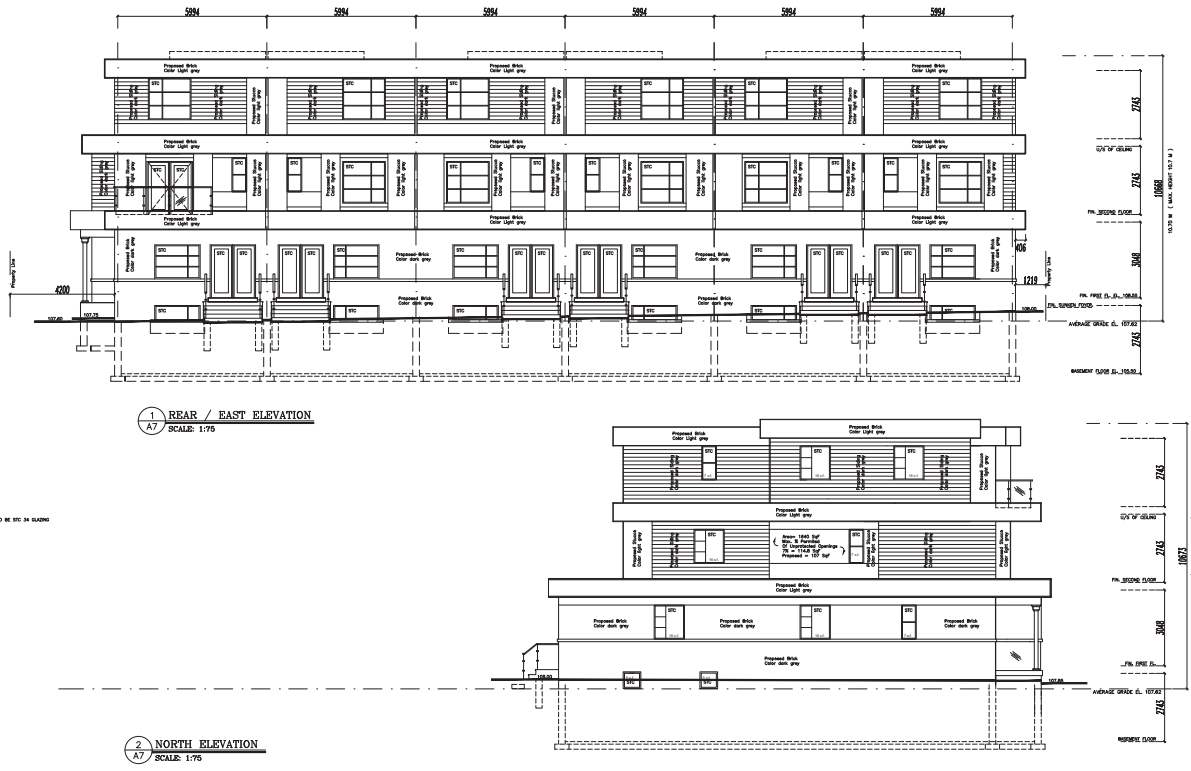


Figure 8 | Proposed North and East Elevations



Figure 9 | Proposed South and West Elevations

**Table 2 - Summary of Site Statistics**

<b>Site Area</b>	1,438.34 m <sup>2</sup> (0.14 hectares)
<b>Height (floors / m.)</b>	3-storeys – 10.70 metres
<b>Gross Floor Area (GFA)</b>	1,668.68 m <sup>2</sup> (17,961.52 ft <sup>2</sup> )
<b>Number of Residential Units</b>	Six (6)
<b>Floor Space Index (FSI)</b>	1.16
<b>Parking Spaces</b>	Six (6) integral garages

Table 2 provides a summary of the proposed site statistics.

The following sub-sections outline the proposed built form, landscaping and streetscaping improvements, amenity areas, access points and internal circulation.

### Site Layout and Pedestrian Circulation

The proposal will address Mimosa Row as the building frontage. A driving force behind the site layout is its location between the existing plaza and the residential neighbourhood. The townhouses provide a transition between the residential neighbourhood to the west and south, and to plaza to the west.

Main entrances to residential along the street edges, with additional entrances accessible from the Floradale Drive side lot line. Enhancements to existing sidewalks are proposed along all public streets and the interface with the subject site to create a pedestrian-friendly environment for residents, workers, and community members

### Built Form

The proposed built form features one (1) building at the north and south portions of the site. At the ground floor are the entrances to the townhouse units and driveways towards the Mimosa Row. The location of residential entrances encourages an animated

public realm and a pedestrian-friendly environment. The private outdoor amenity areas will be located away from Mimosa Row and will be split up via wood fences.

Appropriate setbacks and separation distances have been provided, and the buildings have been designed to mitigate the potential impacts of wind, noise, and shadows. The proposal contemplates a height of 3-storeys which will have minimal impacts on shadowing.

### Landscaping and Streetscaping Improvements

The public realm and streetscapes along Mimosa Row and Floradale Drive will interface with adjacent residential neighbourhood and will be upgraded in accordance with City standards and consistent with existing and planned streetscapes in the neighbourhood. Additionally, the front yard of the proposal will include generous landscaping and area for one (1) mature tree planting per lot. A total of nine (9) existing trees are to be protected / injured and are to be integrated into the proposal.

### Open Space

Each unit will have it's own outdoor space located in the rear (east) yard. These outdoor spaces will be separated by a wooden fence. The front yard of the proposal will integrate well with the existing Public ROW along both Mimosa Row and Floradale Drive.

### Servicing and Vehicle Access

There will be three (3) entry points (six (6) driveways) from Mimosa Row proposed to facilitate vehicular access to the integral garages. The integral garages will allow for vehicles to be parked out-of-site and well hidden within the townhouse dwellings.



### 3.2 Required Approvals

The subject property is designated Residential Low Density 1 on Schedule 10 – Land Use Designations; and it is within the Downtown, and an Intensification Corridor on Schedule 1 – Urban System of the City of Mississauga Official Plan (MOP). The proposal complies with the relevant policies related to the Downtown and being within an intensification area. The proposal contemplates townhouse uses for the site. Under the Residential Low Density 1 designation townhouse uses are not permitted. Therefore, an Official Plan Amendment is required to permit the townhouse uses.

City of Mississauga Zoning By-law 0225-2007 zones the property Residential - Detached Dwellings (R3), which permits solely the built form of detached dwellings. A Zoning By-law Amendment (“ZBA”) is required to rezone the site to reflect the proposed development, and to permit the proposed performance standards including height, density and parking ratios (see Appendix 2). The property would be rezoned to the RM4 Zone (Townhouses).

A Site Plan Approval application will be required but will be submitted at a later date.

### 3.3 Public Consultation

The public consultation approach will follow regulations outlined in the Planning Act and City of Mississauga OPA and ZBA processes.

Stakeholders and the public will be engaged throughout the development process via written channels, statutory meetings, Ward meetings and informal meetings. These will be planned to take place either in-person or virtually depending on public health requirements.

All application materials will be made available both online and in-person, and an application notice sign will be posted on the subject site and updated throughout the development process. A DARC 1 meeting was held on November 18th, 2020. The submission requirements identified in the submission checklist following this meeting still apply (as per email correspondence from Michael Pebesma submitted with this application). As part of the pre-application process a Public Meeting held with the Councillor was required. This meeting was held on September 20, 2023 at the Huron Recreation Centre. All requirements of the pre-application process have been satisfied.

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# 4.0

## POLICY AND REGULATORY CONTEXT

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## 4.1 Overview

The following sub-sections provide an overview of Provincial, Regional, and Municipal planning policies that inform development on the subject site. This discussion outlines how the proposed development is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe and ROP, and is consistent with the direction and policy framework of the MOP.

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

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

- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services, and waste management services;
- (h) the orderly development of safe and healthy communities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (k) the adequate provision of employment opportunities;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and,

- (r) the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

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

### Summary

The proposed development of the subject lands is consistent with the Planning Act and has regard to matters of provincial interest.

## 4.3 Provincial Policy Statement

The Provincial Policy Statement (2020) (PPS) was issued under Section 3 of the Planning Act and came into effect on May 1, 2020, replacing the PPS issued April 30, 2014. The PPS sets the foundation for regulating the development and use of land by providing policy direction on matters of provincial interest. All planning decisions in Ontario must be consistent with the PPS, per Section 3(5) of the Planning Act.

Section 1 of the PPS provides policies for building strong and healthy communities. Policy 1.1.1 encourages efficient development and land use patterns that prevent settlement area expansion, an appropriate range and mix of residential and employment uses, and cost-effective development patterns to minimize land consumption and servicing costs.

The subject site is located within a settlement area and built-up area according to Schedule E-1 of the Region of Peel Official Plan, 2022 (RPOP). The PPS states that settlement areas should be the focus of growth and development (Policy 1.1.3.1). Land use patterns within these areas should feature opportunities for intensification and have a density and mix of land uses that efficiently use land and

resources, are appropriate for planned or available infrastructure, support active transportation, and are transit-supportive (Policy 1.1.3.2).

The proposed development implements a land use pattern that efficiently uses the land and surrounding resources. The proposed residential units support the existing transit and active transportation network. With adequate water and sanitary servicing as outlined in the Functional Servicing Report, the proposed development will make efficient use of existing municipal services and infrastructure.

Section 1.4 provides a framework for housing by encouraging an appropriate range and mix of housing types and densities. Policy 1.4.3 states:

*“Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by: ...*

*c) 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;*

*d) 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;*

*e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*

*f) 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.”*

Infrastructure and public service facilities are outlined in Section 1.6 of the PPS, with transportation systems provided in Policy 1.6.7. The PPS promotes a land use pattern, density, and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (Policy 1.6.7.4).

The Functional Servicing Report outlines that the subject site is serviced by existing municipal services and infrastructure, including public transit. Hurontario Street, being located less than 100 metres from the subject site, is an arterial road and a higher-order transit corridor, with LRT construction underway. Hurontario Street will incorporate on-road cycling lanes to encourage alternative means of active modes of transportation. The entrance to the Cooksville GO Station is located less than 1.10 kilometres to the north of the subject property. Cooksville is a walkable community with a range of public and private amenities within a walkable distance of the subject property. Therefore, the subject property is well-positioned to provide new housing at a density that supports the use of active transportation.

Section 1.7 provides a framework for supporting economic prosperity. Policy 1.7.1 states:

*“Long-term economic prosperity should be supported by: ...*

*b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*

*c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*

*e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*



*f) promoting the redevelopment of brownfield sites”*

**The proposal enhances an underutilized site within the Downtown and within proximal distance to Hurontario Street by developing it into a compact, townhouse form, and transit-oriented site, adding more housing opportunities for the City. The proposal adds six (6) residential townhouse units to the Cooksville neighbourhood, where there were originally two (2) single detached dwelling units.**

### Summary

The proposed development of the subject lands is consistent with the Provincial Policy Statement and has regard to matters of provincial interest.

#### 4.3.1 Proposed Provincial Planning Statement

The final form of the Provincial Planning Statement was released on August 20, 2024. The new Provincial Planning Statement will take effect on October 20, 2024. At the time of writing this Planning Justification Report, the Proposed Provincial Planning Statement is not in force and effect; however, it represents the direction the provincial government is moving in regards to planning in Ontario.

The Province of Ontario has combined the elements of A Place to Grow and the PPS into a new land use policy document and released the document for public feedback. Through this proposed new Provincial Planning Statement, the government is proposing policies grouped under five key themes:

1. Building Homes, Sustaining Strong and Competitive Communities,
2. Infrastructure and Facilities,
3. Wise Use and Management of Resources,
4. Protecting Public Health and Safety; and
5. Interpretation and Implementation.

In the new proposed PPS, Mississauga is identified as a “large and fast-growing municipality.” Large and fast-growing municipalities are required to meet the density targets specified.

Under the theme of increasing housing supply, the proposed new PPS maintains directions related to maintaining a mix of housing types and focusing growth and development in strategic growth areas. Large and fast-growing municipalities are required to meet density targets for strategic growth areas, including major transit station areas (MTSA). The new proposed PPS maintains the current density targets for MTSA.

The Provincial Planning Statement will also effectively remove the Growth Plan and incorporate the growth targets into the PPS.

### Summary

Based on the above rationale, it is our opinion that the proposed development, Official Plan Amendment, and Zoning By-law Amendment are consistent with the PPS.

#### 4.4 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) was issued under Section 7 of the Places to Grow Act and came into effect in August 2020. The Growth Plan builds on the PPS and provides a regional framework that supports the growth of stronger, more complete communities, a thriving economy, a clean and healthy environment, and social equity. According to Section 3(5) of the Planning Act, planning decisions must conform to or not conflict with the Growth Plan. Policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

Section 1.2.1 outlines the guiding principles of the Growth Plan. The most pertinent to the proposal

include to:

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;*
- *Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households;*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government; and,*

- *Provide for different approaches to manage growth that recognize the diversity of communities in the Greater Golden Horseshoe.*

The Growth Plan directs growth to settlement areas that have a delineated built boundary, have existing municipal water and wastewater systems, and can support the achievement of complete communities (Policy 2.2.1(2)(a)). Within these areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit), and areas with existing or planned public service facilities (Policy 2.2.1(2)(c)).

Strategic growth areas are defined as:

*"Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas" (Section 7 – Definitions).*

Growth Plan policies encourage growth within settlement areas to be focused in locations with existing or planned transit, prioritizing higher order transit (Policy 2.2.1(2)). Complete communities that feature a diverse mix of land uses, including residential and employment uses, provide a diverse range and mix of housing options, expand access to a range of transportation options including active transportation, and provide for a more compact built form are supported by Policies 2.2.1(3) and 2.2.1(4). Support for complete communities along transit and transportation corridors is emphasized.



Complete communities are defined as *“Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts”* (Section 7 – Definitions).

**The subject site is located within the settlement area, delineated built boundary, and provides an opportunity to redevelop and activate an underutilized residential site. Immediately west of Hurontario Street it will offer access to an extensive regional and local transit network. The site will have access to the Hurontario LRT line expected to start operating in Fall 2024. The proposed built form is compact, residential, and transit-oriented and contributes to increased housing options, and community amenities in the area. Therefore, the proposed development will contribute to achieving a complete community.**

Policies in Section 2.2.2 provide direction for land use planning in delineated built-up areas. The Growth Plan states that by the time the next municipal comprehensive review is approved and for each year thereafter, a minimum of 50 percent of all residential development occurring annually within areas including the Peel Region will be within the delineated built-up area (Policy 2.2.2(1)(a)).

Section 2.2.4 of the Growth Plan focuses on Transit Corridors and Station Areas. MTSAs on priority transit corridors that are served by light rail transit are to be planned for a minimum density target of 160 residents and jobs combined per hectare according to Policy 2.2.4(3). MTSAs are to be designed as transit-supportive, offering multimodal access to stations, connections to and integration with local and regional transit services, and infrastructure to

support active transportation (Policy 2.2.4(8) and 2.2.4(10)). Section 5.2.5 of the Growth Plan states that the minimum intensification and density targets in this Plan are minimum standards. Municipalities are encouraged to go beyond these minimum targets, where appropriate (Policy 5.2.5(1)). The Region of Peel is proposing a density target of 200 people and jobs per hectare for each Urban Growth Centre (the Downtown).

Development should be supported by planning for a diverse mix of uses to support existing and planned transit service levels and providing alternative development standards, such as reduced parking standards (Policy 2.2.4(9)).

Section 2.2.6 outlines housing policies, including those related to achieving complete communities. These include achieving minimum intensification and density targets and diversifying the overall housing stock across the municipality (Policy 2.2.6(2)).

**The increase in residential units proposed on the subject site will increase ridership for regional GO Train and LRT service and local bus service, with transit stops located in proximity. The proposal will encourage modes of active transportation through the provision of integrated garages where bicycles have the potential of being stored. The subject site is located in between the Hazel McCallion LRT stops at Dundas Street East and the Queensway.**

**The proposal will also expand the existing housing supply from two (2) units to six (6) and contribute to residential redevelopment and intensification and density targets for the City of Mississauga.**

Transportation in the Greater Golden Horseshoe should provide connectivity among transportation nodes, offer a balance of transportation choices that reduce reliance upon automobile use and promote transit and active transportation modes, and offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities (Policy 3.2.2(2)).

The transit network servicing the subject site, including the GO Train, bus terminal and LRT networks support many of the policies outlined in Section 3.2.2 and 3.2.3 including reduced greenhouse gas emissions and upgraded linkages between transit stations and other municipalities (Policy 3.2.3(2)).

To achieve climate change goals outlined in Section 4.2.10, municipalities must support the achievement of complete communities and the minimum intensification and density targets outlined in the Growth Plan. They should also reduce dependence on the automobile and support existing and planned transit and active transportation (Policy 4.2.10(1)).

**The proposed residential townhouses are within the Downtown, an intensification corridor, and an MTSA. The site's access to a multi-modal transportation system minimizes the need for private automobiles and encourages environmentally friendly modes of transportation. Furthermore, the site layout prioritizes connectivity with two higher order transit stations, creating an attractive and functional space for transit users. The Transportation Demand Management measures outlined in Paradigm Transportation Solutions Limited's Transportation Impact Study promote the use of public transit and active transportation that will reduce vehicular traffic and create a pedestrian-friendly environment. Section 2.2.4 (5) allows upper- and single-tier municipalities to delineate boundaries and set minimum density targets. The proposed minimum density target for the Downtown is 200 people and jobs per hectare, as outlined in Section 5.6.18.4 of the RPOP, 2022.**

### Summary

Based on the rationale provided above, it is our opinion that the proposed development, Official Plan Amendment, and Zoning By-law Amendment conform to the policies of the Growth Plan.

## 4.5 Region of Peel Official Plan

The Region of Peel Official Plan ("RPOP") guides growth and development in the Region of Peel ("the Region"). The RPOP was adopted by Regional Council on April 28 2022 and received ministerial approval with modifications on November 4, 2022. On June 6, 2024 Bill 185 (Cutting Red Tape to Build More Homes Act, 2024) received Royal Assent. This Bill effectively removed planning authority from the Region of Peel and created single tier municipalities (City of Mississauga, Brampton, and Caledon). As such, the RPOP, as of July 1, 2024 is a local planning document which all municipalities and applications must conform to.

The Region of Peel Official Plan (2024)(ROP) establishes a long-term strategic policy framework for guiding regional growth and development. The four primary goals of the ROP are to create a healthy community, recognize the importance of the environment, recognize the importance of a vibrant economy and support balanced growth and development.

Table 3 in Section 4.2 of RPOP outlines population, households, and employment forecasts for Peel Region. 2031 forecasts for Mississauga anticipate a population of 805,000 people, 270,000 households, and 510,000 jobs. This represents an increase of 37,000 people and 10,000 jobs from 2021.

The subject property is designated under the Region of Peel Official Plan as the following:

- Within an Urban Growth Centre (Schedule E-1: Regional Structure and E-2: Strategic Growth Areas);
- Within a Primary Major Transit Station Area (Schedule E-2: Strategic Growth Areas);
- Located less than 100 metres from a proposed Light Rail Transit line (LRT) (Schedule F-1: Rapid Transit Corridors);



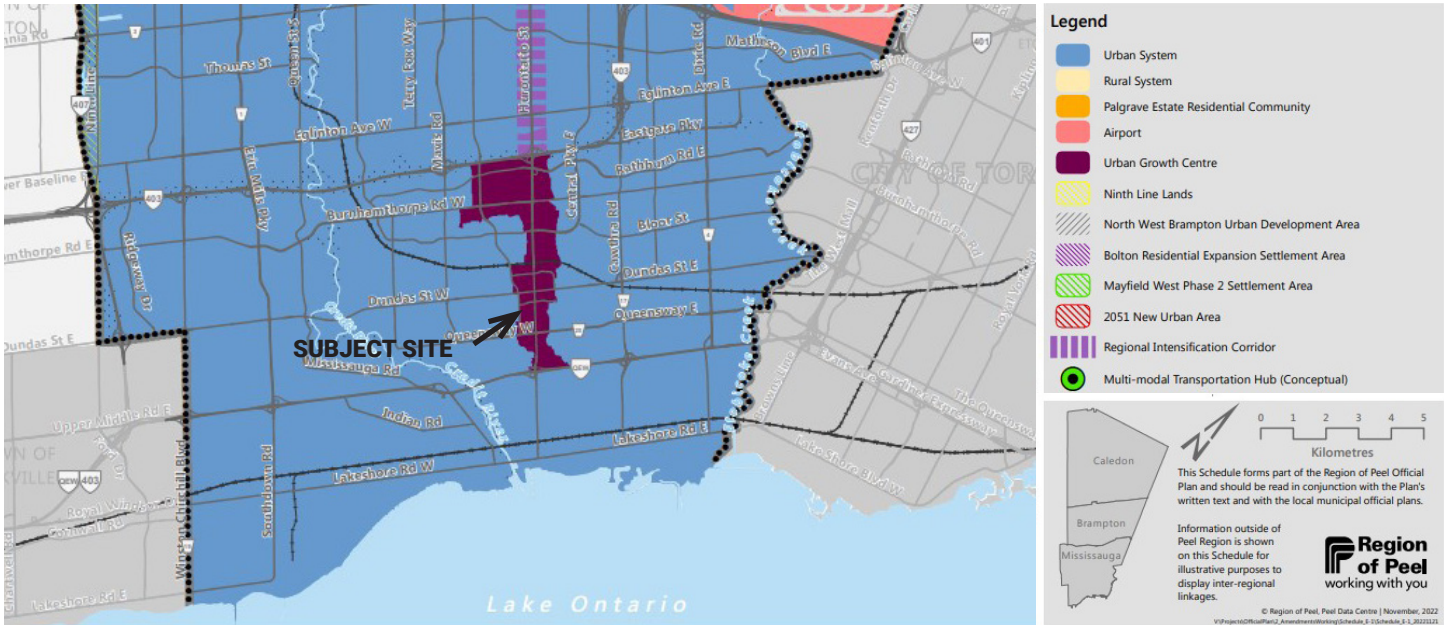


Figure 10 | Region of Peel Official Plan - Schedule E-1 - Regional Structure

- Located less than 100 metres from a Major Road (Hurontario Street) (Schedule F-2: Major Road Network);

Chapter 5 of the ROP contains broad planning goals, objectives, and policies in response to growth pressures. The overarching goal is to provide a diversity of healthy, complete communities for those living and working in Peel Region. These communities will be connected by a multi-modal transportation system and provide efficient use of land, public services, and infrastructure.

**The subject site’s location, near Hurontario Street, a higher order transit corridor, and adjacent to the Hazel McCallion LRT line facilitates the development of a transit-oriented, complete community. The subject site is in an area identified for intensification.**

Section 5.4 of the RPOP speaks about Growth Management and directing growth to strategic areas of the region. Section 5.4.1 of the RPOP identifies where significant growth will be directed. The areas that will undergo the most significant intensification will be the Delineated Built-up Areas, specifically

Strategic Growth Areas like the Urban Growth Centres, intensification corridors and Major Transit Station Areas. The policy of this section directs municipalities to create complete communities that support increased residential and employment densities within MTSA’s and major intensification opportunities, including brownfield and greyfield redevelopment to ensure transit viability and a mix of uses. Subsection 5.4.18 addresses the intensification policies related to growth management. The intensification directives are derived and conform with the intensification targets of the Growth Plan. The areas where most growth will be anticipated will be Urban Growth Centres, intensification corridors, nodes, and MTSA’s (5.4.18.11).

**The subject property is located within both an Urban Growth Centre and a Primary MTSA. The site currently exists as an underutilized lot that can accommodate additional intensification. The subject property is located less than 100 metres from Hurontario Street which is a major intensification corridor.**

The subject site is located within the Urban System



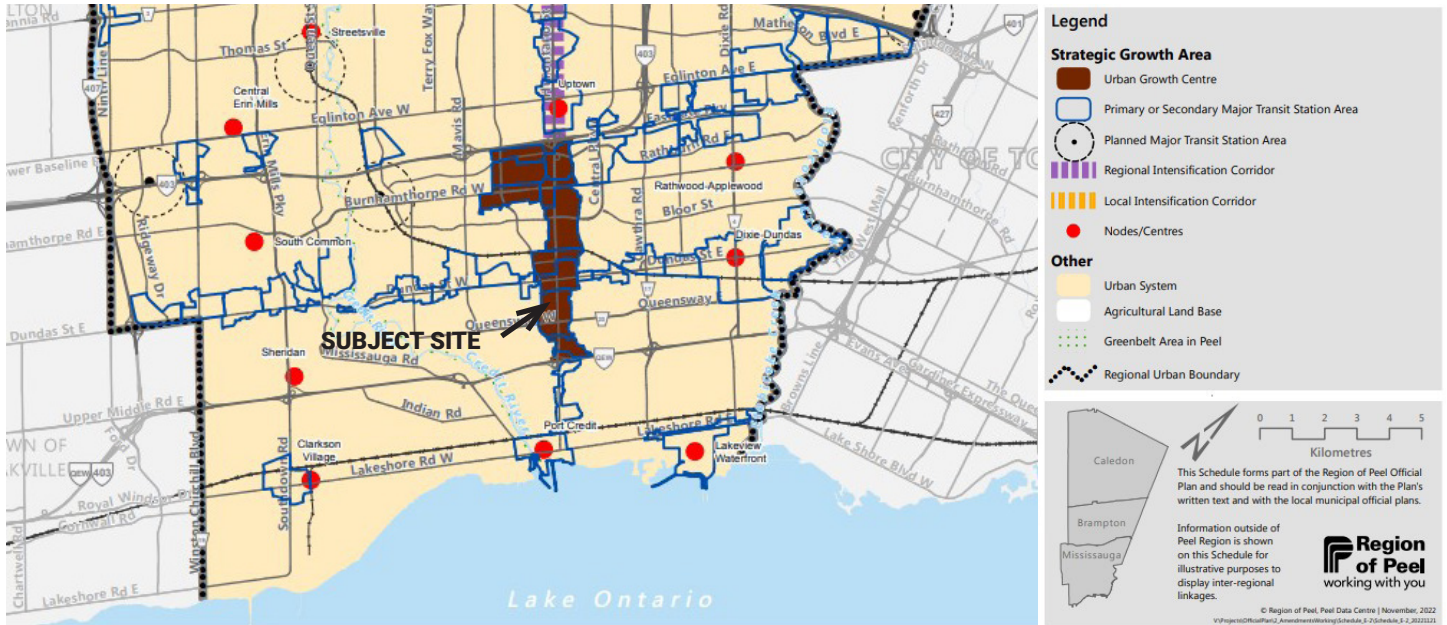


Figure 11 | Region of Peel Official Plan - Schedule E-2 - Strategic Growth Areas

and more specifically within an Urban Growth Centre according to Schedule E1 and E2 of the RPOP. Section 5.6 speaks to the Urban System. Objectives for the Urban System include establishing healthy, complete urban communities that contain living, working, and recreational opportunities (5.6.2), achieving intensified and compact form and a mix of land uses (5.6.3), and achieving a pedestrian-friendly and transit-supportive urban structure, form, and density (5.6.4), among others. Subsection 5.6.17 defines Strategic Growth Centres as: are priority areas for intensification and higher densities to make efficient use of land and infrastructure. Strategic Growth Areas are identified as the following areas:

1. Urban Growth Centres
2. Major Transit Station Areas
3. Node/Centres
4. Intensification Corridors

In order to achieve orderly and efficient intensification of these areas they must contain integrated and connected systems that support complete

communities and multi-modal transportation options (5.6.17.1). These areas of intensification will include increased residential and employment densities in a diverse and compatible mix of land uses which are transit supportive (5.6.17.4 – 5.6.17.6). The policies of this subsection direct municipalities to establish strategies, areas, and policies through their local official plans to achieve such growth.

Subsection 5.6.18 defines Urban Growth Centres as :

*Major locations of intensification that include compact built forms of urban development and redevelopment providing a range and mix of housing, employment, recreation, entertainment, civic, cultural and other activities for Peel residents and workers and other residents of the GTHA.*

The objectives for the Urban Growth Centres are explained as areas with a mixed-use high intensity form that is connected by public transit (5.6.18.1). These areas will support multi-modal forms of transportation and will contain a range and mix of residential and employment opportunities (5.6.18.2). The minimum gross density target established for



Figure 12 | Region of Peel Official Plan - Schedule F-1 - Rapid Transit Corridors

the Urban Growth Centre is 200 residents and jobs combined per hectare by 2031 or earlier (5.6.18.4).

As noted, the subject property is located within a Primary MTSA. A Primary MTSA is defined as:

*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. (5.6.19.6 a))*

The subject property is within walking distance of three (3) Primary MTSA's. The subject site is located within 1.1 kilometers of the Cooksville GO Station, within 500 metres of the Dundas Street Stop of the Hazel McCallion LRT, and within 600 metres of the Queensway stop of the Hazel McCallion LRT. Table 5 – Minimum Densities of Major Transit Station Areas identifies the three (3) Primary MTSA's as a Growth Plan Priority Transit Corridor Station, is located within the Urban Growth Centre, and have a minimum density target of 300 residents and jobs per hectare.

**The subject property is well situated for increased intensification. The proposal contemplates improving the site with six (6) row townhouses in a compact built form. The proposal is an opportunity to provide a range of housing that differs from the existing single detached dwelling-built form which exists along Mimosa Row and Floradale Drive today. In it's current form, the proposal would add to creating a complete community and would allow for aging in place. The site is located within an Urban Growth Centre and a Primary MTSA. within proximal distance of three (3) Primary MTSA's. The proposal will contribute to the overall minimum density target of 300 residents and jobs per hectare as established by the RPOP.**

Section 5.9 of the RPOP details Housing objectives and policies. The objectives and policies of the section speak to working with municipalities to provide a range and mix of housing options to support the Community for Life vision adopted by the Region. The objectives and policies generally propose a built form that contributes to complete communities and is in a compact built form. These objectives and policies will be met in collaboration with municipalities and





Figure 13 | Region of Peel Official Plan - Schedule F-2 - Major Road Network

third parties.

Generally, the proposal meets the intent of the housing policies for the RPOP. The proposal is in a compact built form that will provide a greater range of housing. The proposal will positively contribute to creating a complete community.

**Summary**

The subject site is within the Urban Growth Area and Primary MTSAs where the RPOP directs future growth. A diversity of residential unit types is proposed, where currently mainly single detached dwellings exist, this is in line with the principles and objectives for complete communities in the region. The proposed built form is compact and reflects transit-oriented density. The proposal enhances the area by redeveloping an underutilized residential lot. For the reasons outlined above, it is our opinion that the proposed development and Official Plan Amendment and Zoning By-law Amendment conform to the policies of the RPOP.

**4.6 City of Mississauga Official Plan (2024)**

The City of Mississauga Official Plan (“MOP”) was adopted by City Council on September 29, 2010, and partially approved by the Region of Peel on September 22, 2011. Numerous appeals were made to the Ontario Municipal Board (now the Ontario Land Tribunal); this Section refers to the March 4, 2024 office consolidation, including appeal decisions and Council-approved amendments.

The Planning Act requires that the Official Plans of lower-tier municipalities (i.e., City of Mississauga) must conform to the Official Plans of their respective upper-tier municipalities (i.e., Region of Peel). The MOP provides a policy framework to guide development to the year 2031 and direct growth to benefit the urban form, support a strong public transportation system, and address the city’s long-term sustainability. The City is completing an Official Plan Review that will outline the next phase of growth until 2051, incorporate new provincial legislation and regulations, policy initiatives, and plans, and consider new trends ideas and policy implications.

This Section outlines chapters of the MOP that contain relevant policies to help guide the development potential of the subject site.

**Chapter 4 – Vision**

The Cooksville area has been central to Mississauga’s development since 1805. Mississauga is one of Canada’s fastest growing and most economically successful cities. Over the past two centuries, Cooksville has experienced substantial growth and development while maintaining its unique character.

Chapter 4 sets the guiding principles for the MOP, which include providing a range of mobility options by connecting people with places through coordinated land use, planning for a wide range of housing, and supporting the creation of distinct, vibrant, and complete communities (Section 4.4).

To achieve these objectives, the MOP seeks to direct growth to locations supported by planned and higher order transit, pedestrian-oriented development, and community infrastructure (Section 4.5). It aims to support complete communities by promoting urban form and development that supports public health and ensuring that communities provide access to a range of uses and services required to meet daily needs (Section 4.5). The MOP also states that new development will be directed to locations that support existing and planned transit and active transportation facilities to support the objective of creating a multi-modal city (Section 4.5). The MOP supports creating vibrant mixed-use communities and using placemaking initiatives to support active living (Section 4.5).

**The subject property is within proximal distance of three (3) Primary MTSAs. The subject site is located within 1.1 kilometres of the Cooksville GO Station, within 500 metres of the Dundas Street Stop of the Hazel McCallion LRT, and within 600 metres of the Queensway stop of the Hazel McCallion LRT. The proposal implements a complete community**

**approach to planning as the site is exceptionally well serviced by existing and proposed public transit and is near a variety of commercial uses and community amenities, including the Cooksville Park, Trillium Health Centre, is located adjacent a commercial plaza, and schools. The proposal is transit-oriented and enhances the public realm, particularly creating a safe pedestrian environment for existing and future transit users travelling through the Floradale neighbourhood.**

**Chapter 5 – Direct Growth**

Chapter 5 of the MOP directs growth within the City of Mississauga. The MOP encourages compact, mixed-use development that is transit-supportive and in appropriate locations to provide a range of local live/work opportunities (Policy 5.1.6).

Section 5.3 delineates the role of the City Structure in directing and accommodating growth. The subject site is designated as being within the Downtown on

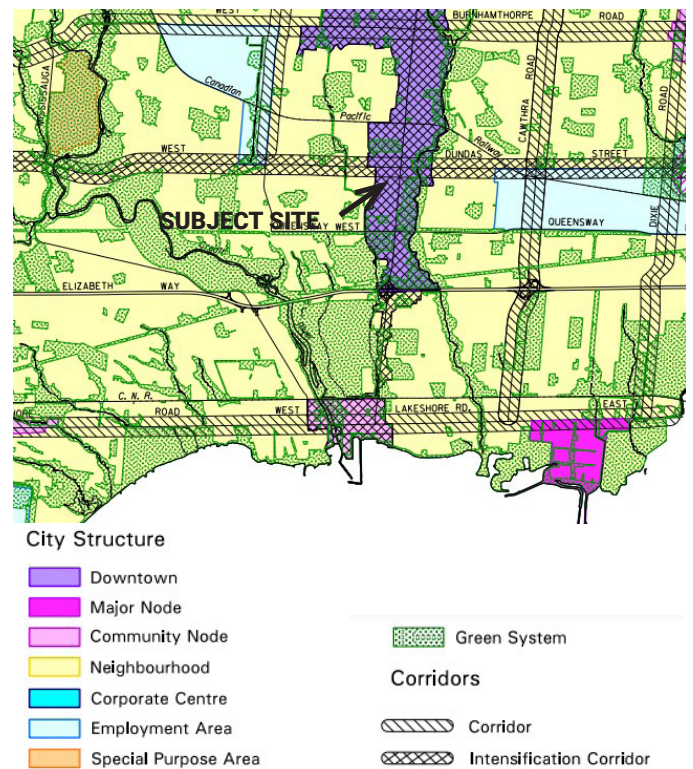
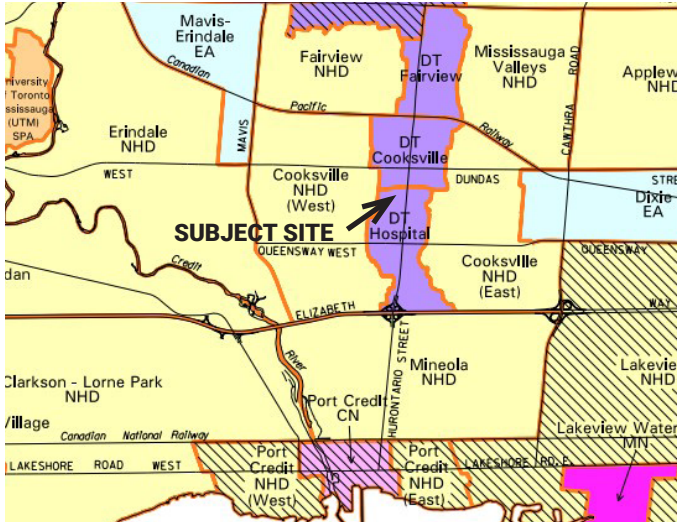


Figure 14 | Schedule 1- Urban System (MOP)





- Character Area
- City Structure**
- Downtown (DT)
- Major Node (MN)
- Community Node (CN)
- Neighbourhood (NHD)
- Corporate Centre (CC)
- Employment Area (EA)
- Special Purpose Area (SPA)
- Character Area Subject to Local Area Plan

Figure 15| Schedule 9 - Character Areas (MOP)

Schedule 1 of the MOP. These areas are expected to provide a mix of population and employment uses at the highest density and heights of the elements (Section 5.3). Places like Cooksville already represent a unique area that will accommodate much of the city's new population and employment growth (Section 5.3.1). This Downtown area is divided into four (4) Character Areas which include Downtown Core, Downtown Fairview, Downtown Cooksville, and Downtown Hospital (5.3.1.2). The Downtown must accommodate a minimum density of 200 residents and jobs combined per hectare, and the City will strive to achieve between 300 to 400 residents for the Downtown (Policy 5.3.3.4). The Downtown will also achieve a 1:1 ratio of population to employment.

The subject site is identified as a Downtown in Schedule 1 and within the Downtown Hospital

Character Area in Schedule 9 of the MOP (Figure 14 and 15). Currently within the Downtown Hospital Character Area there is no prescribed FSI for the site. The proposed development would require a site specific redesignation to permit residential townhouses and an FSI.

Section 5.5 sets out policies for Intensification Areas, which include the Downtown, Intensification Corridors, and MTSAs (Policy 5.5.1). According to Schedule 2 of the MOP, the subject site qualifies as all three. Intensification Areas are encouraged to have a mix of medium and high-density housing (Policy 5.5.7) to maximize existing and planned infrastructure (Policy 5.5.9). This means residential and employment density must be sufficiently high to support transit usage (Policy 5.5.8).

Schedule 2: Intensification Areas identifies the subject site as within an Intensification Corridor, defined as lands with the potential for higher density mixed

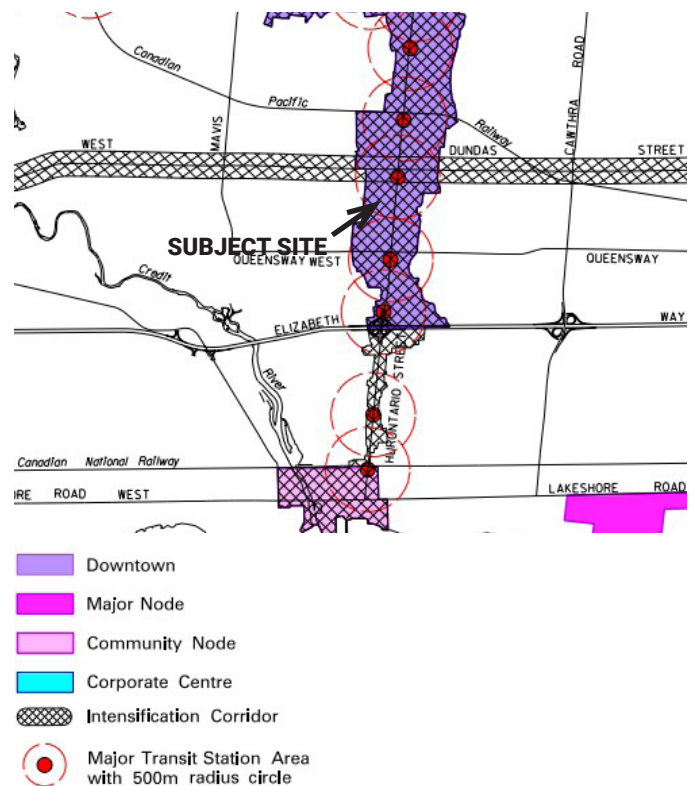


Figure 16 | Schedule 2 - Intensification Areas (MOP)



use development consistent with planned transit service levels (Figure 16). In general, development in intensification areas should be compact, mixed-use, and transit-supportive (Policy 5.4.4); low-density residential development is discouraged (Policy 5.4.13). The site is occupied by two (2) single detached dwellings. The site will be improved with six (6) residential row townhouses that will result in a compact, community-oriented, and transit-supportive use consistent with the policies for Intensification Corridors.

**The proposal makes efficient use of land and resources, creating six (6) residential units on the subject site to maximize and support the existing and planning infrastructure.**

#### Chapter 6 – Value the Environment

The MOP seeks to promote sustainability through land use policies outlined in Chapter 6. These include building communities that are environmentally sustainable and encourage sustainable ways of living (Policy 6.2.2). It is also worth noting that the subject lands are located near a railway, so a detailed noise impact study is required to measure sound levels for the proposed development (Policy 6.10.4.1).

**The proposed development will have no adverse impacts on the surrounding environment, as indicated in the noise report prepared by Thornton Tomasetti. The report recommends noise control measures similar to those required for residential development built nearby plazas and loading areas. The report found the proposed development is feasible from a noise and vibration perspective, and there are no major noise or vibration issues that would prove challenging to address at later stages of the design.**

#### Chapter 7 – Complete Communities

Chapter 7 of the MOP outlines policies that build upon the Growth Plan's complete community goals. To create complete communities and develop a built

environment supportive of public health, the City encourages compact, mixed-use development that reduces travel needs by integrating land uses and promotes land use planning practices conducive to good public health (Policy 7.1.3). The proposed development represents compact built form and is very well serviced by existing and planned public facilities, reducing travel needs.

Housing is a significant facet of complete communities. The MOP states that housing must accommodate people with diverse housing preferences and socioeconomic characteristics and needs (Policy 7.1.6). To achieve this goal, Mississauga will provide opportunities for the development of a range of housing choices in terms of type, tenure, and price (Policy 7.2.2(a)). New housing must maximize the use of community infrastructure and engineering services (Policy 7.2.1), and housing that meets the needs of young adults, older adults, and families is encouraged in Community Nodes (Policy 7.2.9).

**The proposed development will improve the existing two (2) residential dwelling units with six (6) residential townhouse units. The proposed residential units can meet the needs of young adults, older adults, and families, creating more accessible housing opportunities in one of Mississauga's most desirable communities. Existing community services and infrastructure well service the surrounding area. The Functional Servicing Report by Skira and Associates Ltd. found that the site's existing sanitary sewage and storm sewage systems have adequate capacity for the proposed development.**

The proposed uses, built form, and design will be compatible with the surrounding area and protect the area's character. The proposal provides for a transition from the plaza to the east to the single detached dwellings to the west. **The proposed density allows for additional housing within Cooksville, in a location that will cause minimal impact to the existing community.**

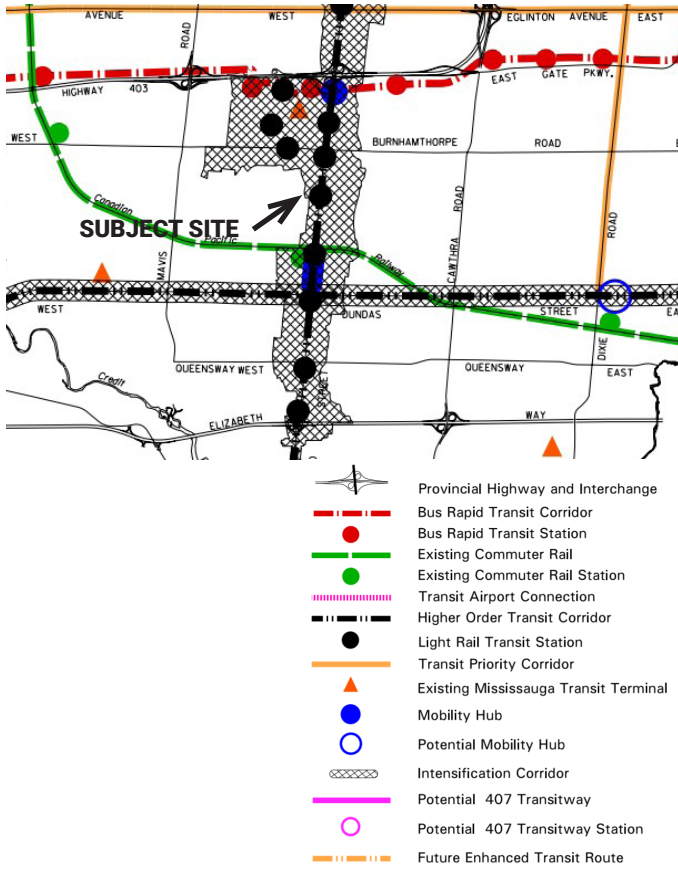


Figure 17 | Schedule 6 - Long Term Transit Network (MOP)

Chapter 8 – Create a Multi-Modal City

Mississauga is evolving from a vehicle-oriented built form to a more urban municipality. This transformation requires more opportunities for carpooling, transit, and active transportation choices. Chapter 8 of the MOP provides policies for creating a multi-modal transportation system that supports the creation of compact, complete communities. The MOP promotes active transportation and the development of Community Nodes that reduce the need to travel by car to fulfill daily needs (Section 8.2.3). The transit network will be supported by compact, pedestrian oriented, mixed use land development in nodes, mobility hubs, and along Corridors (Section 8.2.3).

The subject site is already well-serviced by public transit and is expected to have increased transit

and active transportation infrastructure in the coming years when LRT and cycling routes will be available along Hurontario Street. Schedule 6: Long Term Transit Network identifies the subject site as within an Intensification Corridor, near an existing commuter rail station and rail line, along a higher order transit corridor and near an existing Mississauga transit terminal (Figure 17).

Schedule 7: Long Term Cycling Routes identifies Hurontario Street as future primary on-route/ boulevard route for cyclists (Figure 18). The proposed development will be in walking distance to a variety of public transit and active transportation options, which will promote healthier and environmentally-friendlier forms of transportation and reduce reliance on private automobiles.

The subject site is also within walking distance of a variety of office, service commercial and retail uses located along Hurontario Street and Dundas Street East that provide a variety of the public social and recreational amenities that service the Cooksville area. The surrounding area and transit accessibility would allow for residents to fulfill their daily needs without a vehicle.

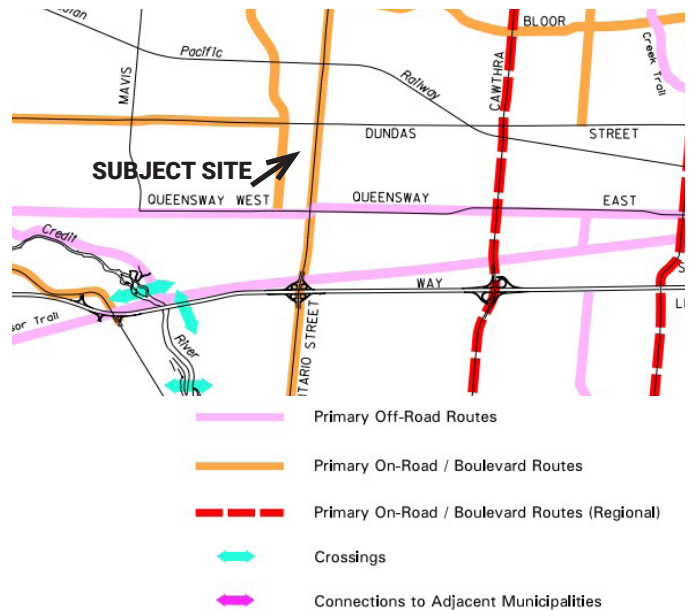


Figure 18 | Schedule 7 - Long Term Cycling Routes (MOP)

The MOP also recognizes that parking can shape land use patterns and influence travel behaviors. As a result, Policy 8.4.3 states that reducing off-street parking requirements will be considered for developments based on access to transit, level of transit service, traffic generation, and impact on the surrounding area.

### Chapter 9 – Build a Desirable Urban Form

Chapter 9 of the MOP focuses on achieving a sustainable urban form for Mississauga through high quality urban design and a strong sense of place. Growth is to be directed to Intensification Areas comprised of the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors, and MTSA's (Section 9.1).

**The subject site is located within a Downtown, Intensification Corridor, and MTSA according to Schedule 2 of the MOP.**

Development within Intensification Areas must promote a diverse mix of uses and support transit and active transportation (Policy 9.1.2), and development on Corridors must be consistent with existing character, seek opportunities to enhance the Corridor, and provide appropriate transitions to neighbouring uses (Policy 9.1.5). The urban form should support creating an efficient multi-modal transportation system that encourages greater transit use and active transportation (Policy 9.1.9). Site development must respect the urban hierarchy, utilize sustainable best practices, demonstrate context sensitivity, promote universal accessibility and employ design excellence (Policy 9.1.10).

**The built form in the surrounding area consists of mainly single detached dwellings to the west of the subject site, and a plaza and apartments to the east. The proposed townhouses provide adequate transition between the two while respecting the existing single detached dwellings.**

Section 9.2.1 expands on policies for new development in Intensification Areas such as that built form should create a sense of place (Policy 9.2.1.3). In Intensification Areas, small land parcels should be assembled to create efficient development parcels (Policy 9.2.1.5). Tall buildings are preferred to be located in proximity to existing or planned MTSA's (Policy 9.2.1.8), should be designed to enhance an area's skyline (Policy 9.2.1.11), should incorporate podiums to mitigate wind impacts (Policy 9.2.1.14) and consider pedestrians and adverse microclimatic impacts on the public realm (Policy 9.2.1.15 and 9.2.1.16). The MOP also outlines several other design considerations for development within Intensification Areas, such as that developments must face the street (Policy 9.2.1.24) and feature active facades (Policy 9.2.1.25).

**The proposed development of an underutilized residential site promotes efficient use of the land and existing infrastructure and locates townhouse dwellings within an existing MTSA. The proposed townhouse-built form and orientation prevent adverse noise, wind, and shadow impacts on nearby single detached dwellings or the plaza and the public realm. Mitigation measures have been identified through supporting studies and will be incorporated during detailed design.**

Section 9.4 focuses on how urban form supports transit and active transportation. The design of all new developments must improve connections and accessibility for transit users and promote active transportation modes (Policy 9.4.1.1). A transit and active transportation supportive urban form is required in Intensification Areas (Policy 9.4.1.2). Ways to achieve these goals include methods outlined in Policy 9.4.1.3:

- a. *Locating buildings at the street edge, where appropriate;*
- b. *Requiring front doors that open to the public street;*

- c. *Ensuring active/animated building façades and high quality architecture;*
- d. *Ensuring buildings respect the scale of the street;*
- e. *Ensuring appropriate massing for the context;*
- f. *Providing pedestrian safety and comfort; and*
- g. *Providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.*

**The proposed buildings and front yards have been directed towards Mimosa Row. Ground floors will be animated through a combination of landscaping and driveway entrances. Open design and passive surveillance will help facilitate that all publicly accessible areas on and around the subject property will be safe and comfortable. The proposed townhouses are at scale with Mimosa Row and provide a transition to the plaza to the east. The proposal encourages active and public transportation and creates an attractive and safe environment for cyclists and pedestrians.**

New developments should also be compatible and provide an appropriate transition to existing and planned development by having regard to size and distribution of building mass and height, continuity and enhancement of streetscapes, street and block patterns, and more (Policy 9.5.1.2). Development proposals must demonstrate compatibility and integration with surrounding land uses and the public realm by maintaining privacy, sunlight, and sky views and mitigating microclimatic conditions (Policy 9.5.1.9). Siting and massing of new developments must also create a safe and comfortable environment for pedestrians (Policy 9.5.2.2). Site development must also incorporate stormwater management best practices, enhance the streetscape, provide landscaping that complements the public realm, and more (Policy 9.5.2.11).

Buildings must also create a sense of identity through site layout, massing, forms, orientation, scale, and more (Policy 9.5.3.1). Buildings must clearly address the street (Policy 9.5.3.2), be pedestrian oriented through design and orientation of facades (Policy 9.5.3.7) and facades should be articulated to include changes in materials or material treatments to provide visual interest (Policy 9.5.3.3). Parking must be located underground or internal to the building (Policy 9.5.5.1). Building design should also consider crime prevention best practices by promoting natural surveillance (Policy 9.5.6.1) and creating active building frontages that face public spaces (Policy 9.5.6.2).

**The subject site is located in the northern portion of the Downtown Hospital Character Area and borders single detached dwellings to the west and a plaza to the east. The subject property is within walking distance of three (3) Primary MTSA's. The subject site is located within 1.1 kilometres of the Cooksville GO Station, within 500 metres of the Dundas Street Stop of the Hazel McCallion LRT, and within 600 metres of the Queensway stop of the Hazel McCallion LRT. The subject site is in a unique position to provide additional density without adversely impacting the existing neighbourhood. Therefore, an appropriate transition is provided to the existing neighbourhood. The design of the proposed development considers the impacts of wind, noise, and shadows and their impact on creating a comfortable environment. Section 5 of this report includes a summary of supporting studies and reports that determine the appropriate conditions are met.**

**The proposed street frontages include active uses, which are pedestrian friendly and engaging. Parking has been proposed within integral garages accessed from driveways along Mimosa Row.**



## Chapter 11 – General Land Use Designations

The subject site is designated Residential Low Density I and is within the Downtown in Schedule 10 of the MOP (Figure 19). In addition to uses permitted in all designations, policy 11.2.5 states that the Residential Low Density I designation permits residential land use in conjunction with other permitted uses, secondary

office, home occupation, special needs housing, and urban gardening. The permitted built form uses are detached dwellings, semi-detached dwellings, and duplex dwellings (11.2.5.3). The Residential Low Density II designation permits the same built form uses as the Low Density I designation with the exception of triplexes, street townhouses and other forms of low-rise dwellings with individual frontages (11.2.5.4).

**The proposed development, being a townhouse-built form is currently not permitted in the Residential Low Density I designation. The Residential Low-Density II designation allows for street townhouses which is what we are proposing and what the site would be redesignated to.**

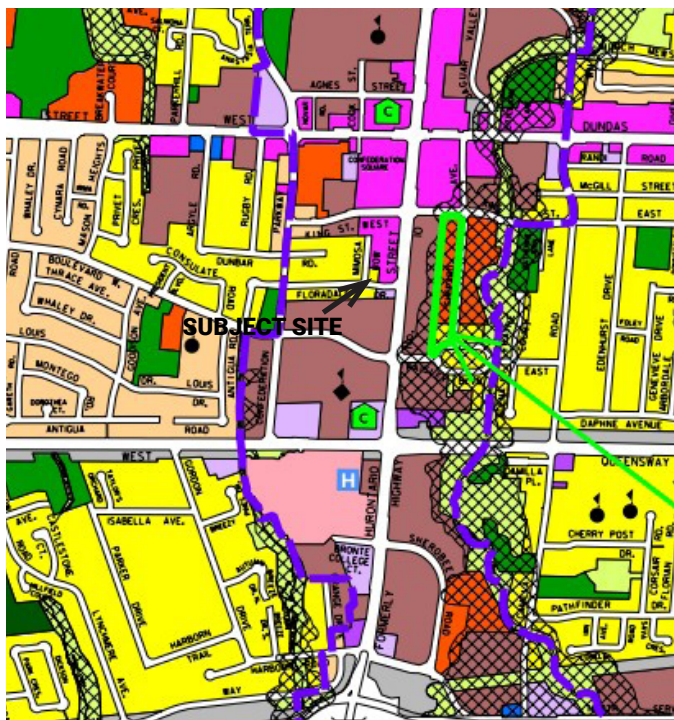


Figure 19 | Schedule 10 - Land Use Designations (MOP)

## Chapter 11 – Community Nodes

The subject site is identified as being within the Downtown Hospital Character Area in Schedule 9 of the MOP. General policies affecting Community Nodes include that development applications may be required to demonstrate how the proposed development contributes to the achievement of resident and job density targets (Policy 12.1.1.1).

**The proposed development will add six (6) residential units to the Downtown that will contribute to the achievement of density targets. The proposal provides adequate transition from the plaza to the east and the single detached dwelling to the west.**

### 4.6.1 Mississauga Official Plan Amendments (MOPA) 141 to 145

On April 11, 2024 the Region of Peel approved Mississauga Official Plan Amendments 142, 143, 144, and 146. These policies related to the designation of Protected Major Transit Station Areas (PMTSAs). MOPA 144 designated the subject site as being within the Queensway PMTSA (HLRT-4). MOPA 144 also updated the prescribed minimum residents and jobs combined per hectare. The identified residents and jobs per hectare for the PMTSA is 300.



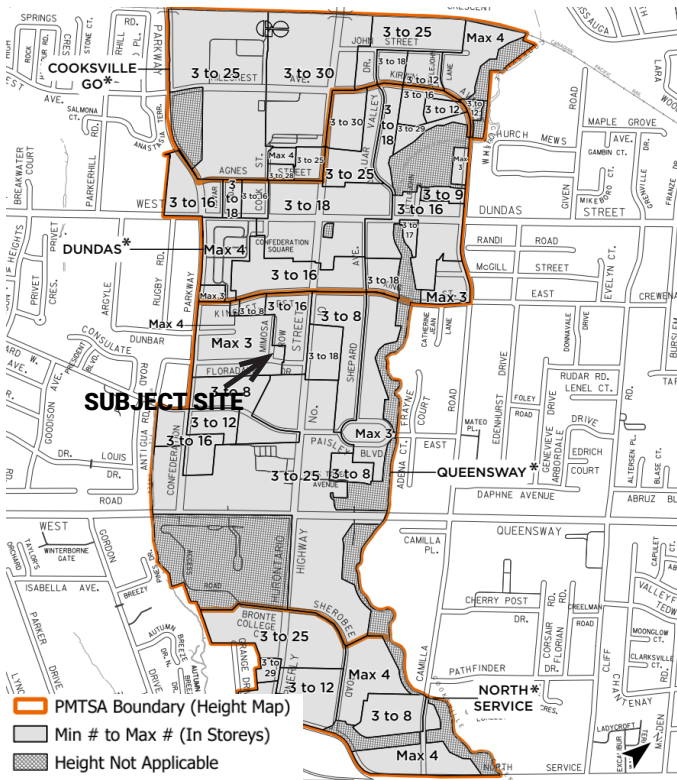


Figure 20 | Schedule 11 - (MOPA 144)

The proposed development will contribute to this identified intensification target and will be within the identified 3-storey maximum height.

### Summary

The proposed development is supportive of the policies outlined in the MOP. The subject site is identified as within the Downtown, Intensification Corridor, and PMTSAs. The subject site is exceptionally well-served by public transportation routes, supporting a multi-modal transportation system and reducing reliance on private automobiles.

The surrounding area is comprised of a mix of land uses and building types. The proposed development will contribute to a range of housing options to support various household sizes and incomes in Mississauga. Compact and transit-oriented building design and performance standards have been proposed to support public transit and active transportation,

create a pedestrian-friendly environment, and be compatible with the surrounding area. The subject site is uniquely well suited to accommodate growth and intensification. MOP policies, particularly those related to intensification areas and MTSAs support a high density, transit oriented, mixed-use development on the subject site.

Based on the rationale above, it is our opinion that the proposed development, Official Plan Amendment, and Zoning By-law Amendment conform to the policies of the MOP.

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

City of Mississauga Zoning By-law 0225-2007 regulates the use of land, buildings and structures and implements policies in the MOP. The By-law was passed by Council on June 20, 2007 and approved by the Ontario Municipal Board with the exception of site-specific appeals on September 10, 2007.

The subject site is zoned "R3" (Residential – Detached Dwellings) according to Index Map 01. The R3 zone recognizes residential lots with existing detached dwellings and permits any uses associated with residential uses.

#### 4.7.1 Zoning By-Law Amendment Justification

A Zoning By-law Amendment is required to permit redevelopment of the subject site, including the proposed residential townhouse built form, height, density and other performance standards including setbacks. The proposed zone is RM5 (Residential Street Townhouses), which is in conformity with the MOP. The existing Provincial, Regional and Municipal policy frameworks encourage higher densities in proximity to existing transit services, developing densities that will support transit, and making efficient use of existing infrastructure.

The subject property is within walking distance of three (3) Primary MTSAs. The subject site is located within 1.1 kilometers of the Cooksville GO Station, within 500 metres of the Dundas Street Stop of the Hazel McCallion LRT, and within 600 metres of the Queensway stop of the Hazel McCallion LRT. The proposed zoning allows for the full potential of the site to be reached. The proposed development will incorporate six (6) residential units where currently there are two (2) near a well-connected transit network to minimize the reliance on private automobiles and encourage a multi-modal transportation system.

The proposed increase in density will further support providing a range of housing options through the incorporation of a variety of unit sizes that will accommodate household sizes representative of Mississauga's demographic. In addition, the proposal will contribute to achieving the density targets outlined for Mississauga by the Province and Region and will make efficient use of existing infrastructure.

## 4.8 Additional Considerations

### 4.8.1 Hurontario/Main Street Master Plan

The Hurontario/Main Street Master Plan, conducted by the Cities of Mississauga and Brampton between 2008 and 2010, outlines a vision to link Urban Growth Centres in the two cities. The Master Plan covers Hurontario and Main Street from the Downtown Brampton Community to the Port Credit and Mineola Communities.

The Plan examines several options for transit connectivity on the corridor and ultimately recommends a new LRT line from Downtown Brampton to the Port Credit GO Station. A robust pedestrian and cyclist strategy would accompany the LRT route on the corridor.

Section 8.9 specifically identifies a vision for the Downtown area within the corridor. The goal is to create an area centered around the GO Transit station that links GO Trains with the Hurontario LRT system,

local transit, and potential higher order transit system along Lakeshore Road (Section 8.9.1). Section 8.11.3 defines permitted uses at grade level. It requires commercial or Institutional uses along Hurontario Street to link Hurontario Street to Dundas and the Queensway. Development along Hurontario Street and Queensway are required to have continuous street frontage. Along Hurontario Street, a continuous frontage of 70% is required (Section 8.9.6). The subject site is not affected by specific setbacks identified in the Master Plan.

The proposed development supports the overall goal of the Master Plan. It should be noted that the site is located away from Hurontario Street and does not front onto Hurontario Street.

### 4.8.2 Dundas Connects Master Plan

The Dundas Connects Master Plan was completed and endorsed by City of Mississauga City Council on June 18, 2018. The Master Plan established a vision for Dundas Street East and made a number of recommendations to facilitate the vision. The Plan recommended dedicated Bus Rapid Transit (BRT) lanes along Dundas Street East from Oakville to Toronto. As part of implementing the BRT network the public realm would also have to be improved along Dundas Street East. Detailed design schemes are included in the Plan that illustrate the redesigned public realm. A BRT stop has been identified at

The Master Plan also speaks to transit-supportive, mixed-use communities. The Plan identifies Cooksville as being an area where significant growth will occur. The subject site is located just south of the Cooksville Focus Area; however, the Dundas Street East is located within 500 metres of the subject site. Any future residents of the proposal will be able to enjoy the enhanced public realm and BRT network that is to be constructed along Dundas Street East.

5.0

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SUPPORTING  
STUDIES AND  
REPORTS

## 5.1 Traffic Impact Study

Paradigm Transportation Solutions Limited prepared a Traffic Impact Study for the proposed development to determine site-related traffic and subsequent traffic-related impacts on the adjacent road network during the weekday a.m. and p.m. peak hours. These impacts are based on the projected future background traffic and road network conditions derived for a 2026 future planning horizon year.

Access to the proposed development is proposed via three (3) curb cuts that include six (6) driveways located on Mimosa Row. The subject site is expected to generate six (6) new two-way trips consisting of 3 inbound and 3 outbound trips during weekday a.m. and p.m. peak hour.

The overall impact of the development-generated traffic is negligible to the operation of the study area intersections and traffic flow along Mimosa Row and Floradale Drive. No updates are intersections are required.

Application of the current City of Mississauga Zoning By-law parking rates to the subject site results in a requirement of 12 parking spaces (2.0 parking spaces per unit). The subject site provides a total of 6 integral garages with adequate space in front of the garages to park. This would allow for a total of 12 parking spaces. The TIS highlights potential Transportation Demand Management (“TDM”) opportunities that are summarized below.

### Walking

The City of Mississauga Pedestrian Master Plan 2021 (PMP) identifies plans to enhance and expand the public realm in the City of Mississauga. The plan identifies enhancements to be made along Hurontario Street, Mimosa Row, and Floradale Drive. The client has agreed to build a 1.50-metre-wide sidewalk along Mimosa Row. These enhancements will better the existing condition along all street frontages.

### Cycling Strategy

The City of Mississauga Cycling Master Plan 2018 recommends individualized bicycle lanes along Hurontario Street. The Site being located less than 100 metres from Hurontario Street will have access to those bicycle lanes. This will encourage safe cycling along Hurontario Street from Port Credit to the Downtown.

### Transit Strategy

The proposed development will be within walking distance to the Hazel McCallion LRT Stations, located at both Dundas Street East and the Queensway which has an expected completion for Fall 2024. The LRT will travel 18 kilometers from the Port Credit LRT Station to the Brampton Gateway Terminal at Hurontario Street and Steeles Avenue. The close proximity to each of the LRT Stations will further reduce vehicle trips.

The site is within walking distance of the Cooksville GO and the Hazel McCallion LRT stations. By promoting multimodal alternatives through the proposed TDM measures to increase transit, walking, and biking in the City and addressing the growing trend within the GTA to reduce auto dependency, the reduced parking rates are adequate to service the site.

## 5.2 Acoustical Feasibility Study

For the proposed development, Thornton Tomasetti conducted the Acoustical Feasibility Study. The Study includes recommendations to address noise issues that illustrate that applicable Land Use Planning Authority (LUPA), and noise criteria developed by the Ontario Ministry of

the Environment, Conservation and Parks (MECP) noise guidelines can be met with modest noise control measures. The recommendations also take into consideration the sound from the surrounding transportation sources.



A review of the area indicates there are no sources of stationary noise that would potentially affect the occupants of the future building itself. As a result, stationary noise sources are not considered further within this Study. This Study focuses on the transportation noise and vibration impacts.

It has been identified that there will be noise produced by the existing plaza to the north and east. To mitigate the noise impacts the report recommends the following:

1. A planned 4.50-metre-tall fence that will wrap the northwest portion of the site. This will provide adequate separation from the loading area of the plaza.
2. Recommends 3.175 mm window glass that will further mitigate any potential noise emanating from the plaza.
3. A potential 3.0-metre-tall fence along Floradale Drive.

### 5.3 Tree Inventory / Tree Preservation Plan and Arborist Report

Arborist Group was retained to complete a Tree Inventory and Preservation Plan for the proposed townhouse development. A tree inventory was conducted and reviewed in the context of the proposed site plan. The findings of the study indicate a total of three trees will require removal and three trees will require injury. The removal and injury of the trees are required to accommodate the proposed development.

### 5.4 Stormwater Management and Functional Servicing Report

Skira and Associates Ltd. were retained to prepare a Functional Servicing Report and Stormwater Management Report to assess the servicing requirements and stormwater flows relating to the proposed development. For the purpose of this

application each is contained in one report. The Report provides the conceptual framework for water distribution, sanitary sewage, and storm drainage for the development of the site.

#### Water Servicing

Currently located along Mimosa Row is a 150 mm diameter watermain, and along Floradale Drive is an existing 200 mm diameter watermain. The new townhouses will be connected to the 150 mm diameter watermain located off of Mimosa Row via 25 mm water service connections. The existing watermain will provide sufficient water supply to service the residential townhouses.

#### Sanitary Servicing

The sanitary capacity currently existing along Mimosa Row is a 250 mm diameter sewer, and along Floradale Drive is an existing 300 mm sewer. The townhouse units will be connected to the Mimosa Row sewer via a new 125 mm sanitary connections.

#### Stormwater Servicing

The proposed storm servicing for the site will include a rear yard catch basin and a 250 mm diameter storm drain connecting to the existing 900 mm diameter storm sewer on Floradale Drive. Roof downspouts will discharge onto surface via splash pad and directed towards the proposed side and back yard swales. The proposed development will capture and control all storm runoff from the site (up to the 100-year storm event). By implementing these stormwater management controls, the development of the site will ensure that stormwater is properly directed and stored. This is further illustrated via the Storm Drainage Plan and the Grading Plan.

### 5.5 Phase One Environmental Site Assessment

The Phase One Environmental Site Assessment (“ESA”) was completed by Bruce A. Brown Associates

Ltd. in accordance with Ontario Regulation 153/04 (O. Reg. 153/04), as a requirement for the potential filing of a Record of Site Condition ("RSC") with MECP.

Based on the information obtained and reviewed as part of this assessment, a Phase Two investigation is not required to assess soil or groundwater quality. As the engineer has identified, the proposed basements of the townhouses will be located in the same proximal location as the existing basements of the single detached dwellings.

## 5.6 Low Impact Design Features

Pedro Pimentel Architect Inc. prepared a list of Low-Impact Design Features Proposed features will be analyzed by the applicant through the design review process. These include:

### Landscape Features

- The project is proposing the enhancement of streets with landscape treatment, continuous sidewalk, and landscape treatments;
- No invasive plant species will be proposed;
- All exterior lighting shall be shielded and dark sky friendly;
- The project is considering irrigation systems that can be fed from a cistern to reuse stormwater on-site;

### Building Design

- No at-grade surface parking is proposed on-site. All parking spaces are located in enclosed integral garages;
- The parking rate reduction is being requested to encourage alternative forms of transportation;
- Each townhouse unit will have space located in the integral garage for bicycles;
- Each townhouse unit will have distinctive

separate entrance. The entrances shall face onto Mimosa Row.

- The project will comply with the Ontario Building Code for Energy modeling requirements;

The proposal represents a transition in density from the existing plaza located to the north and east of the site and the residential single detached dwellings to the west. In focusing on providing a transitional built form, supporting transit use, and using eco-friendly building practices and materials, 2463 and 2469 Mimosa Row will minimize its impact on the environment, reduce sprawl, traffic, resource consumption, save energy, and encourage a shift in mobility towards more active modes, which in turn will contribute to the development of a thriving, healthy community. 2463 and 2469 Mimosa Row will enhance the pedestrian experience for Mimosa Row / Floradale Drive residents, visitors and transit users. The residential development, will reshape the site's relationship with their surroundings providing generous pedestrian-oriented spaces at the ground level and places to live, work, and gather.

6.0

PLANNING ANALYSIS

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As outlined in Section 4.0, the proposed development and Official Plan and Zoning By-law Amendments are consistent with and conform to Provincial, Regional, and Municipal planning policies. The following sub-sections further outline how the proposed development reflects good planning.

As outlined in Section 4.0 of this Report, the proposed development, Official Plan Amendment, and Zoning By-law Amendment are consistent with and conform to planning policy at the Provincial, Regional and Municipal levels. The following sub-sections highlight key planning components of the proposal and outline how the proposed development reflects good planning.

## 6.1 Complete Community

The proposed development will support the development of a complete community within Cooksville and in the City more broadly. The proposal incorporates a more intense residential urban form that what currently exists on the site. The site is located less than 100 metres away from Hurontario Street to the east. The proposed residential development will accommodate the daily needs of residents, employees, commuters, and community members. The proposal will add six (6) residential units to Mississauga's housing supply, contributing to the mix and range of housing available in Cooksville and the City more broadly. Townhouse units are proposed that will diversify the housing-built form supply in the Cooksville neighbourhood.

Through the small number of residential uses and adjacent transit connections, the proposal helps to minimize vehicle trips within Mississauga by providing opportunities to live, work and shop in one place. The development is serviced by various local and regional public transit routes, including the GO Train, MiWay buses and the Hazel McCallion LRT. Furthermore, Hurontario Street is anticipated to have primary on-road cycling routes as part of Mississauga's long-term active transportation plan. Redevelopment of

the subject site will encourage active transportation and public transit and enhance the pedestrian realm, ultimately supporting the creation of a multi-modal transportation system in Mississauga.

## 6.2 Compatible and Attractive Built Form and Design

The proposed built form and design are compatible with surrounding uses and reflect the intent and goals of provincial, regional and municipal planning policies.

The proposed development is a compact townhouse design that proposes an overall height of 10.70 metres. The townhouse development is appropriately located in relation to the existing plaza which will most likely be redeveloped in the future. This provides transition to the existing single detached dwellings to the west. The site is within walking distance to the Cooksville GO Station and the Hazel McCallion LRT stops located at Dundas Street and Queensway.

There are no adverse or prolonged wind, noise, or shadow impacts on the surrounding uses or public realm. Residential space, and front yard landscaping help to activate the public realm within the subject site, creating a safe and vibrant pedestrian experience. Wayfinding and signage will further pedestrian comfort and convenience.

## 6.3 Appropriate Height and Density

The subject site is located with the Primary MTSA's, an Intensification Corridor, and the Downtown. A challenge for the Downtown is balancing growth with maintaining Cooksville's existing character. These competing goals can be best achieved by directing intensification to underutilized lands. The subject site ideally positioned between an existing plaza, which will most likely be redeveloped with a higher intensity use and neighbourhoods. The site's unique location makes it ideal for a townhouse development which will provide transition between the two uses. The



proposed heights and density are appropriate for the subject site's location, reflect other development trends in MTSAs in the GTA, and align with provincial, regional, and municipal planning goals and objectives.

The minimum density target for the Downtown, as proposed by the Region, is 300 people and jobs per hectare. The subject site, which represents underutilized single detached land at the heart of Cooksville, can accommodate additional density. Additionally, the proposed heights and density will enable the MTSA to meet density targets.

The proposed townhouse development can be supported by existing servicing and infrastructure. Supporting studies demonstrate that the proposal will not create any adverse wind, noise, or shadow impacts on nearby buildings or lands.

## 6.4 Transit-Supportive Development

The proposed townhouse development furthers provincial, regional, and municipal goals to support greater densities within Primary MTSAs that encourage the use of transit and active transportation while minimizing vehicle trips. The subject site is steps from the Hazel McCallion LRT stops at Dundas Street East and the Queensway. Due to the excellent existing and planned transit service, the proposal includes a reduced parking rate to encourage a multi-modal transportation system in Port Cooksville and Mississauga.

The subject site is also within walking distance to Dundas Street East, which features a mix of commercial, retail, and office uses. Community amenities, including the Mississauga Valley Community Centre, Cooksville Park, Floradale Park, and other facilities, are also within close walking or biking distance of the proposed development.

Overall, the proposal supports planning policy to promote transit-oriented, transit-supportive, healthy,

and complete communities that offer a range of opportunities to access transportation, housing, employment, the environment, recreation, and more.

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7.0

CONCLUSION

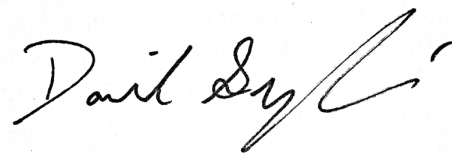
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Based on the information outlined in this Planning Justification Report and the findings identified in the supporting technical reports and studies, we believe that the proposed development and associated Official Plan and Zoning By-law Amendments represent an appropriate redevelopment of the subject site. The proposal represents good planning due to the subject site's urban location, access to existing and planned transportation and transit infrastructure, including the GO Expansion and Hazel McCallion LRT, and access to a mix of uses and public amenities. We conclude the following:

- The proposed development and associated Official Plan and Zoning By-law Amendments are consistent with the Provincial Policy Statement (2020);
- The proposed development and associated Official Plan and Zoning By-law Amendments conform to the Growth Plan (2020);
- The proposed development and associated Official Plan and Zoning By-law Amendments conform to the Region of Peel Official Plan (2024);
- The proposed development and associated Official Plan and Zoning-Bylaw Amendments are consistent with the direction and policy framework of the Mississauga Official Plan (March 4th, 2024, office consolidation) and associated MOPA updates;
- The proposal implements a complete community approach to planning, creating additional housing options for a diverse demographic and strengthening connections to public amenities and community infrastructure in Cooksville;
- The proposal supports transit-oriented and transit-supportive policies at the Provincial, Regional and Municipal levels and is reflective of other recent townhouse developments within PMTSAs in the GTA;

- The proposal makes use of an underutilized single detached dwelling lot and animates the streetscape along Mimosa Row and Floradale Drive;
- The proposal provides an appropriate transition between the existing plaza located to the north and east and the single detached dwellings to the west.
- The proposal enhances the public realm and creates a pedestrian-friendly environment supportive of active transportation within walking distance of the future Hazel McCallion LRT stops and the Cooksville GO Station;
- The proposal increases housing diversity in the neighbourhood by providing a townhouse-built form;
- The proposed development will not create adverse impacts on the surrounding area; and
- The proposed development can be appropriately serviced by existing and planned infrastructure.

It is my professional land use planning opinion that the proposed **residential** development is appropriate, desirable and will support the creation of complete communities and transit-oriented development in Mississauga. As such, the Official Plan and Zoning By-law Amendments should be approved to implement the proposed development at 2463 and 2469 in Mississauga.



**David Sajecki**

MCIP, RPP, M.Pl., B.Eng., LEED AP  
Partner, Sajecki Planning Inc.



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## APPENDICES

## Appendix A - Submission Requirements Checklist

## Appendix B - Draft Official Plan Amendment

## Appendix C - Draft Zoning By-law Amendment



**S | P**

2023