

**Appendix 1**

**Written Submissions**



January 21, 2022

GSAI File: 1348-001

*(Via Email to: [megan.piercey@mississauga.ca](mailto:megan.piercey@mississauga.ca))*

Chairman and Members of Planning & Development Committee  
c/o Megan Piercey, Legislative Coordinator  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

**RE: Downtown Fairview, Cooksville and Hospital Policy Review  
Augend Investments Limited  
189 Dundas Street West, City of Mississauga**

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Glen Schnarr & Associates Inc. ('GSAI') are the planning consultants to Augend Investments Limited (the 'Owner') of the lands municipally known as 189 Dundas Street West, in Cooksville, The City is currently processing a rezoning/OPA under file OZ 21/009 W7 for a large scale mixed use development of these lands. For some time we have been monitoring the various studies that will effect intensification and mixed use redevelopment in Cooksville, in light of existing and future transit infrastructure which will service this area via the Cooksville GO, Hurontario LRT and proposed Dundas BRT. While our client's lands are just outside of the Downtown Cooksville boundary, we were encouraged to see that the Dundas Connects Master Plan had identified these lands as appropriate for possible future inclusion within the Downtown Cooksville area as part of that study.

The intersection of Dundas and Hurontario Street has historically been the "epicentre" of Cooksville. In earlier iterations of Cooksville District policy documents dating back to the 1980s and up until present, the Cooksville Node boundary (now the Downtown Cooksville boundary) has remained unchanged. Historically this boundary has been confined within the CNR Tracks to the north, King Street to the south, Kirwin Avenue/Camila Road to the east and Confederation Parkway to the west. We believe with current and pending transit infrastructure improvements and the recent surge of investment in the area, that the boundaries of the Downtown Cooksville area should be reviewed as part of this ongoing study and are disappointed to see the draft OPA maintaining the boundaries dating back to the 1980s that pre-date the current provincial policy regime and numerous City initiated land use studies seeking to promote transit supportive redevelopment in Cooksville. GSAI have made earlier written submissions to staff on both this exercise and Dundas Connects that similarly reflect this position.

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The staff report speaks to the concept of creating a “15 Minute City” in Downtown Cooksville and GSAI participated in the recent webinar on this very topic co-ordinated by Ward 7 Councillor Dipika Damerla which was very well received. Drawing on the concept of the historical “four corners” of the Dundas/Hurontario Intersection being the epicentre of this community, we support the concept of a 15 Minute City centred on this area. Based on provincial planning objectives, the attached graphic visually depicts an 800 m radius around this intersection where mixed use redevelopment would benefit from an ideal trifecta of GO, LRT and future BRT transit. This will improve walkability and reduce auto dependency within this area such that it functions as a future mixed use node where increased density will help a more street related and pedestrian friendly forms of commercial development grow and thrive. We believe this reflects the vision of re-creating Cooksville as a 15 Minute City as outlined on page 4 of the staff report.

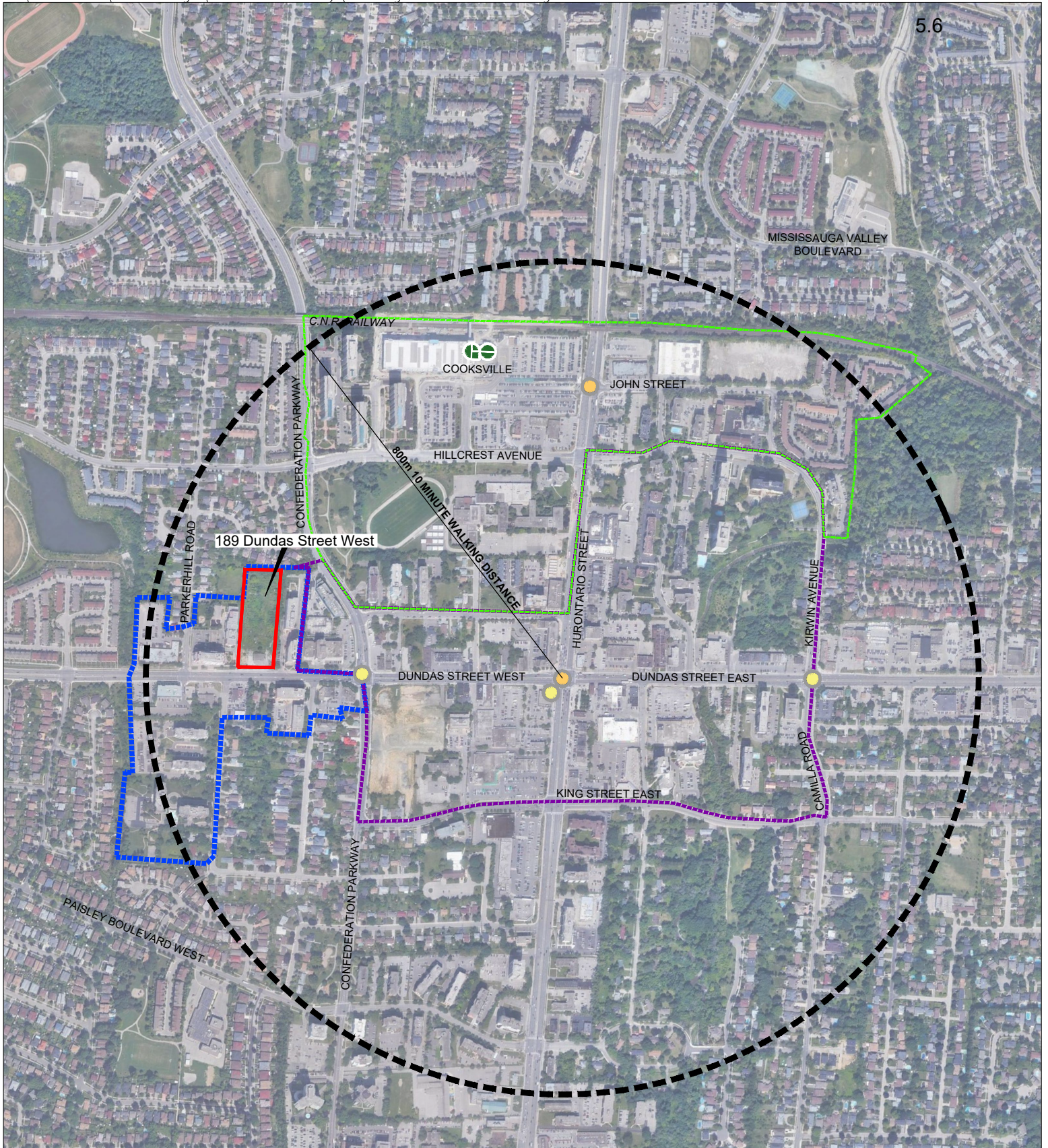
Our client’s lands represent a larger scale redevelopment opportunity within 800 m of all three transit forms and have the locational attributes that, in our opinion, contribute to the creation of a 15 Minute City. We believe the inclusion of these lands, as well as potentially other sites outside the Node boundaries, warrant consideration for inclusion within the Downtown Cooksville area. While the staff report is an Information Report only, we see this as an appropriate opportunity to present our views to Council while our proposal is still in its early stages and the final Public Meeting on the forthcoming OPA has yet to take place. We trust Council and staff will take our submission into consideration and appreciate the opportunity to participate in this important initiative.

Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**

Jim Levac, MCIP, RPP  
Partner








Copy: client



# FIGURE 1 SITE CONTEXT PLAN

189 Dundas Street West,  
City of Mississauga, Regional Municipality of Peel

## LEGEND

-  Subject Property (189 Dundas Street West)
-  Cooksville GO Station
-  Proposed BRT Station
-  Proposed LRT Station
-  Confederation Parkway MTSA
-  Dundas MTSA
-  Cooksville GO MTSA



SCALE NTS  
JANUARY 21, 2022



January 19<sup>th</sup>, 2022

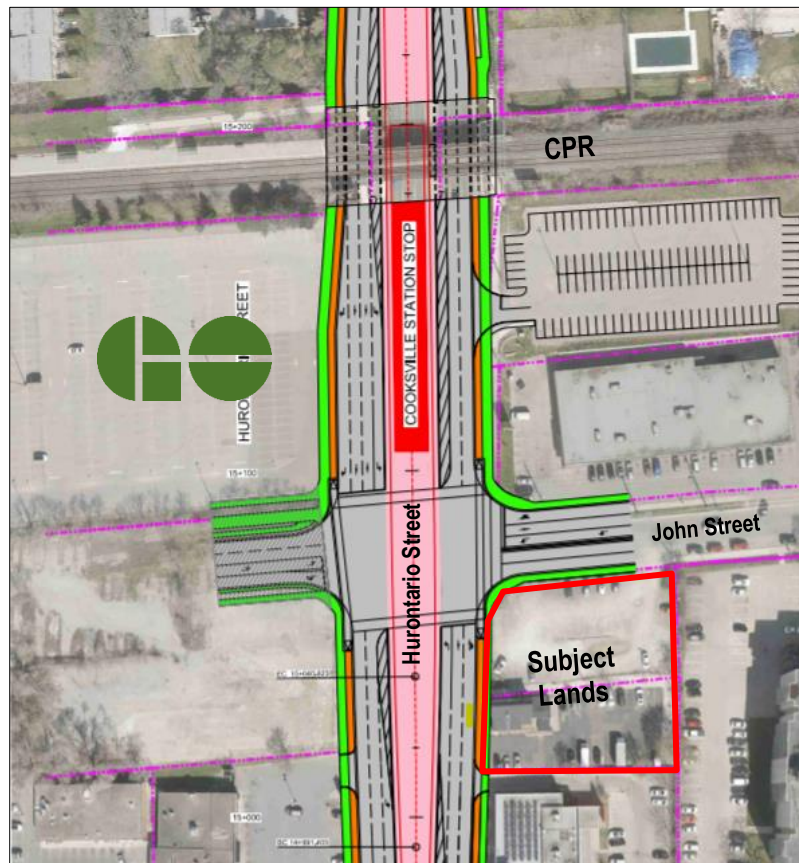
Sent via Email  
 Mississauga City Council Attn: Development Assistant  
[application.info@mississauga.ca](mailto:application.info@mississauga.ca)

**Attention: Mississauga City Council Attn: Development Assistant  
 c/o Planning and Building Department – 6th Floor  
 300 City Centre Drive, Mississauga, ON, L5B 3C1**

Dear Mayor Crombie and Members of Council:

**Re: Comments on Downtown Fairview, Cooksville and Hospital Policy Review  
 Addresses: 3161 – 3173 Hurontario St., Mississauga  
 Planning & Development Committee Meeting – Jan. 24, 2022 – CD.03-DOW**

I am writing to express concern in respect of the proposed *Downtown Fairview, Cooksville and Hospital Policy Review – Draft Official Plan Amendment and Built Form Standards* and their impact in relation to a potential development at the southeast corner of John Street and Hurontario Street (Soffron Tax). For context, the subject lands front onto the under construction Cooksville LRT Station and reside directly across Hurontario from the Cooksville GO Station, shown below:



### **Background**

On May 29, 2019 Trolleybus Urban Development Inc. attended a Development Application Review Committee (DARC) Meeting to discuss a proposed 37 storey residential building with ground floor commercial on the subject lands. Since that time, our firm is continuing to advance the details of a development proposal on the site generally consistent with the built form and statistics presented at the DARC meeting in 2019.

While a formal planning application to the City of Mississauga is expected in late 2022, we have had a chance to review the Draft Official Plan and Built Form Standards in relation to our site. A summary of our primary concerns are below:

### **Major Transit Station Area within an Urban Growth Centre**

It is our opinion that the recommended building heights do not reflect the elevated hierarchy of available transit options within the Cooksville Major Transit Station Area (MTSA). The proposed 25 storey height limit has been carried forward from an outdated planning regime and does not promote minimum transit supportive densities within this elevated MTSA, in line with Growth Plan direction around promoting intensification.

This site is in a unique proximity across from the Cooksville GO Station, Cooksville LRT Station and within a short walk of the proposed Dundas/Hurontario BRT Station. Accordingly, this specific site is located within one of the most transit rich intersections in the entire GTA. Therefore, we believe the proposed 25 storey height limit for this site (and intersection) should be reconsidered to illustrate the tallest built forms (height peak) within the Cooksville MTSA.

### **Existing Precedents**

The block of addresses form a high rise development site that can adhere to the proposed built form standards including tower setbacks and transition to low-rise neighbourhoods. There are numerous sites along Hurontario and within Downtown Fairview that exceed the 25 storey height limit approved through Council or the Ontario Land Tribunal (OLT) and its predecessors. The result of carrying forward this outdated height limit in the Official Plan will create undue burden for staff and Council to defend future applications consistent with past approvals and Provincial Growth Policies at the Ontario Land Tribunal with a low likelihood of success.

### **Recent Proposal at 3085 Hurontario Street**

On January 10<sup>th</sup>, 2022 I attended a Virtual Public Meeting for a similar high-rise residential proposal located at 3085 Hurontario Street (a site in further proximity to higher order transit). At that meeting, there was general support from Council through their feedback that the proposed 35 storey height was generally consistent with intensification goals to be expected in the Cooksville node. It is also our opinion, one which was raised at the meeting, was that it is unlikely the existing (and proposed) 25 storey height limit would be defensible through an OLT appeal process.

### **Request**

Our suggestion is that the properties north of Hillcrest Ave., south of the CP Railway with frontage on Hurontario be reconsidered as the height peak of the Cooksville MTSA with building height limits between 35-40 storeys. This revision would adequately reflect the best practices of other higher order MTSA's in the GTA and acknowledge the existing precedents in the Cooksville node and Hurontario LRT corridor.



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Please provide us with notice of all matters concerning the OPA updates in accordance with subsections 34(18) and 17(23) of the Planning Act. We look forward to staff and Council considering our concerns and speaking further on this matter.

Yours truly,

A handwritten signature in black ink, appearing to read "Greg Gilbert", is written over a white background.

**Greg Gilbert**

Director of Planning & Design ([greg@trolleybusdevelopment.com](mailto:greg@trolleybusdevelopment.com))

**TROLLEYBUS URBAN DEVELOPMENT INC.**

4950 Yonge Street, Suite 900

Toronto, ON

M2N 6K1





January 21, 2022

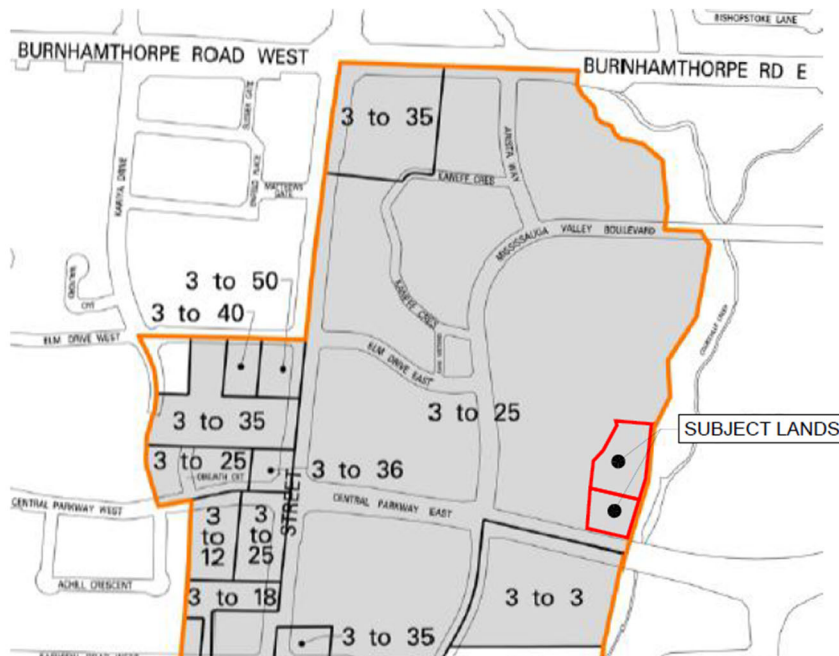
GSAI File: 1348-001

*(Via Email to: [megan.piercey@mississauga.ca](mailto:megan.piercey@mississauga.ca))*

Chairman and Members of Planning & Development Committee  
 c/o Megan Piercey, Legislative Coordinator  
 City of Mississauga  
 300 City Centre Drive  
 Mississauga, ON L5B 3C1

**RE: January 24, 2022 Mississauga PDC Report: Agenda Item 5.3  
 Downtown Fairview, Cooksville and Hospital Policy Review  
 Morguard Corporation  
 1477 & 1547 Mississauga Valleys Blvd., City of Mississauga**

Glen Schnarr & Associates Inc. ('GSAI') are the planning consultants to Morguard Corporation, registered owners of the lands municipally known as 1477 & 1547 Mississauga Valleys Blvd. Collectively, these two sites occupy an area of 5.46 hectares (13.5 acres), much of which is occupied by existing rental apartments. There remains, however, a smaller undeveloped 1.3 hectare (3.2 acre) parcel of vacant lands having frontage onto Central Parkway East, just west of the Cooksville Creek. See location plan below.



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**GLEN SCHNARR & ASSOCIATES INC.**  
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

The subject lands are within the Downtown Fairview area and are depicted on the proposed draft OPA height schedule as having a maximum height of 25 storeys. On behalf of our client, we wish to highlight the following issues regarding the proposed Draft Official Plan Amendment and Built Form Standards appended to the January 24, 2022 staff information report:

- Map 12.3, which outlines the various FSI density ranges for existing developed sites and recognizes FSIs on more recent site-specific rezoning and OPA applications, is proposed to be revised to delete FSI references under the proposed red line revisions. Will these be replaced with updated FSI density ranges as many of the older developments were developed and built in a different era which predates the establishment of Growth Centres, Intensification Corridors and Major Transit Station Areas associated with the funded Hurontario LRT line?;
- The proposed Built Form Standards are very prescriptive on matters related to setbacks, podium setbacks and floorplate sizes. As there are a multitude of various property sizes and shapes from small corner sites to “tower in the park” sites, we believe greater flexibility should be provided to the designers of future buildings to avoid replicating older slab massed buildings from an earlier era. While these are intended to merely be guidelines that do not form part of the policy text of the OPA, they are often rigidly interpreted by City staff during the review of Development Applications.

Thank you for the opportunity to participate in this exercise and we look forward to working with staff as the proposed OPA for the Downtown Fairview area is further developed prior to the final Public Meeting

Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**

Jim Levac, MCIP, RPP  
Partner

Copy: Christine Cote/Mark Bradley/Brian Athey, Morguard Corporation

Calvin Lantz  
Direct: (416) 869-5669  
CLantz@stikeman.com

January 21, 2022  
File No.: 146656.1001

**By E-mail**  
*megan.piercey@mississauga.ca*

Planning & Development Committee  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Attention: Ms. Megan Piercey, Legislative  
Coordinator

Dear Sirs/Mesdames,

**Re: CD.03-DOW  
Information Report: Downtown Fairview, Cooksville and Hospital Policy  
Review – Draft Official Plan Amendment and Built Form Standards  
Letter of Concern**

We are counsel to BET Realty Limited and 3420 Hurontario Street Incorporated, the owners of the lands municipally known as 3420 & 3442 Hurontario Street, Mississauga (the “**Property**”). The Property is located at the southwest corner of Hurontario Street and Central Parkway West, within the Downtown Fairview Character Area, as outlined in the Draft Official Plan Amendment (the “**Draft OPA**”), which is the subject of this agenda item.

By way of background, our client submitted applications for Official Plan and Zoning By-law Amendments (File No. OZ 20/022) to redevelop the Property with a two-tower mixed-use development, comprised of a 36-storey building at the north end and a 30-storey building at the south end (the “**Proposed Development**”). Our client’s applications are presently proceeding before the Ontario Land Tribunal under Case No. OLT-21-001693.

On behalf of our client, we are writing to comment on the Draft OPA and the proposed Built Form Standards (“**BFS**”).

In general, our client is supportive of the City’s initiative to introduce policies that support greater height and density along the Hurontario corridor. We believe that this is a positive and necessary step in planning for future growth in the City of Mississauga, particularly in view of the strong Provincial direction for transit-oriented development.

That being said, we have reviewed the Draft OPA and proposed BFS and are concerned that several of the policies and guidelines will prevent certain lands, including the Property, from being developed in an optimal manner in line with Provincial policy direction.

In particular, the Draft OPA contemplates a height limit of 25 storeys for the Property, which represents an underutilization of the site given the planned and emerging context. This 25-storey height limit appears to be without apparent planning basis, especially when compared to other lands to the north, south, and east, which are given permissions for significantly greater heights, ranging from 35 to 50 storeys.

In addition, the Draft OPA appears to propose the deletion of the planned FSI ranges currently existing in Map 12-3 of the Official Plan. We wish to clarify whether staff's intention is to eliminate FSI ranges completely as a form of planning control for these areas, or whether the intention is to replace the existing FSI standards with FSI figures that better reflect the density planned for the Hurontario corridor.

As well, we are concerned that the prescriptive restrictions introduced through the Draft OPA and proposed BFS will frustrate the strong policy direction for mixed-use intensification and efficient development at transit-supportive densities, particularly as envisaged through the Proposed Development for the Property.

It is also concerning that City staff are proposing such a high degree of regulatory prescription—akin to a zoning by-law—through the BFS, which is not a *Planning Act* instrument, and therefore exists outside the statutory planning process and not subject to independent review by the Ontario Land Tribunal.

We welcome the opportunity to discuss these and other concerns with City staff. If you have any questions or require additional information, please contact me or my associate, Jonathan Cheng, at (416) 869-6807 or [jcheng@stikeman.com](mailto:jcheng@stikeman.com).

Please provide us with notice of all upcoming meetings of Council and Committees of Council at which this matter will be considered, and we ask to be provided with notice of the Committee's and Council's decision with respect to this and any related item.

Thank you for your attention to this matter.

Yours truly,



For: Calvin Lantz

CL/jsc/ec

cc. Jim Levac, *Glen Schnarr & Associates Inc.*  
Client



January 24, 2022

GSAI File: 1278-001

*(Via Email)*

Chairman and Members of Planning & Development Committee  
c/o Megan Piercey, Legislative Coordinator  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

**RE: Downtown Fairview, Cooksville and Hospital Policy Review  
33HC TAS LP; 33HC Corp.  
25, 33 Hillcrest Avenue and 3154 Hurontario Street, City of Mississauga**

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Glen Schnarr & Associates Inc. ('GSAI') are the planning consultants to 33HC TAS LP and 33HC Corp. (the 'Owner') of the lands municipally known as 25, 33 Hillcrest Avenue and 3154 Hurontario Street, in Cooksville, in the City of Mississauga (the 'Subject Lands' or 'Site'). On behalf of the Owner, we are submitting this Comment Letter in relation to the ongoing City of Mississauga Downtown Fairview, Cooksville and Hospital Policy Review initiative ('Initiative').

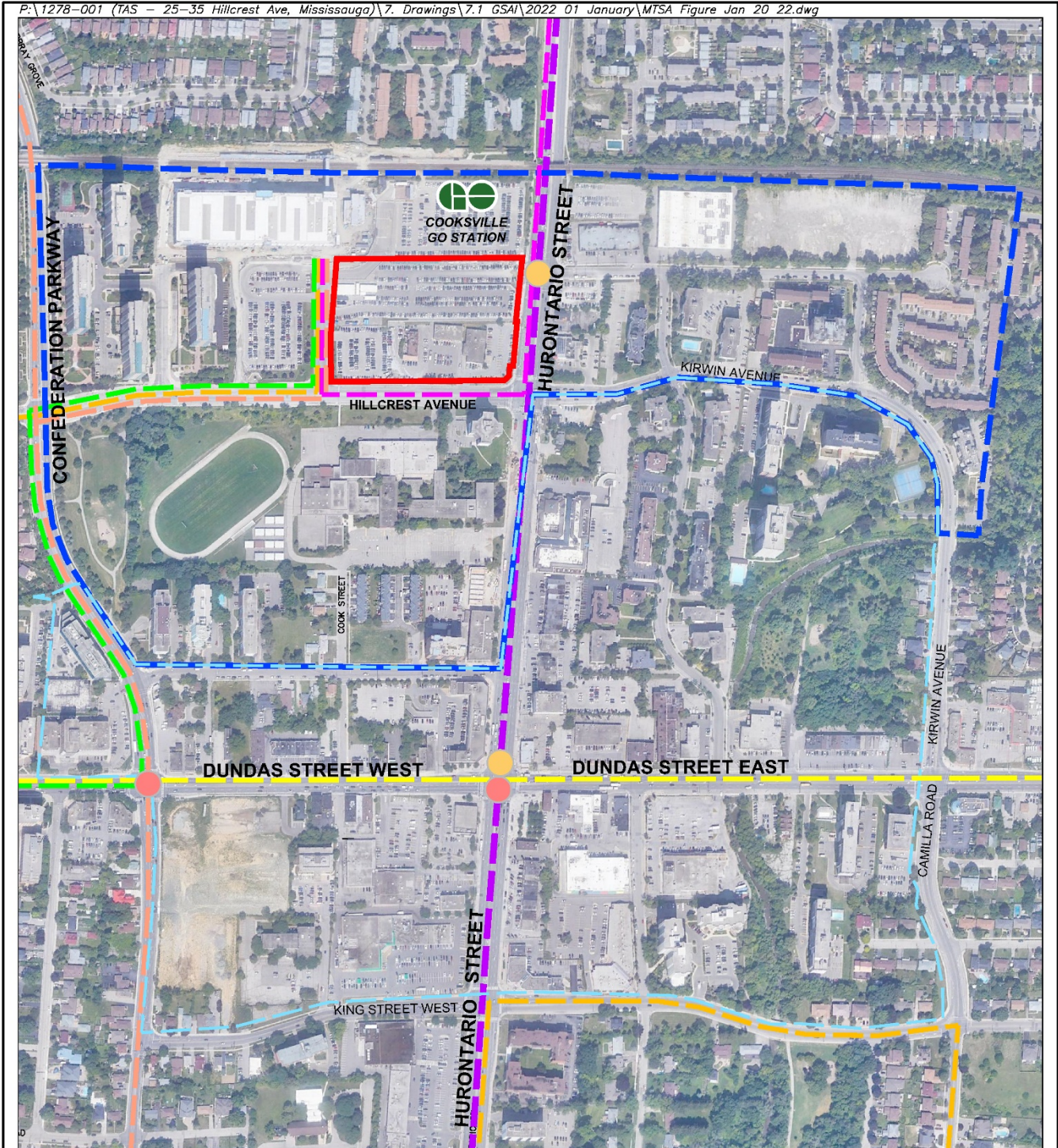
GSAI has been participating in the Initiative, as well as the concurrent City of Mississauga Official Plan Review and the Region of Peel Municipal Comprehensive Review (referred to as 'Peel 2051+') initiatives. We understand that when complete, the City's Downtown Fairview, Cooksville and Hospital Policy Review Initiative will culminate in an Official Plan Amendment ('OPA') that will modify the policy framework permissions for lands within the Downtown Fairview, Cooksville and Hospital communities, including the Subject Lands.

The Subject Lands are located on the west side of Hurontario Street, north of Hillcrest Avenue (see **Context Map** on the next page). Based on the in-effect planning policy framework, the Site is situated within the Downtown Mississauga Urban Growth Centre (in accordance with Schedule 1, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020), a Mobility Hub – Gateway (in accordance with the Peel Regional Official Plan), the proposed Cooksville GO Major Transit Station Area (in accordance with the proposed Peel Regional Official Plan, Schedule Y7 – Major Transit Station Areas), the City's Downtown Intensification Area, the Downtown Cooksville Character Area, the Downtown Cooksville Focus Area (in accordance with the Hurontario / Main Street Master Plan, 2011), and the Cooksville Focus Area (in accordance with the Dundas Connects Master Plan).

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P:\1278-001 (TAS - 25-35 Hillcrest Ave, Mississauga)\7. Drawings\7.1 GSAI\2022 01 January\MTSA Figure Jan 20 22.dwg



**CONTEXT MAP**  
**25 & 33 HILLCREST AVENUE**  
**& 3154 HURONTARIO STREET**  
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

- Subject Lands
- Cookville GO Major Transit Station Area
- Dundas Major Transit Station Area
- MiWay - Route 1 (Dundas)
- MiWay - Route 2 (Hurontario)
- MiWay - Route 4 (Sherway Gardens)
- MiWay - Route 28 (Confederation)
- MiWay - Route 38 (Creditview)
- MiWay - Route 53 (Kennedy)
- HuLRT Station
- Dundas BRT Station



When considered collectively, the in-effect policy framework identifies the Subject Lands as an appropriate location for higher density, compact, mixed-use, transit-supportive development to occur. This is strengthened (see **Context Map** on the previous page) by the Site's frontage on Hurontario Street (a recognized Regional Intensification Corridor, a recognized local Corridor and future location of the Hurontario Light Rail Transit ('HuLRT') network), its location immediately adjacent to the Cooksville GO Station, its location within walking distance of future HuLRT Stations, its location within walking distance (422 metres) of the planned Dundas Bus Rapid Transit ('BRT') network, and its location within walking distance of existing street-level transit services operating in the surrounding area. The Site is also within walking distance of various services, amenities and facilities to meet daily needs and support Cooksville as a healthy, vibrant, complete, 15-minute community. We note that the local policy framework, including the Hurontario / Main Street Master Plan, Cooksville Mobility Hub Study and Dundas Connects Master Plan identify the Subject Lands as an appropriate and desirable location for high-density, mixed-use, pedestrian-oriented, 'tall' development to occur.

We have reviewed the draft Mississauga Official Plan Amendment ('draft Amendment'), dated December 23, 2021, and offer the following comments.

In Section 12.4.4 of the draft Amendment, the preferred location of public parks and open space are identified. In accordance with Figure 1 of the Amendment, the Subject Lands are identified as an area where future public parkland and pedestrian connections are desired. In our opinion, the appropriateness of a site for future parkland can and should be determined through the development review process. Additionally, provision of parkland in proximity to the Cooksville GO Station and within a proposed Major Transit Station Area ('MTSA') will impact the ability for any development proposal to achieve minimum density requirements as established in Provincial and Regional policies.

The draft Amendment proposes a policy requirement (Policy 12.4.5) and a building height schedule (Map 12-4.2) for lands within the Downtown Cooksville Character Area. Collectively, the proposed policy and Map 12-4.2 direct that the greatest heights are to be directed to lands near the Cooksville GO Station and along Hurontario Street, north of Agnes. Furthermore, maximum permitted building heights are to be in accordance with Map 12-4.2: Downtown Cooksville Character Area Minimum to Maximum Building Heights. The Subject Lands are identified as an appropriate location for building heights of 3 to 25 storeys. It is our opinion that this building height range should be modified given the Subject Lands are adjacent to the Cooksville GO Station, are in front of and within walking distance of existing and planned transit services, it is situated in an area where intensification is to be directed and there is an inconsistent applicable of building heights. More specifically, we note that lands to the north of Downtown Cooksville have permitted heights of up to 50 storeys in instances, despite these lands within the Downtown Fairview Character Area having less transit connectivity than the Subject Lands. Additionally, there is an inconsistency in the application of permitted building heights as building heights of up to 29 storeys are permitted on



lands to the east and south within Downtown Cooksville.

In Section 12.4.6.1 of the draft Amendment, refined urban form policies are proposed. Of concern is Policy 12.4.6.1.2 which states that larger developments where more than one tower is proposed, the heights of buildings are to be varied by three to five storeys. We request that this policy be modified to facilitate the ability of a development proponent to identify whether height variation between multiple structures on a lot is desirable and to determine on a site-by-site basis what an appropriate height variation between structures would be. The proposed policy as contemplated is prescriptive and can limit the development potential of lands, while also hindering the ability for development to provide for compact, higher density, pedestrian-oriented, transit-supportive forms.

The draft Amendment proposes refinements to the local road pattern. These refinements are presented on Map 12-4.3: Downtown Cooksville Street Types and Figure 9: Street Types in the Downtown Cooksville Character Area. Overall, the draft Amendment directs that Hillcrest Avenue is to be identified as an 'A' Street which is to have a continuous streetwall condition along 90% of the Site's frontage. This preferred streetwall condition does not specify deviations to allow for pedestrian connections or parkland. Clarification is requested.

The draft Amendment also identifies John Street to be extended as a public road and terminate west of the Subject Lands. Furthermore, this extension of John Street is identified as a 'C' Street, or a tertiary public road. The draft Amendment also directs that the current 'GO Access Road' along the Site's western property line is to be reconstructed as a new public road, identified as a 'B' Street, and as a northward extension of Cook Street.

We note that 'C' Streets are intended to provide for mid-block connections and to facilitate 'vehicular access to on-site service, loading, parking and garbage storage areas', while 'B' Streets are proposed to be residential in nature and development is to provide for 'generous setbacks from the street' (Policy 12.4.6.2.2.1.b).

As currently contemplated, the proposed identification of John Street as a 'C' Street and GO Access Road as a 'B' Street will impact the development potential of the Subject Lands. It will also impact site design considerations given vehicular accesses are to be encouraged off of 'C' Streets. Similarly, the provision of these new public roads may require additional road widening and would influence massing, scale and site design for the Site.

Furthermore, Figure 9 of the draft Amendment directs that new pedestrian connections are to be provided across the Subject Lands and other lands in order to provide safe, comfortable and convenient access across the Downtown Cooksville community. Provision of a pedestrian connection in the desired location on the Subject Lands would bisect the Site and adversely impact the development potential of the Subject Lands. Based on the above, we request that modifications be made to preserve the development potential of the Subject Lands and the ability for



development to provide an optimal site design that incorporates a mixing of residential and non-residential uses on the lot, a network of pedestrian pathways, landscaped open spaces and safe, convenient access into and beyond the Site.

The draft Amendment presents refined land use policies, in particular policies pertaining to lands designated as 'Mixed Use'. The Subject Lands are currently split designated 'Residential High Density' and 'Mixed Use' by the Mississauga Official Plan. While these designations may be refined, particularly should a development application be brought forward, the proposed Mixed Use policy (Policy 12.4.8.2.1) which states that existing office, retail and service commercial floor space is to be replaced is concerning. The Subject Lands are an ideal location for higher density, compact, mixed-use development to occur. Given the Subject Lands' current condition as a larger scale local retail plaza, this policy requirement that existing office, personal and service commercial floor space be replaced will adversely impact the ability to provide a mixture of residential, non-residential and potential community uses on the lot, while also providing for new employment opportunities and a range of new housing opportunities in support of Provincial policy directions.

Furthermore, proposed policy 12.4.8.1 states that on lands in a specified area, including the Subject Lands, at-grade retail and service commercial uses are required, and at-grade residential dwellings are not permitted. In our opinion, this policy is unnecessarily restrictive and hinders the ability to provide a wide range of complimentary uses on the same lot. We request that consideration be given to modifying the above-noted policy requirements or granting a site-specific exception.

In Section 12.4.9.9 of the draft Amendment, a new area-specific policy (Site 9) is proposed. This proposed Site 9 policy states that a minimum of three (3) floors of non-residential uses will be required for buildings on lands designated Mixed Use and Residential High Density. As stated above, both of these land use designations currently apply to the Subject Lands and this policy is concerning. We request that given the Site's locational attributes and recognized development potential to support the creation of Cooksville as a healthy, vibrant, complete 15-minute community, the Subject Lands be exempt from this policy. Exclusion of the Subject Lands from this policy requirement is appropriate given redevelopment of the Site will provide for an opportunity to incorporate a wide range of complimentary uses on the same lot while also facilitating a compact, higher density development with a refined, high-quality architectural design. Additionally, the provision of new community uses and spaces on the Subject Lands will further support the direction of City Staff to provide such spaces at-grade where they are safely, comfortably and conveniently accessed. It will also support the creation of Cooksville as a complete community, where residents and visitors are able to access facilities, services and amenities to meet daily needs within a comfortable walking distance.

Finally, we highlight that the draft Amendment seeks to implement Downtown Fairview, Cooksville and Hospital Built Form Standards ('Standards'). We understand that these Standards, which serve as urban design guidelines, are to further implement the proposed built form and Character Area





**GLEN SCHNARR & ASSOCIATES INC.**  
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

policies of the Mississauga Official Plan. We are concerned that the draft Standards which provide detailed design guidelines for developments occurring in the Downtown Fairview, Cooksville and Hospital Character Areas are restrictive and do not facilitate the best utilization of land, resources and infrastructure nor the creation of Cooksville as a vibrant, complete, 15-minute community.

In summary, we are concerned about the proposed Amendment and request that modifications be considered. Thank you for the opportunity to provide these comments. Our Client wishes to be included in the engagement for the Downtown Fairview, Cooksville and Hospital Policy Review initiative and wishes to be informed of updates and future meetings.

We look forward to being involved. Please feel free to contact the undersigned if there are any questions.

Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**

  
Glen Broll, MCIP, RPP  
Partner



January 21, 2022

Planning and Development Committee  
City of Mississauga  
300 City Centre Drive  
Mississauga, Ontario L5B 3C1

Dear Members of the Committee:

***Re: Comments relating to Downtown Fairview, Cooksville and Hospital Policy Review-Draft Official Plan Amendment and Built Form Standards***

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On behalf of our client, Almega Asset Management (Almega), which is a Mississauga-based private equity investment, development and asset management company, we are providing comments to you in relation to proposed amendments to Mississauga's Official Plan (MOP) for three communities along Hurontario Street, which are identified as Downtown Fairview, Cooksville and Hospital Character Areas. The City has started this planning initiative due to the proposed Hurontario Light Rail Transit (LRT) line and forecasted increases in the population and employment in these areas.

Almega currently owns a commercial plaza site located on the south side of Dundas Street, east of Hurontario Street, municipally known as 60 Dundas Street East (the subject site). Almega proposes to redevelop and revitalize the subject site with a mixed-use development, incorporating intensification of new housing opportunities and a new public park to complement increased pedestrian access to the adjacent Cooksville Creek. The subject site is located within the Downtown Cooksville Character Area which would be affected by these proposed MOP amendments.

While we recognize that City staff will need to undertake further analysis on how these Character Areas will be impacted with the introduction of higher order transit, we believe certain issues which have been raised by the City's Corporate Report, dated December 23, 2021, merit further discussion and consideration.

Firstly, the proposed building height restrictions on Map 12-4.2 provide for a maximum of 3 to 16 storeys on the subject site. This height restriction does not appear to recognize that the Dundas Street East corridor, especially within the Downtown Cooksville Character Area, will also see higher order transit with the proposed Dundas bus rapid transit (BRT) service which will run in an east-west configuration from the City of Hamilton to the Kipling Transit Hub in the City of Toronto. As such, it is our view that increased heights should be considered at the subject site.

We also seek additional clarity with respect to Policy 12.4.8.2.1, which requires the planned function of the non-residential components to be maintained or replaced, as well as Policy 12.4.7.4, which would restrict vehicular access to Dundas. We also note that there is an existing pedestrian trail along Cooksville Creek that will be enhanced by the new park space proposed for the subject site. In our view, the gateway to this trail would benefit from a signalized intersection to allow safe pedestrian crossing.

The comments provided are intended to assist in our ongoing discussions with staff as we proceed with an application to revitalize the subject site. We look forward to continuing to engage with City staff and officials to ensure these Amendments are drafted to meet the needs of both Mississauga residents and business-owners.

Yours truly,  
**Bousfields Inc.**



Michael Bissett, MCIP, RPP

- c. Marianne Cassin, Mississauga Planning  
Adam Lucas, Mississauga Planning  
Jodi Shpigel, Almega



January 24, 2022

GSAI File: 1396-001

*(Via Email)*

Chairman and Members of Planning & Development Committee  
c/o Megan Piercey, Legislative Coordinator  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

**RE: Downtown Fairview, Cooksville and Hospital Policy Review  
RASDA Holdings Limited and Baro Construction Limited  
55, 93 Dundas Street East, City of Mississauga**

---

Glen Schnarr & Associates Inc. ('GSAI') are the planning consultants to RASDA Holdings Limited and Baro Construction Limited (the 'Owner') of the lands municipally known as 55 Dundas Street East and 93 Dundas Street East, in Cooksville, in the City of Mississauga (the 'Subject Lands' or 'Site'). On behalf of the Owner, we are submitting this Comment Letter in relation to the ongoing City of Mississauga Downtown Fairview, Cooksville and Hospital Policy Review initiative ('Initiative').

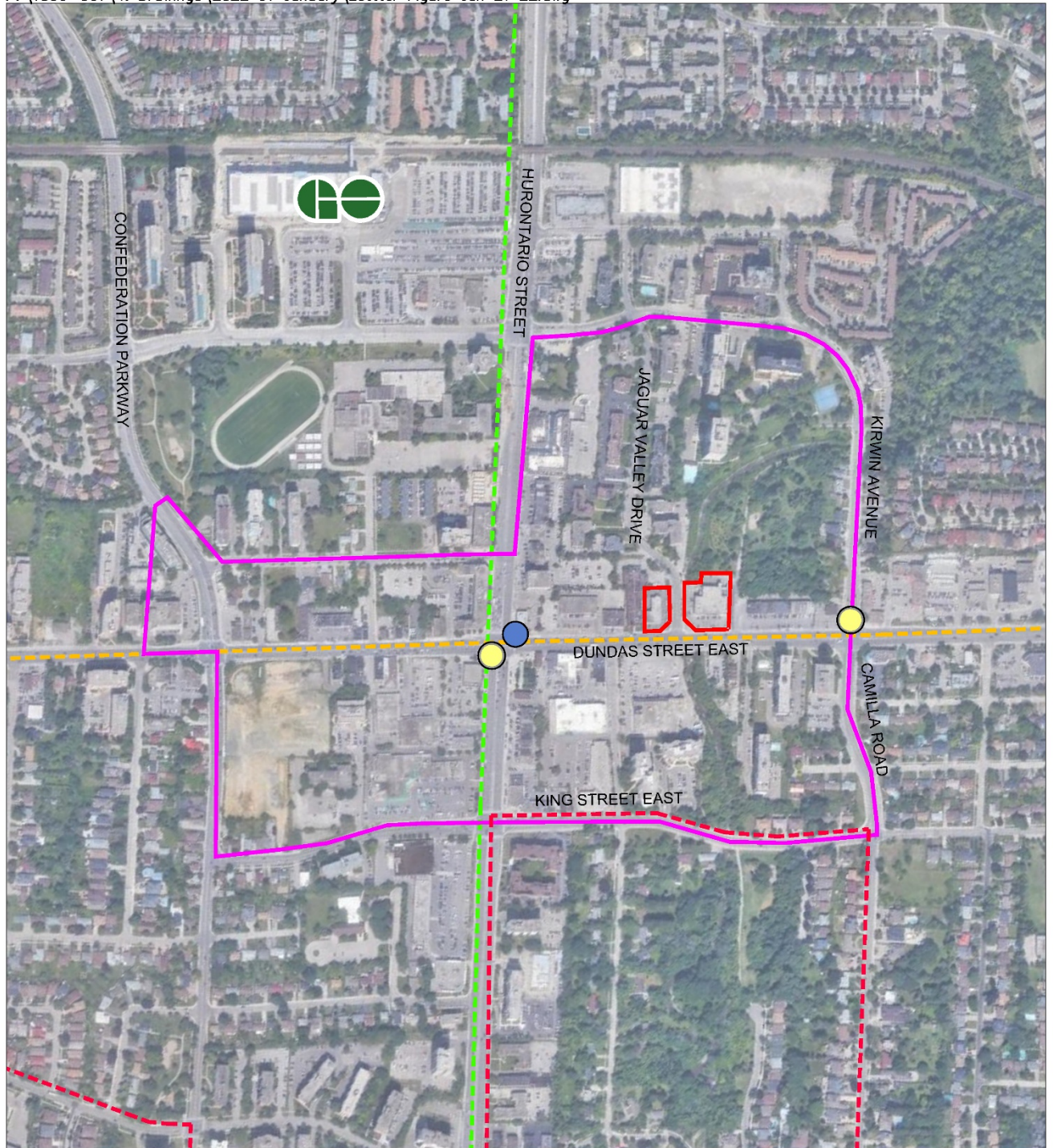
GSAI has been participating in the Initiative, as well as the concurrent City of Mississauga Official Plan Review and the Region of Peel Municipal Comprehensive Review (referred to as 'Peel 2051+') initiatives. We understand that when complete, the City's Downtown Fairview, Cooksville and Hospital Policy Review Initiative will culminate in an Official Plan Amendment ('OPA') that will modify the policy framework permissions for lands within the Downtown Fairview, Cooksville and Hospital communities, including the Subject Lands.

The Subject Lands are located on the north side of Dundas Street East, east of Hurontario Street (see **Context Map** on the next page). Based on the in-effect planning policy framework, the Site is situated within the Downtown Mississauga Urban Growth Centre (in accordance with Schedule 1, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020), a Mobility Hub – Gateway, the proposed Dundas Major Transit Station Area (in accordance with the proposed Peel Regional Official Plan, Schedule Y7 – Major Transit Station Areas), the City of Mississauga's Downtown Intensification Area and the Downtown Cooksville Character Area, the Downtown Cooksville Focus Area (in accordance with the Hurontario / Main Street Master Plan, 2011), and the Cooksville Focus Area (in accordance with the Dundas Connects Master Plan, 2018).

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**AREA CONTEXT**

55 DUNDAS STREET EAST,  
 PART OF BLOCK A PLAN 637,  
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

93 DUNDAS STREET EAST,  
 PART OF BLOCK E PLAN 637 TORONTO; PART OF LOT 15 CONCESSION 1 NDS,  
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

- Subject Lands
- Dundas MTSA Boundary
- BRT Station
- HuLRT Station
- MiWay Route 1 (Dundas)
- Miway Route 2 (Hurontario)
- MiWay Route 4 (Sherway Gardens)
- Cooksville GO station



Scale NTS  
 January 21, 2022





When considered collectively, the in-effect policy framework identifies the Subject Lands as an appropriate location for higher density, compact, mixed-use, transit-supportive development to occur. This is strengthened (see **Context Map** on the previous page) by the Site's frontage on Dundas Street (a recognized local Corridor and future location of the Dundas Bus Rapid Transit ('BRT') network), its location within walking distance (544 metres) of the Cooksville GO Station, its location within walking distance of a future HuLRT Station) and its location within walking distance of existing street-level transit services operating in the surrounding area. The Site is also within walking distance of various services, amenities and facilities to meet daily needs and support Cooksville as a healthy, complete, 15-minute community. We note that the local policy framework, including the Hurontario / Main Street Master Plan, Cooksville Mobility Hub Study, Dundas Connects Master Plan and the City's Zoning By-law identify the Subject Lands as an appropriate and desirable location for high-density, mixed-use, pedestrian-oriented, 'tall' development to occur.

We have reviewed the draft Mississauga Official Plan Amendment ('draft Amendment'), dated December 23, 2021, and offer the following comments.

The draft Amendment proposes a policy requirement (Policy 12.4.5) and a building height schedule (Map 12-4.2) for lands within the Downtown Cooksville Character Area. Collectively, the proposed policy and Map 12-4.2 direct that the greatest heights are to be directed to lands near the Cooksville GO Station and along Hurontario Street, north of Agnes. Furthermore, maximum permitted building heights are to be in accordance with Map 12-4.2: Downtown Cooksville Character Area Minimum to Maximum Building Heights. Based on this, the Subject Lands are identified as an appropriate location for building heights of 3 to 18 and 3 to 16 storeys, respectively. It is our opinion that this building height range should be modified given the Subject Lands are directly in front of and within walking distance of existing and planned transit services, the Site is situated in an area where intensification is to be directed and there is an inconsistent applicable of building heights. For instance, building heights of up to 29 storeys are permitted on lands to the north, along the Cooksville Creek, within Downtown Cooksville.

The draft Amendment proposes refinements to the City's urban design policies and local road pattern as demonstrated on proposed Map 12-4.3: Downtown Cooksville Street Types and Figure 9: Street Types in the Downtown Cooksville Character Area. Collectively, these proposed modifications are concerning. In particular, we are concerned that the proposed urban design policies will require a height variation of 3 to 5 storeys where more than one structure is to be provided, a 45 degree angular is to be provided as measured from the shared property line with surrounding low and medium density residential areas, and Jaguar Valley Drive is to be provided as a new 'B' Street. 'B' Streets are proposed to be residential in nature and development is to provide for 'generous setbacks from the street' (Policy 12.4.6.2.2.1.b). When considered collectively, the above-noted policy directions will impact the development potential of the Subject Lands and the ability to support the development vision for Dundas Street as a pedestrian-oriented, active, complete main street.



The draft Amendment presents refined land use policies, in particular policies pertaining to lands designated as 'Mixed Use'. The Subject Lands are currently designated 'Mixed Use' by the Mississauga Official Plan. Policy 12.4.8.2.1 which requires that existing office, retail and service commercial floor space is to be replaced is concerning. The Subject Lands are an ideal location for higher density, compact, mixed-use development to occur. We are also concerned by Policy 12.4.8.2.3.a which states that new development is to provide various convenient, easily accessible office, retail and service commercial uses. Given the Subject Lands' current condition as local retail plazas containing a variety of uses, the policy requirement to replace existing floor space and the policy requirement to provide office space will adversely impact the ability to provide a mixture of residential and non-residential uses on the lot, while also providing for new employment opportunities and a range of new housing opportunities. Additionally, the requirement to provide non-residential uses including office may not represent current or market trends. We request that consideration be given to modifying this policy requirement or granting a site-specific exception.

We are encouraged by Policy 12.4.9.1 which proposes modified height permissions of up to 18 storeys on the lands municipally addressed as 55 Dundas Street East. We are concerned however by other provisions of this amended site-specific policy which requires three floors of non-residential uses to be provided. This is unnecessarily restrictive and may adversely impact development potential. Exclusion of the Subject Lands from this policy requirement is appropriate given the Site is able to provide for a wide range of non-residential uses, including uses that open onto and address the Dundas Street public realm. Furthermore, the Subject Lands are appropriately situated to facilitate a compact, higher density development with a refined, high-quality architectural design. We request that site-specific Policy 1 be modified or a site-specific exclusion be granted.

Finally, we highlight that the draft Amendment seeks to implement Downtown Fairview, Cooksville and Hospital Built Form Standards ('Standards'). We understand that these Standards, which serve as urban design guidelines, are to further implement the proposed built form and Character Area policies of the Mississauga Official Plan. We are concerned that the draft Standards which provide detailed design guidelines for developments occurring in the Downtown Fairview, Cooksville and Hospital Character Areas are restrictive and do not facilitate the best utilization of land, resources and infrastructure nor the creation of Cooksville as a vibrant, complete, 15-minute community.


In summary, we are concerned about the proposed Amendment and request that modifications be considered. Thank you for the opportunity to provide these comments. Our Client wishes to be included in the engagement for the Downtown Fairview, Cooksville and Hospital Policy Review initiative and wishes to be informed of updates and future meetings.

We look forward to being involved. Please feel free to contact the undersigned if there are any questions.



**GLEN SCHNARR & ASSOCIATES INC.**  
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

Yours very truly,  
GLEN SCHNARR & ASSOCIATES INC.

  
Glen Broll, MCIP, RPP  
Partner

cc. Owner





January 21, 2022

Karin Phuong, Project Lead – Planner  
City of Mississauga  
City Planning Strategies Division  
300 City Centre Drive  
Mississauga, Ontario

**Re: Trillium Health Partners' (THP) Response to Draft Policies  
Downtown Fairview, Cooksville and Hospital Character Areas  
File: CD.03-DOW**

Dear Ms. Phuong,

On November 22<sup>nd</sup>, 2021 Trillium Health Partners (**THP**) received draft policies of the *Downtown Fairview, Cooksville and Hospital Policy Review – Draft Official Plan Amendment and Built Form Standards* as part of City of Mississauga Planning and Building Department's initial engagement for the policy review. THP appreciates the opportunity to continue engaging with City staff and provide input to the development of policies that will shape both the Mississauga Hospital and surrounding areas.

THP notes the proposed policies are intended to set out a vision and key guiding principles for each of the three Character Areas, including the Downtown Hospital Character Area (**DHCA**), with new policies introduced for building heights, land uses, transportation connections, and urban form. The package also included five maps highlighting draft changes to Schedules of the Mississauga Official Plan.

THP's Planning Consultant, DIALOG, has undertaken a review of the draft policies of the DHCA received on November 22<sup>nd</sup>, 2021. We note the draft policies attached to the Agenda for the Planning & Development Committee (**PDC**) meeting of January 24<sup>th</sup>, 2022 contain further updates from those previously circulated as well as a more robust draft Built Form Standards document. THP will undertake a review of those updated draft policies in due course and looks forward to continuing conversations with City staff on them following this meeting.

### **The New Mississauga Hospital Project**

THP is the owner and operator of the Mississauga Hospital, a significant health care provider for both local and regional populations for more than 62 years. The aging infrastructure of the Mississauga Hospital located at 100 Queensway West is no longer able to meet 21<sup>st</sup> century community needs, and the pandemic has further underlined the urgent need for THP to move forward with plans to expand and modernize its facilities so that it can deliver the care this community needs.

The redevelopment of the Mississauga Hospital envisions a full replacement of the existing hospital, creating a modern health care facility that meets the growing and changing health care needs of the community, with over 950 beds.

On December 16<sup>th</sup>, 2021, THP submitted a Site Plan Control Application (**SP 22-2 W7**) for the new 24-storey hospital tower (inclusive of mechanical penthouse and rooftop elements/projections) at 100 Queensway West and the adjacent Camilla Care lands located at 2250 Hurontario Street. This was THP's second development application, following an earlier Site Plan Control Application (**SP 21-156 W7**) to facilitate approvals for the development of a new 8-storey parking structure.

### **Previous THP Response Submissions to City**

THP previously submitted comments to City staff in support of the draft policy review on December 3<sup>rd</sup>, 2020 and January 25<sup>th</sup>, 2021. These submissions are included in **Appendix A** for context. Broadly speaking, in the first response letter, THP requested:

- Language to reflect the importance of the hospital facility within the community;
- Maintenance of existing flexible standards within Institutional OP designation;
- Incorporation of additional permitted land uses within the existing Institutional exception ("I-2") zone; and
- Application of Institutional zoning standards to 2250 Hurontario St. (in light of ongoing acquisition process).

As part of the second response letter, THP responded to two specific queries from City staff and continued to request inclusion of high-density residential as a permitted land use within the Institutional zone. The specific responses to City staff queries included:

- Acknowledgement of the integral role open and accessible green and parkland-type spaces will play in future development of the Subject Site, but no intention for a stand-alone parkland parcel at the hospital site; and
- An update to City staff on the acquisition and rezoning process related to 2250 Hurontario St, clarifying THP intent to permit hospital uses and institutional zoning standards on that property as well as part of the new hospital in-patient tower.

### **Review of Downtown Hospital Draft Policies**

For this review, THP's response to draft policies are limited to those proposed for the DHCA in November 2021. We will articulate any additional comments on the further revised policies and completed draft Built Form Standards as part of subsequent engagement opportunities with City staff. THP requests that the proper names of "Trillium Health Partners" and the "Mississauga Hospital" be used throughout the document where relevant.

- ***Plans & Policies related to 2250 Hurontario St***

We note for City staff that the above-mentioned development application for the New Mississauga Hospital Project includes both 100 Queensway West and 2250 Hurontario Street. An Agreement of Purchase and Sale (**APS**) was reached between THP and the owners of 2250 Hurontario St. in late-2021, with an anticipated closing in Spring 2022. As our project continues to move forward, and as the policy review continues to progress in parallel, THP notes for City staff that the municipal approvals process for the New Mississauga Hospital Project is inclusive of both properties.

- **Introduction (12.5.1) & Vision (12.5.2)**

THP supports the continued policy direction of making the Mississauga Hospital the focal point of a walkable and transit-oriented DHCA. THP agrees with the concept of a health district surrounding the Mississauga Hospital supported by a broad range of uses. The new draft Vision section creates a new emphasis on a health district clustered around the Hospital, with supporting uses such as retail and service commercial uses, research and development, health facilities, offices, parks and residential uses. This is consistent with comments submitted by THP to the City on December 3<sup>rd</sup>, 2020.

Under the first guiding principle of the vision, THP requests the City consider the following additional language: "Support health care services – promote a range of health care services and supportive uses **that create a healthier community**;"...

- **Floor Space Index (FSI) / Map 12-5**

THP notes 100 Queensway West is identified as part of Special Site 7 (a designation which should also encompass 2250 Hurontario Street). THP notes no specified FSI has been identified for 100 Queensway West, consistent with our request for a continuation of flexible standards within our Institutional designation. THP notes for City staff that the current municipal approvals process for the New Mississauga Hospital Project is inclusive of both 100 Queensway West and 2250 Hurontario Street. THP also notes that the FSI information is labeled for information only and will instead be implemented through the City's Major Transit Station Area (**MTSA**) Official Plan. THP requests to be notified of further opportunities to engage with City and Regional staff on relevant policies of the City's broader amendment related to MTSA's to conform to the Region's Official Plan Amendment.

- **General (12.5.3) – Figure 1**

THP's mandate is to protect the future growth potential on the Subject Site and surrounding properties with regards to the permissibility of uses that will support healthcare delivery objectives. Consistent with our correspondence of January 25<sup>th</sup>, 2021, THP agrees that a balanced and integrated land use mix is essential for a successful health district/cluster and envisions that open and accessible and green spaces will be an integral part of the DHCA. However, THP is not currently considering a stand-alone parkland parcel at the hospital site as this requirement would limit the future flexibility of the site. THP requests removal of the conceptual identification of a "Future Public Open Space" in Figure 1 over the western half of 100 Queensway West.

- **Building Height (12.5.4) – Map 12-5.2**

Consistent with our first comment above, THP requests that Map 12-5.2 be updated to align the height restrictions on 2250 Hurontario St with the adjacent

100 Queensway West property. In light of development application **SP22-2 W7**, both 100 Queensway West and 2250 Hurontario Street should have a blue hatch pattern to indicate “Development applications in process”, as per the draft legend of the map.

- **Urban Form (12.5.5)**

THP will provide more comprehensive responses to matters related to urban form once we review the updated Built Form Standards document (not previously provided) in more detail. As a general note, however, THP requests that urban form standards are written with appropriate flexibility and/or allowances for exemptions for institutional uses recognizing the unique programming needs for such uses and the impact those may have on built form. For example, THP notes that draft policies **12.5.5(a)** and **12.5.5(c)** do not retain reference to “institutional” frontage (as per Figure 8.9.1 of the Hurontario/Main Street Corridor Master Plan). THP requests relevant updates to include mention of “institutional use” as part of an active building frontage in policy 12.5.5(c) (e.g. “institutional lobbies”). For other draft built form standards (such as draft policies 12.5.5(e) minimum building separation distances, 12.5.5.3 podium stepbacks and 12.5.5.4 maximum tower floor plate size), THP requests flexible language and/or exemptions for institutional uses.

- **Transportation (12.5.7)**

THP requests clarification from City staff regarding the draft requirement for public easements for pedestrian connections on private land. THP would like to further understand the definition of “pedestrian connection” and if the intention of this draft policy is to have easements registered on title to secure such connections.

- **Special Sites (12.5.9)**

THP notes the designation of 100 Queensway West as part of Area B (now Area C in the further revised draft policies). THP notes for City staff that the current municipal approvals process for the New Mississauga Hospital Project is inclusive of both 100 Queensway West and 2250 Hurontario Street.

Regarding the proposed land uses under **12.5.9.7.3**, THP has been working closely with City staff in the Development and Design Division (**DDD**) to identify appropriate land use permissions for both sites. THP requests that the CPS Team coordinate with the DDD Team to align the draft land use permissions with those emerging under discussion as part of our ongoing municipal approvals.

In addition, and further to our previous correspondence dated January 25<sup>th</sup>, 2021, THP notes the draft policies acknowledge that the Mississauga Hospital site is surrounded by residential apartment dwellings, while the broader DHCA is predominantly residential and largely designated as “Residential High Density”. The Subject Site is located within an Intensification Area; these areas are further guided by policies in the Mississauga Official Plan that support redevelopment and



higher densities and mixed uses serviced by multi-modal transportation (100 Queensway West and 2250 Hurontario Street are located immediately west of the future Metrolinx Hurontario Light Rail Transit (LRT) – Queensway Station). From a planning perspective, the inclusion of “Residential High Density” would allow the site to achieve its full development potential within the immediate vicinity of a key higher-order transit node and be further integrated to a broader and complete community supportive of a connected health care system.

- **Queensway/Hurontario Gateway**

THP notes that the draft policies for DHCA no longer include identification of the Queensway and Hurontario Street intersection as a place-making gateway (see **Figure 8.9.6** of the existing Hurontario/Main Street Corridor Master Plan). As part of our ongoing development applications, THP has been working closely with City staff to position the new proposed hospital tower as an urban landmark that frames the southernmost entrance to the City’s Downtown areas. THP would support the continued designation of Hurontario and Queensway as a gateway intersection that links the City’s main north-south transit corridor and its east-west recreation corridor along Queensway. In particular, THP supports the stated potential for an urban plaza or gateway feature located at this intersection and requests such language be retained in the updated policies.

## Conclusion

We thank you again for the opportunity to provide our input into the development of policies that will shape both the Mississauga Hospital and surrounding areas. THP supports the City’s ambition to enable development aligned with the mission of THP to create a “new kind of health care for a healthier community” and is excited for the transformational opportunity this draft policy review represents for the New Mississauga Hospital Project and the potential it creates for an emerging health district. We look forward to working closely with you to meet the community’s health care needs through the Downtown Fairview, Cooksville and Hospital Policy Review. We would be happy to continue this conversation with you and are open to a follow-up meeting to discuss this item further should you deem it helpful to better understand our rationale and position.

Sincerely,

*Andrew Matheson*

Andrew Matheson  
Associate / Senior Urban Planner, DIALOG  
Amatheson@dialogdesign.ca

cc.  
David Longley, THP  
Matthew Kenney, THP  
Shawn Kerr, THP  
Steve Silva, THP



Antonio Gomez-Palacio, DIALOG  
Corey Horowitz, DIALOG



January 24, 2022

GSAI File: 1319-001

*(Via Email)*

Chairman and Members of Planning & Development Committee  
c/o Megan Piercey, Legislative Coordinator  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

**RE: Downtown Fairview, Cooksville and Hospital Policy Review  
Equity Three Holdings Inc.  
3085 Hurontario Street, City of Mississauga**

---

Glen Schnarr & Associates Inc. ('GSAI') are the planning consultants to Equity Three Holdings Inc. (the 'Owner') of the lands municipally known as 3085 Hurontario Street, in Cooksville, in the City of Mississauga (the 'Subject Lands' or 'Site'). On behalf of the Owner, we are submitting this Comment Letter in relation to the ongoing City of Mississauga Downtown Fairview, Cooksville and Hospital Policy Review initiative ('Initiative').

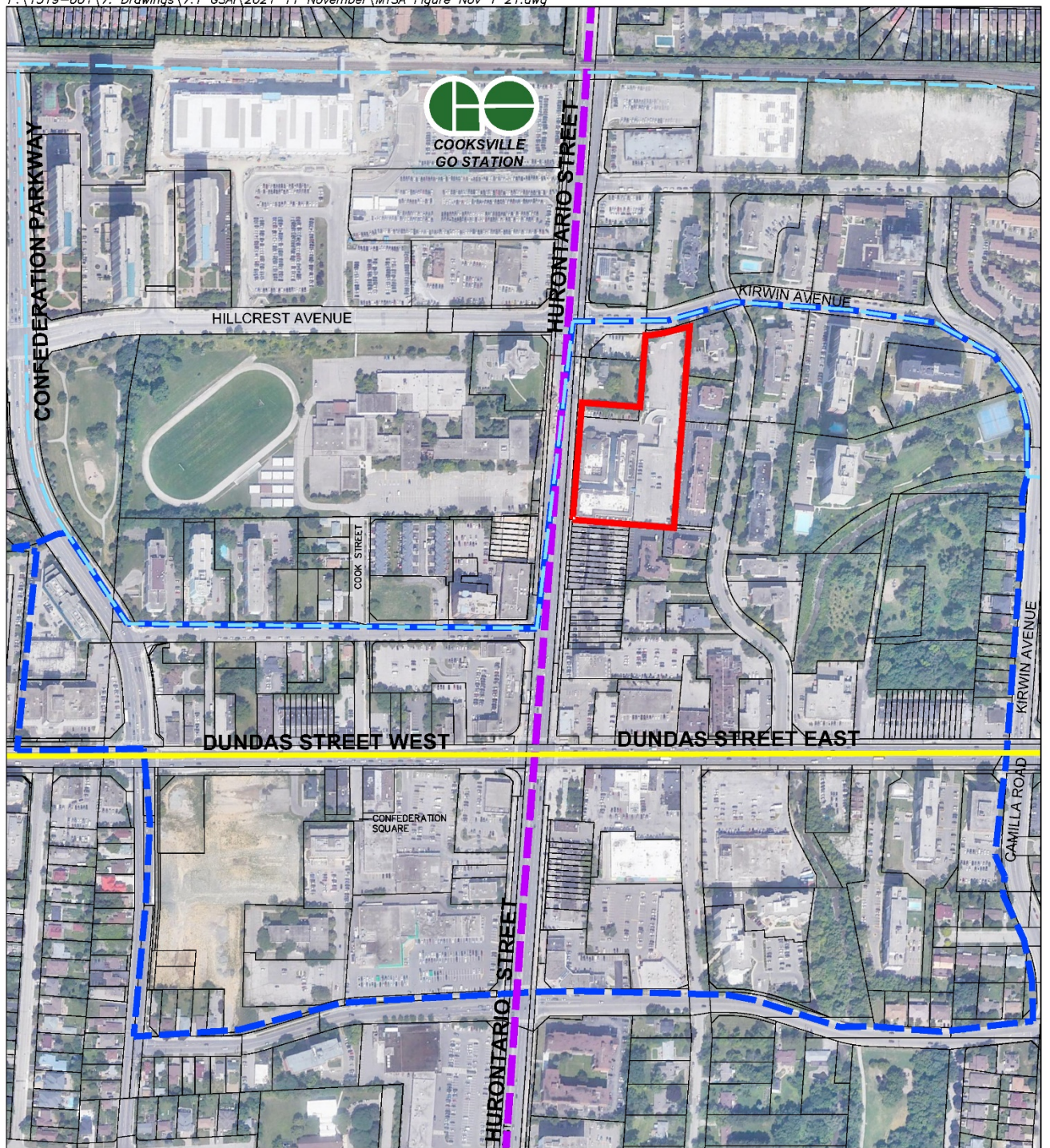
GSAI has been participating in the Initiative, as well as the concurrent City of Mississauga Official Plan Review and the Region of Peel Municipal Comprehensive Review (referred to as 'Peel 2051+') initiatives. We understand that when complete, the City's Downtown Fairview, Cooksville and Hospital Policy Review Initiative will culminate in an Official Plan Amendment ('OPA') that will modify the policy framework permissions for lands within the Downtown Fairview, Cooksville and Hospital communities, including the Subject Lands.

The Subject Lands are located on the east side of Hurontario Street, south of Kirwin Avenue (see **Context Map** on the next page). Based on the in-effect planning policy framework, the Site is situated within the Downtown Mississauga Urban Growth Centre (in accordance with Schedule 1, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020), a Mobility Hub – Gateway (in accordance with the Peel Regional Official Plan), the proposed Dundas Major Transit Station Area (in accordance with the proposed Peel Regional Official Plan, Schedule Y7 – Major Transit Station Areas), the City of Mississauga's Downtown Intensification, the Downtown Cooksville Character Area, the Downtown Cooksville Focus Area (in accordance with the Hurontario / Main Street Master Plan, 2011), and the Cooksville Focus Area (in accordance with the Dundas Connects Master Plan).

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**CONTEXT MAP**  
**3085 HURONTARIO STREET**  
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

-  Subject Lands
-  Dundas Major Transit Station Area
-  Cooksville GO Major Transit Station Area
-  MiWay - Route 1 (Dundas)
-  MiWay - Route 2 (Hurontario)



Scale 1:5000  
November 1, 2021







When considered collectively, the in-effect policy framework identifies the Subject Lands as an appropriate location for higher density, compact, mixed-use, transit-supportive development to occur. This is strengthened (see **Context Map** on the previous page) by the Site's frontage on Hurontario Street (a recognized Regional Intensification Corridor, a recognized local Corridor and future location of the Hurontario Light Rail Transit ('HuLRT') network), its location within walking distance (220 metres) of the Cooksville GO Station, its location within walking distance of a future HuLRT Station, its location within walking distance (220 metres) of the planned Dundas Bus Rapid Transit ('BRT') network, and its location within walking distance of existing street-level transit services operating in the surrounding area. The Site is also within walking distance of various services, amenities and facilities to meet daily needs and support Cooksville as a complete, healthy, 15-minute community. We note that the local policy framework, including the Hurontario / Main Street Master Plan, Cooksville Mobility Hub Study and Dundas Connects Master Plan identify the Subject Lands as an appropriate and desirable location for high-density, mixed-use, pedestrian-oriented, 'tall' development to occur.

We note that the Subject Lands are subject to an active development application (City File OZ-OPA 21-11). As further demonstrated in the accompanying submission materials that are under technical review by City, Regional and Agency Staff, the Owner is seeking permission to redevelop the Site for a compact, pedestrian-oriented, transit-supportive, mixed use development. This is to be achieved through the provision of three (3) high-quality built forms (Buildings 1, 2 and 3) of varying heights, a mixture of uses, amenity spaces and dwelling units of varying sizes and configurations. Building 1 is situated in the southwest quadrant of the Site and is a 30-storey structure rising above a 7-storey podium. The proposed podium, which steps back, is to open onto and address the Site's Hurontario Street frontage. The proposed podium is to also include a range of grade-related non-residential uses with direct pedestrian connections, a selection of 2-storey, live-work units, amenity areas, a residential lobby and residential units. Building 2 is proposed in the southeast quadrant of the Site and is to have a 33-storey and 35-storey tower component that rise above a shared 9-storey podium. Finally, Building 3 is proposed in the northeast quadrant of the Site and is a 9-storey residential structure.

Overall, the proposed development has been organized around a central, landscaped outdoor courtyard, a series of pedestrian pathways, landscaped open spaces and a safe, comfortable, grade-related continuous retail frontage along the Site's Hurontario streetscape. The proposed structures provide for sufficient building separation distances and have incorporated stepbacks above a podium level to facilitate pedestrian-oriented built forms, maximize access to direct sunlight and facilitate a refined design. Overall, the proposed development has been planned and designed to conform to the Provincial, Regional and local policy frameworks of directing growth to an appropriate location that makes best utilization of land, resources and infrastructure to support Downtown Cooksville as a healthy, vibrant, complete, 15-minute community.

We have reviewed the draft Mississauga Official Plan Amendment ('draft Amendment'), dated



December 23, 2021, and offer the following comments.

The draft Amendment proposes policy requirement (Policy 12.4.5) and a building height schedule (Map 12-4.2) for lands within the Downtown Cooksville Character Area. Collectively, the proposed policy and Map 12-4.2 direct that the greatest heights are to be directed to lands near the Cooksville GO Station and along Hurontario Street, north of Agnes. Furthermore, maximum permitted building heights are to be in accordance with Map 12-4.2: Downtown Cooksville Character Area Minimum to Maximum Building Heights. As such, the Subject Lands are identified as an appropriate location for building heights of 3 to 25 storeys. It is our opinion that this building height range should be modified to permit heights up to 35 storeys on the Subject Lands given the Site is directly in front of and within walking distance of existing and planned transit services, it is situated in an area where intensification is to be directed, there is an absence of sensitive uses, parks or natural features that would be negatively impacted and there is an inconsistent applicable of building heights. More specifically, we note that building heights of up to 29 storeys are permitted on lands to the east and west within Downtown Cooksville community. Additionally, lands to the north of Downtown Cooksville have permitted heights of up to 50 storeys in instances.

Similarly, the draft Amendment directs that where multiple structures are proposed on a lot, a height variation of 3 to 5 storeys is to be achieved (Policy 12.4.6.1.2) and that podiums are to have heights of 3 to 6 storeys (Policy 12.4.6.1.3). These policies are concerning and should be revised. More specifically, the appropriate height variation between structures on a lot and the appropriate height of podiums should be determined through the development review process.

The draft Amendment proposes refinements to the local road pattern as demonstrated on proposed Map 12-4.3: Downtown Cooksville Street Types and Figure 9: Street Types in the Downtown Cooksville Character Area. Collectively, the proposed Map 12-4.3 and Figure 9 direct that a new local road, identified as a 'C' Street is to be provided along the Subject Lands' southern property line to provide a mid-block connection between Hurontario Street and Jaguar Valley Drive and to facilitate 'vehicular access to on-site service, loading, parking and garbage storage areas'. Furthermore, the segment of Kirwin Avenue directly in front of the Subject Lands is identified as a 'B' Street (see image on the next page). 'B' Streets are proposed to be residential in nature and development is to provide for 'generous setbacks from the street' (Policy 12.4.6.2.2.1.b). We note that the draft Amendment does not provide sufficient detail regarding the anticipated ultimate Right-of-Way widths, alignments or cross-sections of these proposed roads.

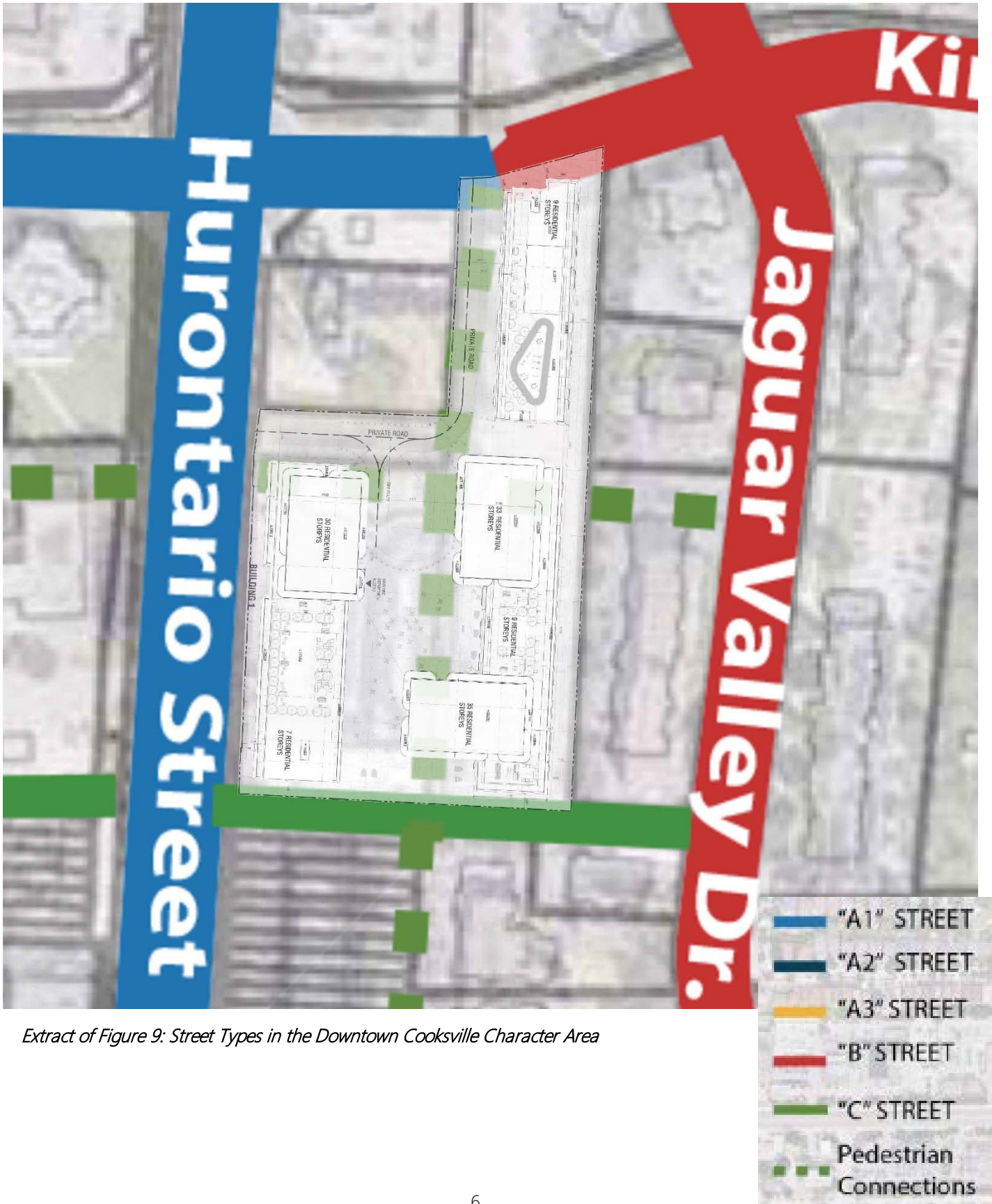
As currently contemplated, the positioning of Street 'C' and the proposed identification of Kirwin Avenue as a 'B' Street will significantly and adversely impact the development potential of the Subject Lands. It will also negatively impact the current development concept under consideration (City File OZ-OPA 21-11) by City, Regional and Agency Staff. More specifically, provision of Street 'C' in the location identified would result in a sizable land taking and the removal of proposed pedestrian networks, landscaped open spaces and a refined, mixed-use built form. Similarly, the



provision of Kirwin Avenue as a 'B' Street may require additional road widening and would result in the need for a revised development concept. We request that further detail be provided and the potential provision of new public roadways be negotiated as part of the site-specific development review process.

As further demonstrated in the image on the next page, the proposed Amendment seeks refinements to the community-wide pedestrian network. More specifically, Figure 9 of the proposed Amendment directs that a series of pedestrian connections are to be provided across the Subject Lands and other lands in order to provide safe, comfortable and convenient access across the Downtown Cooksville community. Provision of pedestrian connections in the desired locations would bisect the Subject Lands and significantly and adversely impact the development potential of the Subject Lands. Specifically, provision of the proposed pedestrian connections in the desired locations would result in significant reductions to the proposed built form and alter the proposed, optimal site design. These proposed connections would also require additional land takings and the requirement for long-term public access easements to be secured. We note that the proposed east-west connection would require modifications to an existing rental complexes along Jaguar Valley Drive – which would be contrary to the City's rental protection policy directions.

Based on the above, we request that the provision of pedestrian connections be removed and instead the provision of pedestrian pathways that support safe, comfortable and convenient movements across a Site be supported.



Extract of Figure 9: Street Types in the Downtown Cooksville Character Area

The draft Amendment presents refined urban design policies including Policy 12.4.6.1.1. Policy 12.4.6.1.1.a) states that a 45 degree angular plane is to be applied from the property line adjacent to low and medium residential areas in order to provide for appropriate transition. In this instance, this proposed policy may implement a requirement for a 45 degree angular plane to be applied, as measured from the Subject Lands' eastern property line. In our opinion, the residential areas immediately east are high-density in nature and demonstrate that Downtown Cooksville is already a compact, urban community. Application of an angular plane is inappropriate and will significantly and adversely impact the development potential of the Subject Lands. We request that this policy be modified to exclude the Subject Lands.

The draft Amendment presents refined land use policies, in particular policies pertaining to lands designated as 'Mixed Use'. The Subject Lands are currently designated 'Mixed Use' by the Mississauga Official Plan. While the active development application seeks to re-designate the Site to 'Residential High Density', the proposed Mixed Use policy (Policy 12.4.8.2.1) which states that existing office, retail and service commercial floor space is to be replaced is concerning. The Subject Lands are an ideal location for higher density, compact, mixed-use development to occur. Given the Subject Lands' current condition as a local retail plaza, this policy requirement that existing office, personal and service commercial floor space be replaced will adversely impact the ability to provide a mixture of residential and non-residential uses on the lot, while also providing for new employment opportunities and a range of new housing opportunities. We request that this policy requirement be removed as market demands have changed. In our opinion, the need for specified non-residential uses should be determined by market trends and the findings of a Market Impact Study.

In Section 12.4.9.9 of the draft Amendment, a new area-specific policy (Site 9) is proposed. This proposed Site 9 policy states that a minimum of three (3) floors of non-residential uses will be required for buildings on lands designated Mixed Use and Residential High Density. We request that the Subject Lands be exempt from this policy. Exclusion of the Subject Lands from this policy requirement is appropriate given the proposed development has been planned and designed to facilitate a compact, higher density development with a refined, high-quality architectural design. Additionally, a range of non-residential uses are proposed and will be provided in a manner that accommodates a refined design, an optimal site design and is based on market demands.

Finally, we highlight that the draft Amendment seeks to implement Downtown Fairview, Cooksville and Hospital Built Form Standards ('Standards'). We understand that these Standards, which serve as urban design guidelines, are to further implement the proposed built form and Character Area policies of the Mississauga Official Plan. We are concerned that the draft Standards which provide detailed design guidelines for developments occurring in the Downtown Fairview, Cooksville and Hospital Character Areas are restrictive and do not facilitate the best utilization of land, resources and infrastructure nor the creation of Cooksville as a vibrant, complete, 15-minute community.



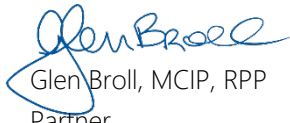
**GLEN SCHNARR & ASSOCIATES INC.**  
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

In summary, we are concerned about the proposed Amendment and request that modifications be considered. Thank you for the opportunity to provide these comments. Our Client wishes to be included in the engagement for the Downtown Fairview, Cooksville and Hospital Policy Review initiative and wishes to be informed of updates and future meetings.

We look forward to being involved. Please feel free to contact the undersigned if there are any questions.

Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**



Glen Broll, MCIP, RPP  
Partner

cc. Owner

Frank Doracin

Councillor Damerla



January 24, 2022

GSAI File: 054-006

*(Via Email)*

Chairman and Members of Planning & Development Committee  
c/o Megan Piercey, Legislative Coordinator  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

**RE: Downtown Fairview, Cooksville and Hospital Policy Review  
Pro-M Capital Partners Inc.  
2434 – 2490 Shepard Avenue, City of Mississauga**

---

Glen Schnarr & Associates Inc. ('GSAI') are the planning consultants to Pro-M Capital Partners Inc. (the 'Owner') of the lands municipally known as 2434, 2442, 2466, 2472, 2484, 2484 and 2490 Shepard Avenue, in the City of Mississauga (the 'Subject Lands' or 'Site'). On behalf of the Owner, we are submitting this Comment Letter in relation to the ongoing City of Mississauga Downtown Fairview, Cooksville and Hospital Policy Review initiative ('Initiative').

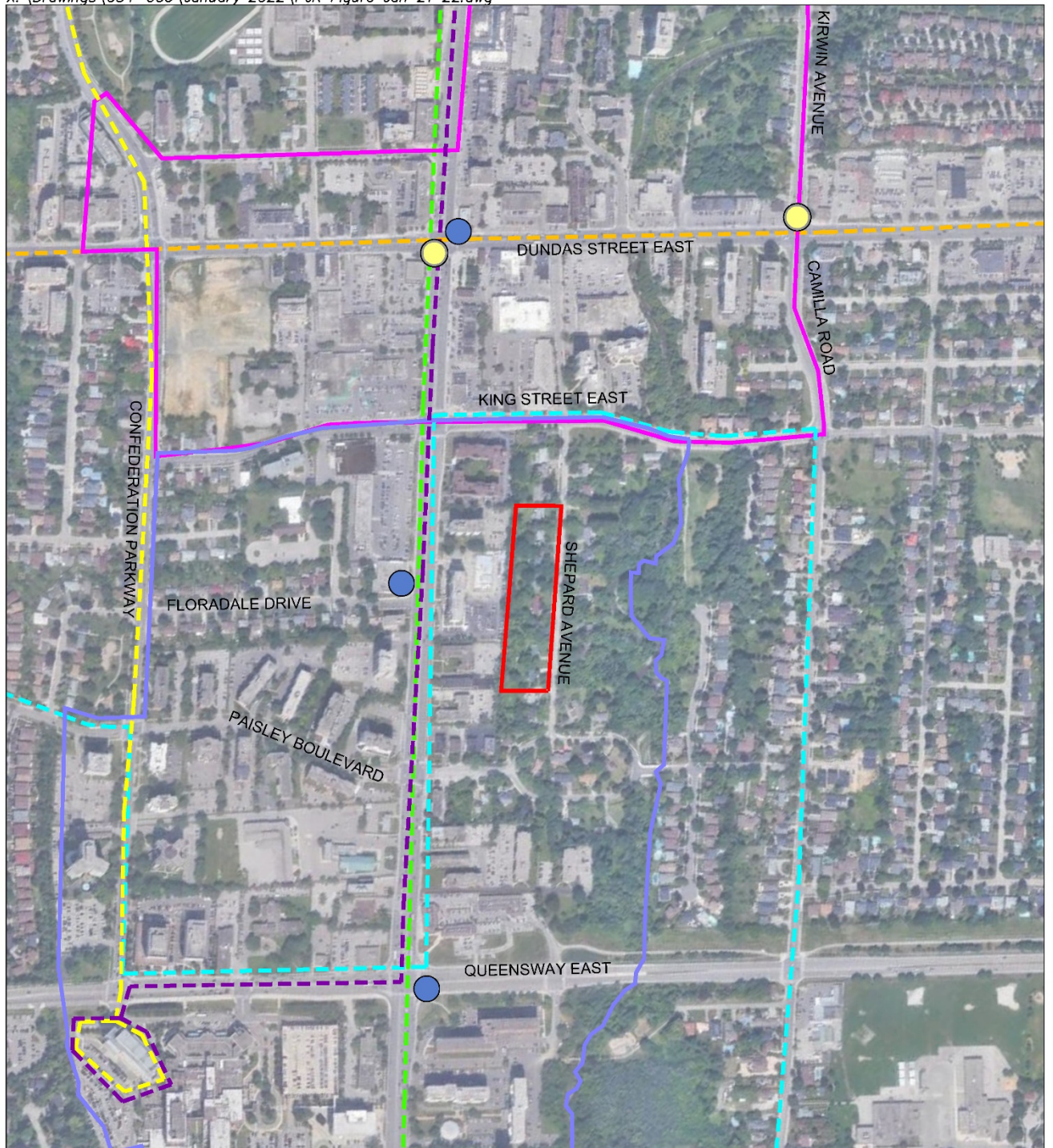
GSAI has been participating in the Initiative, as well as the concurrent City of Mississauga Official Plan Review and the Region of Peel Municipal Comprehensive Review (referred to as 'Peel 2051+') initiatives. We understand that when complete, the City's Downtown Fairview, Cooksville and Hospital Policy Review Initiative will culminate in an Official Plan Amendment ('OPA') that will modify the policy framework permissions for lands within the Downtown Fairview, Cooksville and Hospital communities, including the Subject Lands.

The Subject Lands are located on the west side of Shepard Avenue, north of Paisley Boulevard East and south of King Street East (see **Area Context** on the next page). Based on the in-effect planning policy framework, the Site is situated within the Downtown Mississauga Urban Growth Centre (in accordance with Schedule 1, A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020), the proposed Queensway Major Transit Station Area (in accordance with the proposed Peel Regional Official Plan, Schedule Y7 – Major Transit Station Areas), the City of Mississauga's Downtown Intensification Area and the City's Downtown Hospital Character Area. It is also adjacent to the Downtown Hospital Focus Area (in accordance with the Hurontario / Main Street Master Plan, 2011).

10 KINGSBRIDGE GARDEN CIRCLE  
SUITE 700  
MISSISSAUGA, ONTARIO  
L5R 3K6  
TEL (905) 568-8888  
FAX (905) 568-8894  
www.g sai.ca



X: \Drawings\054-006\January 2022\PJR Figure Jan 21 22.dwg



**AREA CONTEXT**

2434 - 2490 SHEPARD AVENUE,  
 CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

**LEGEND**

- Subject Lands
- Dundas MTSA Boundary
- Queensway MTSA Boundary
- MiWay Route 1 (Dundas)
- MiWay Route 2 (Hurontario)
- MiWay Route 4 (Sherway Gardens)
- MiWay Route 28 (Confederation)
- MiWay Route 103 (Hurontario Express)
- BRT Station
- HuLRT Station



Scale NTS  
 January 21, 2022







When considered collectively, the in-effect policy framework identifies the Subject Lands as an appropriate location for higher density, compact, mixed-use, transit-supportive development to occur. This is strengthened (see **Area Context** on the previous page) by the Site's location within distance of the planned and funded Dundas Bus Rapid Transit ('BRT') network, its location within walking distance of future HuLRT Stations and its location within walking distance of existing street-level transit services operating in the surrounding area. The Site is also within walking distance of various services, amenities and facilities to meet daily needs and support Cooksville as a healthy, complete, 15-minute community.

We have reviewed the draft Mississauga Official Plan Amendment ('draft Amendment'), dated December 23, 2021, and offer the following comments.

The draft Amendment proposes refinements to the City's Downtown Hospital Character Area policy framework. In particular, the draft Amendment seeks to implement revised building height permissions, new pedestrian connections and revised urban design policies. These are concerning and modifications are requested.

Figure 1 of the draft Amendment identifies the desired locations of new pedestrian connections and public parkland. As such, a new pedestrian connection is identified on the Subject Lands in order to provide a mid-block connection between Hurontario Street and Shepard Avenue. Provision of this pedestrian connection would bisect the Subject Lands and negatively impact the development potential. We request a modification be made to facilitate contextually appropriate pedestrian connections, evaluated on a site-by-site basis.

The draft Amendment also seeks to implement a building height schedule, identified as Map 12-5.2: Downtown Hospital Character Area Minimum to Maximum Building Heights. Based on this, the Subject Lands are identified as an appropriate location for buildings 3 to 8 storeys in height. In our opinion, this permitted height requires modification as lands immediately adjacent along Hurontario Street have increased height permissions. Furthermore, as a Site within a proposed MTSA and within the Downtown Mississauga Urban Growth Centre, the suggested building heights are inconsistent with the Provincial, Regional and local policy directions to accommodate compact, higher density, mixed-use, transit-supportive development in these areas.

The draft Amendment proposes refinement to the area-specific urban form policies (Section 12.5.5). These proposed policies are concerning given the development potential of the Subject Lands will be significantly and adversely impacted given the requirement for application of a 45 degree angular plane, height variation of 3 to 5 storeys where multiple buildings are proposed and maximum floor plate allowances. We are also concerned by the identification of Shepard Avenue as a 'B' Street which may require additional land dedication. . We highlight that the policy requirement to comply with a 45 degree angular plane as measured from the property line adjacent to low and medium residential areas is unnecessarily restrictive and will hinder the ability for well-



designed, compact, higher density, transit-supportive development.

The draft Amendment also presents refined area-specific policies, in particular Site 1. The Subject Lands are and continue to be subject to Site 1 policies of the Downtown Fairview Character Area. Overall, the revised Site 1 policy (Policy 12.5.9.1) is encouraging and we support to removal of reference to land use designations. Modification is requested to provision d which identifies where the highest heights are to be situated. In our opinion, site design, massing and scale considerations should be evaluated during the development review process to facilitate a well-designed, appropriately massed and scaled development is provided.

We are also encouraged and support that the draft Amendment re-designates the Subject Lands to 'Residential High Density'. We support this re-designation.

Finally, we highlight that the draft Amendment seeks to implement Downtown Fairview, Cooksville and Hospital Built Form Standards ('Standards'). We understand that these Standards, which serve as urban design guidelines, are to further implement the proposed built form and Character Area policies of the Mississauga Official Plan. We are concerned that the draft Standards which provide detailed design guidelines for developments occurring in the Downtown Fairview, Cooksville and Hospital Character Areas are restrictive and do not facilitate the best utilization of land, resources and infrastructure nor the creation of Cooksville as a vibrant, complete, 15-minute community.

In summary, we are concerned about the proposed Amendment and request that certain modifications be considered. Thank you for the opportunity to provide these comments. Our Client wishes to be included in the engagement for the Downtown Fairview, Cooksville and Hospital Policy Review initiative and wishes to be informed of updates and future meetings.

We look forward to being involved. Please feel free to contact the undersigned if there are any questions.

Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**

  
Glen Broll, MCIP, RPP  
Partner



# Downtown Fairview

12.3 Downtown Fairview Character Area, Mississauga Official Plan

Summary of Key Policy Changes

2022-02-02



## Vision

Downtown Fairview will be a distinct **walkable** community that provides a **transition** to lower heights and densities from the Downtown Core. With more shops and amenities along Hurontario Street, Downtown Fairview will be an attractive place where residents can access their daily needs within a short distance from their homes.

**Mixed use development** located at the northeast corner of Central Parkway East and Mississauga Valley Boulevard will continue to serve the retail and commercial needs of the local community. The area along Mississauga Valley Boulevard will continue to be defined by existing towers in the park and **beautiful green spaces**, with improved connections to trails and to Cooksville Creek.

An **expanded pedestrian network** will connect new development with nearby amenities and residential areas, and improve access to transit, parks and open spaces.

002

## #001

Posted by X on **02/27/2022** at **5:21pm** [Comment ID: 39] - *Agree: 0, Disagree: 0*

I agree and support more mixed use development, with more walkable shops, etc.

## #002

Posted by X on **02/27/2022** at **5:22pm** [Comment ID: 40] - *Type: Suggestion*

*Agree: 0, Disagree: 0*

For those who drive, there should be vertical, accessible public parking in the area.

# Guiding Principles

## Attractive and Walkable



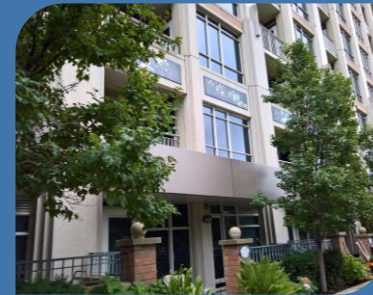
Accessible public spaces for all, with enhanced connections for walking and cycling

## Mix of Shops, Restaurants, Café and Service Establishments



An attractive, walkable environment along Hurontario Street with a vibrant mix of shops, restaurants, cafes and service establishments

## Mix of Housing Form and Tenure



A mix of housing forms and tenure with a range of housing options that meet the needs of a diverse community

## Transition in Building Height



Heights and densities that are appropriate to the planned context

- Greatest heights will be located at Hurontario Street and Elm Drive West
- Transition to low<sup>003</sup> building heights and densities for new developments south along Hurontario Street and east towards Mississauga Valley Boulevard

## #003

Posted by X on **02/27/2022** at **5:24pm** [Comment ID: 41] *Type: Suggestion*

*Agree: 0, Disagree: 0*

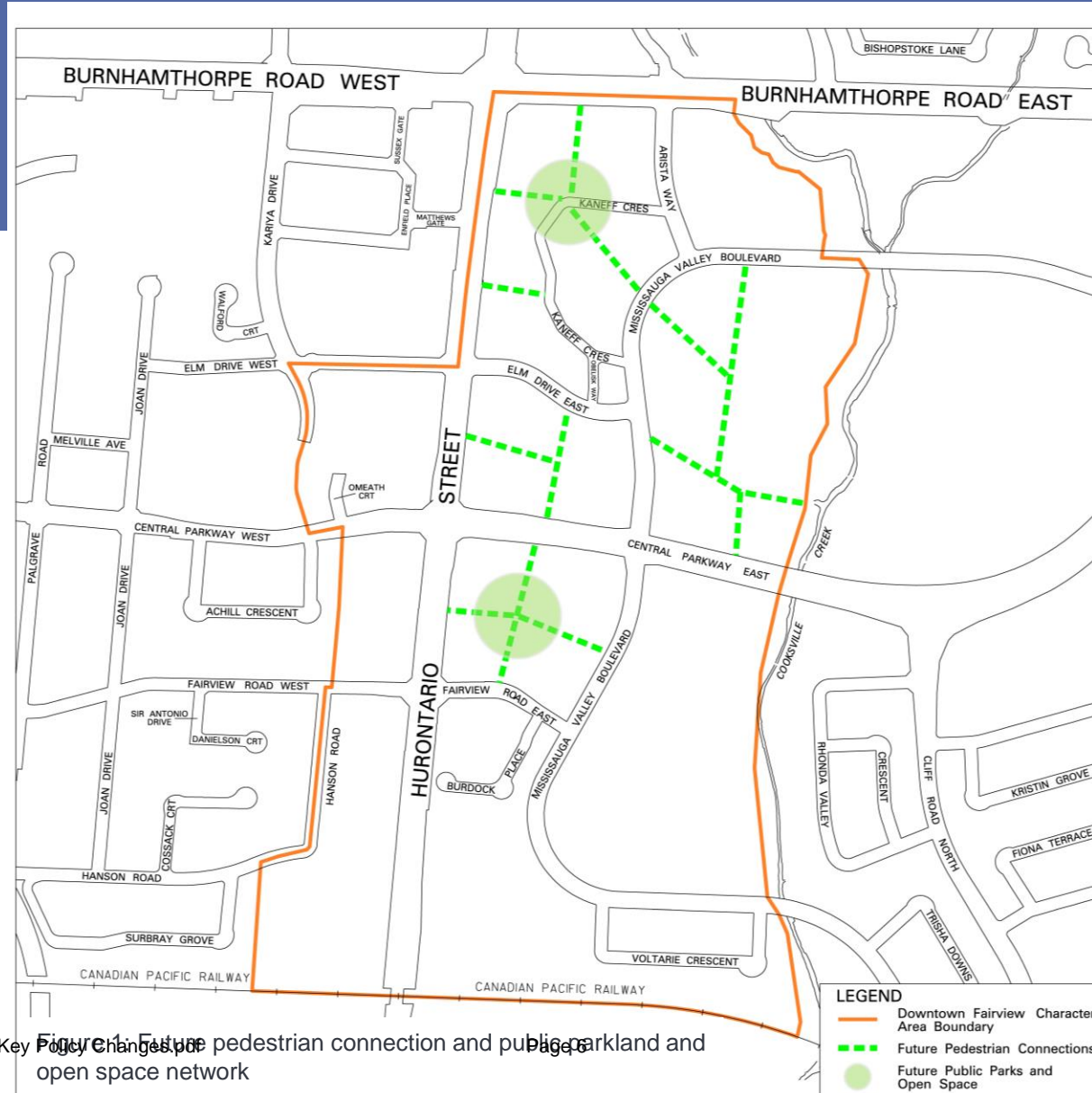
One of the most beautiful aspects of Mississauga is its horizon - the sunrise and sunsets in this area (i.e., driving down Hurontario) are breathtaking. Efforts should be made to support this continued unobstructed view.

# Future Public Parkland and Pedestrian Connections

## Network of Public Parkland and Open Space

- High quality and well-designed public parkland and open space that is green, safe and attractive
- Supports a range of social and recreational activities
- The City will determine the location, configuration and size of the parkland block(s) and requirement for land dedication
- Opportunity to obtain parkland through purchase by the City
- Opportunity to further increase public open space through new developments and public easements, where appropriate

Figure 1: Future pedestrian connection and public parkland and open space network



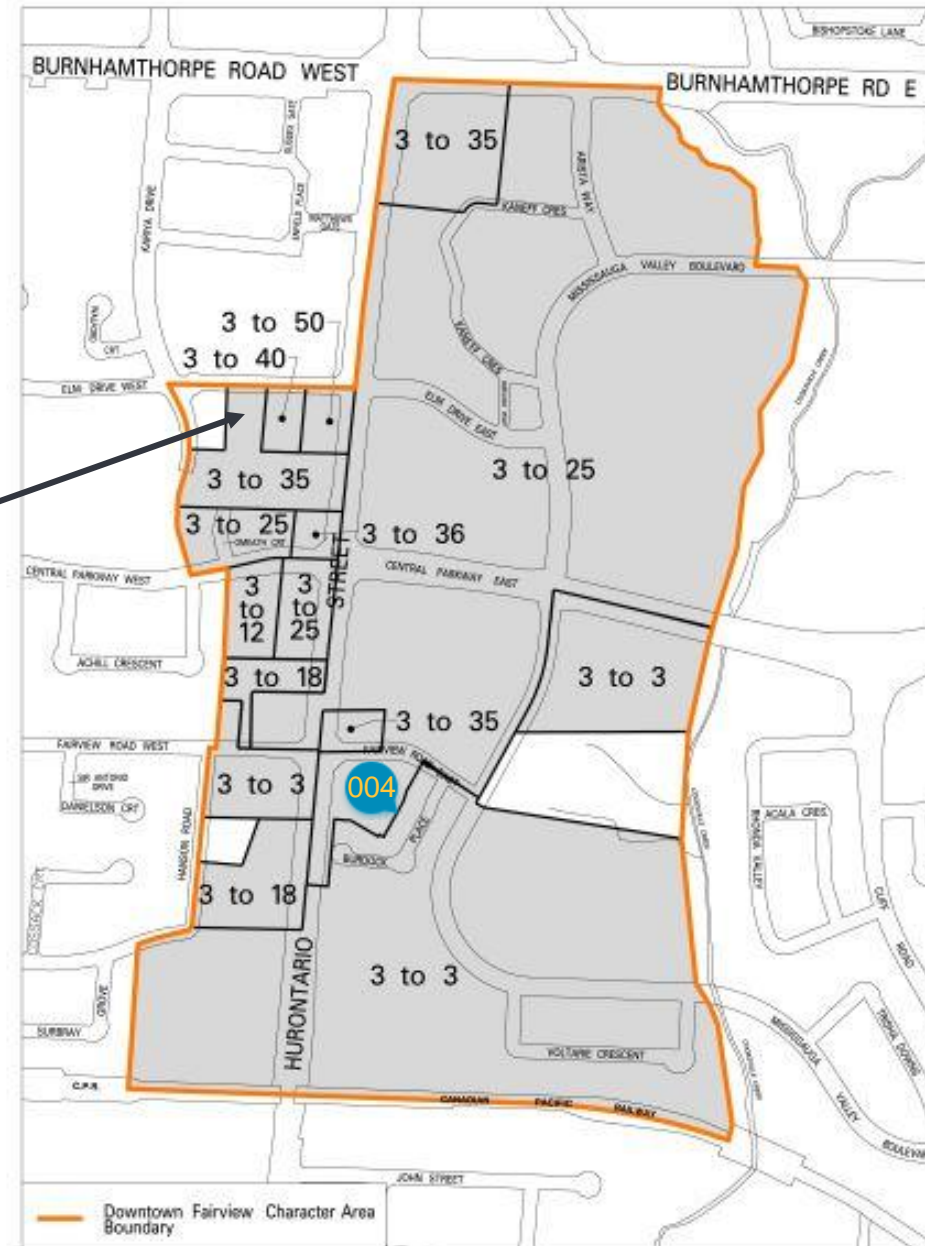
## Pedestrian Connections

- Pedestrian connections to Hurontario LRT, transit routes/stops, trails and parks and open spaces
- Public easements will be required where pedestrian connections are proposed on private lands



# Building Height

- Greatest heights located in the existing and planned buildings at Elm Drive West and Hurontario Street
- Building heights will not exceed the maximum limits as shown on Map 12-3.2



## #004

Posted by X on **02/16/2022** at **8:13pm** [Comment ID: 30] - *Type:*

*Question*

*Agree: 3, Disagree: 0*

There is no clear explanation on why the south east corner of Hurontario and Fariview has an extremely sharp transition from a high density building to an already established community. This area should be re-classified to 3 to 3 like already established buildings in the area.

# Urban Form

## General Policies

### New Buildings:

- Transition in height from the property line adjacent to low and medium density residential areas
- Minimum separation distance, generally 30 metres for taller buildings
- Add visual interest by varying the use of massing and materials
- Create visual interest with the use of high quality materials and architectural detailing
- Variations in height where more than 1 tower is proposed (generally variations of 3-5 storeys)
- Tall buildings will incorporate podiums, between 3 – 6 storeys
- For tall buildings, the tower above the podium will have a limited floor plate size
- Development will incorporate appropriate setbacks between the edge of the podium and tower portion of the building

005

006



## #005

Posted by X on **02/27/2022** at **5:27pm** [Comment ID: 42] - *Type: Suggestion*

*Agree: 0, Disagree: 0*

The buildings should be built with different materials and styles (i.e., not the same tall, glass buildings that have proliferated the skyline of Mississauga thus far). To the extent possible, it should introduce interesting and diverse architecture in Mississauga

## #006

Posted by X on **03/15/2022** at **5:03pm** [Comment ID: 59] - *Type:*

*Suggestion*

*Agree: 0, Disagree: 0*

Height transition and shadows are a superficial concern. We need tighter regulations on build quality and less on built form.

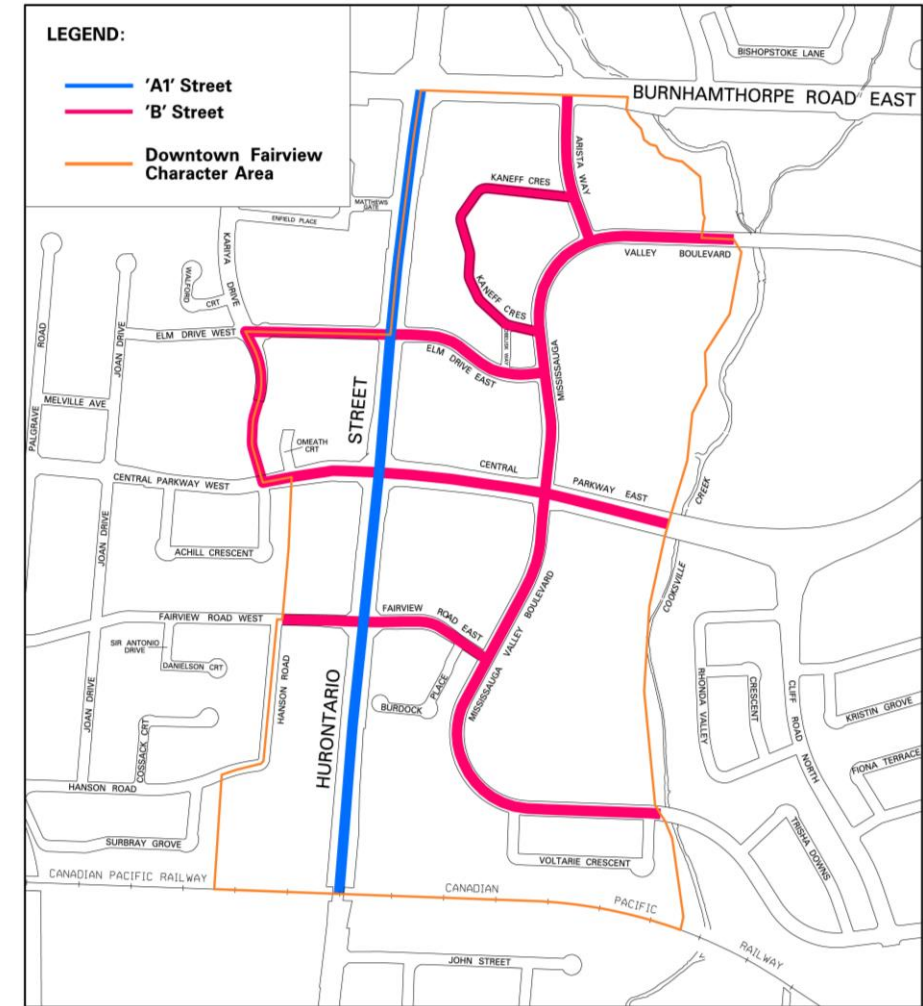
# Urban Form

## Development along 'A' Streets:

- Promote a mainstreet character with smaller retail units
- Frame and animate streets and public spaces with storefronts and prominent entrances
- Consistent streetwall
- Periodic building indentations should be provided as relief to long building walls e.g., by integrating entry forecourts and plazas
- Design retail and service commercial units at street corner locations with animated storefronts that wrap the corner
- Setbacks from the street to accommodate e.g., landscaping, street furniture, wayfinding, pedestrian scaled lighting and outdoor patios
- Integrated design character between private land and the public boulevard

## Development along 'B' Streets:

- Consistent streetwall
- Periodic building indentations should be provided as relief to long building walls e.g., by integrating entry forecourts and plazas
- Generous setbacks from the street to accommodate e.g., terraces and landscaping
- High quality seamless interface and transition between the public sidewalk and principle building entrance to ensure adequate separation, definition and privacy



Map 12-3.3 Downtown Fairview Street Types

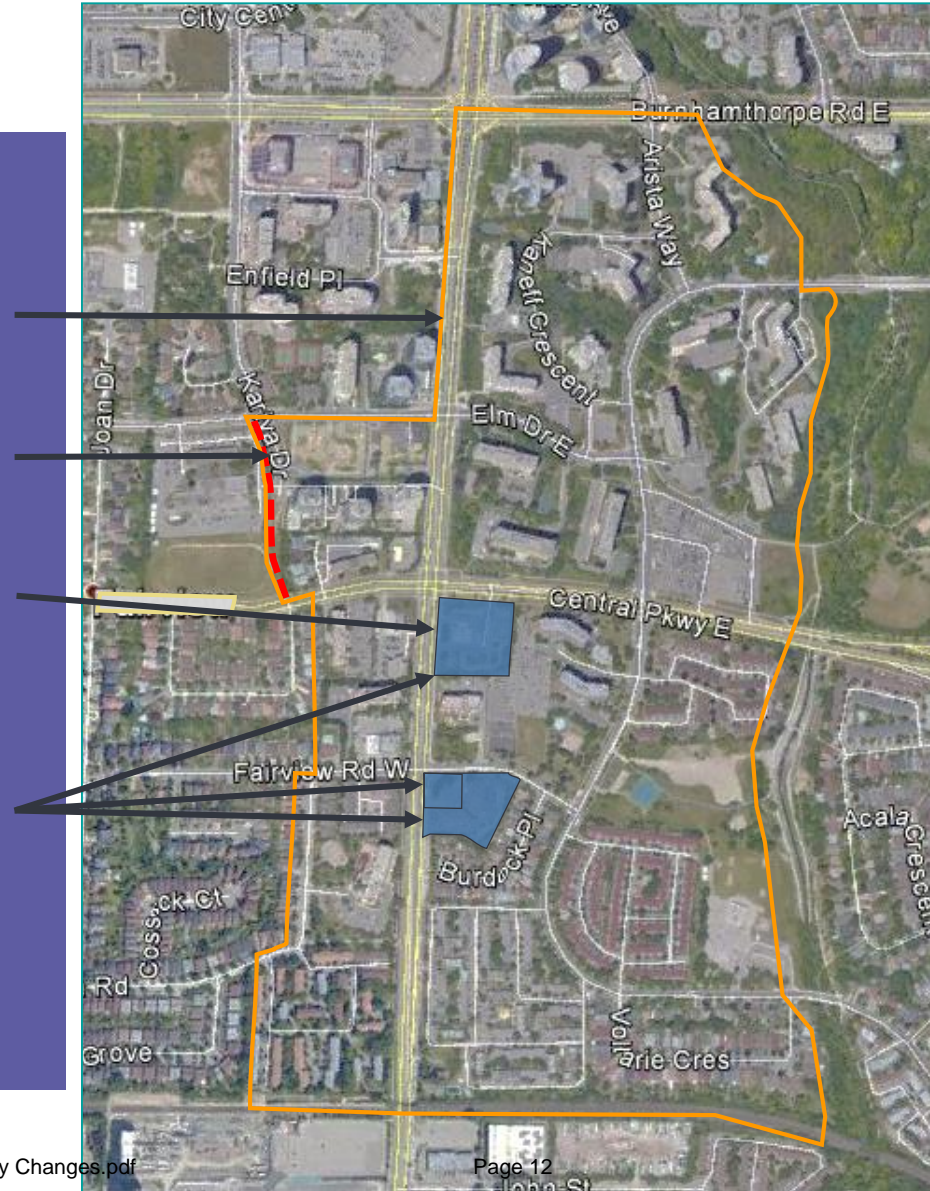
### Street Types

'A' Streets are considered primary arteries with buildings that integrate at-grade retail and service commercial uses.

'B' Streets will be primarily residential in character.

# Land Use

- New development along Hurontario Street will require at grade retail and service commercial uses
- Addition of Kariya Drive as a minor collector and future minor collector road to the long term road network
- New Exempt Site policy to also permit motor vehicle commercial use on the southeast corner of Hurontario Street and Central Parkway East
- Re-designate lands from Motor Vehicle Commercial and Convenience Commercial to Mixed Use



## Mixed Use

- Redevelopment that results in a loss of office, retail and service commercial floor space will not be permitted
- The planned function of the non-residential component will be maintained or replaced as part of the redevelopment

## Office

- Redevelopment of existing office buildings that results in the loss of office floor space will not be permitted, unless the same amount of office is retained or replaced through redevelopment



# Downtown Cooksville

12.4 Downtown Cooksville Character Area, Mississauga Official Plan  
Summary of Key Policy Changes

2022-02-02



## Vision

Downtown Cooksville will be a **walkable, mixed use** community with interesting places for culture and art. Hurontario and Dundas streets will **be animated** with storefronts and other active uses that support local businesses.

The area immediately surrounding the intersection of Hurontario and Dundas (Four Corners) will be developed with a **vibrant mainstreet focus** that includes a mix of uses and a **human-scaled** built form. The Cooksville GO Station area will be a focal point for **transit oriented** development with a concentration and mix of residential, community, office, retail and service commercial uses.



#007

Posted by X on **03/15/2022** at **5:01pm** [Comment ID: 58] - *Type:*

*Suggestion*

*Agree: 0, Disagree: 0*

Please eliminate parking minimums to help reduce housing prices and encourage pedestrian and transit oriented communities.

# Guiding Principles

## Create a Vibrant, Mixed Use Community



A mix of local and unique businesses along Hurontario and Dundas streets, with spaces for educational, cultural and recreational uses, a vibrant public realm, and a network of connected parks and open spaces

## Plan for More Housing and People



Provide new housing and jobs with the greatest heights and densities located at the Cookville GO Station

## Achieve a Walkable, Connected Community



A pedestrian-oriented mainstreet character along Hurontario and Dundas streets, improved pedestrian and cycling infrastructure, public art and public realm

## Plan for High Quality Transit

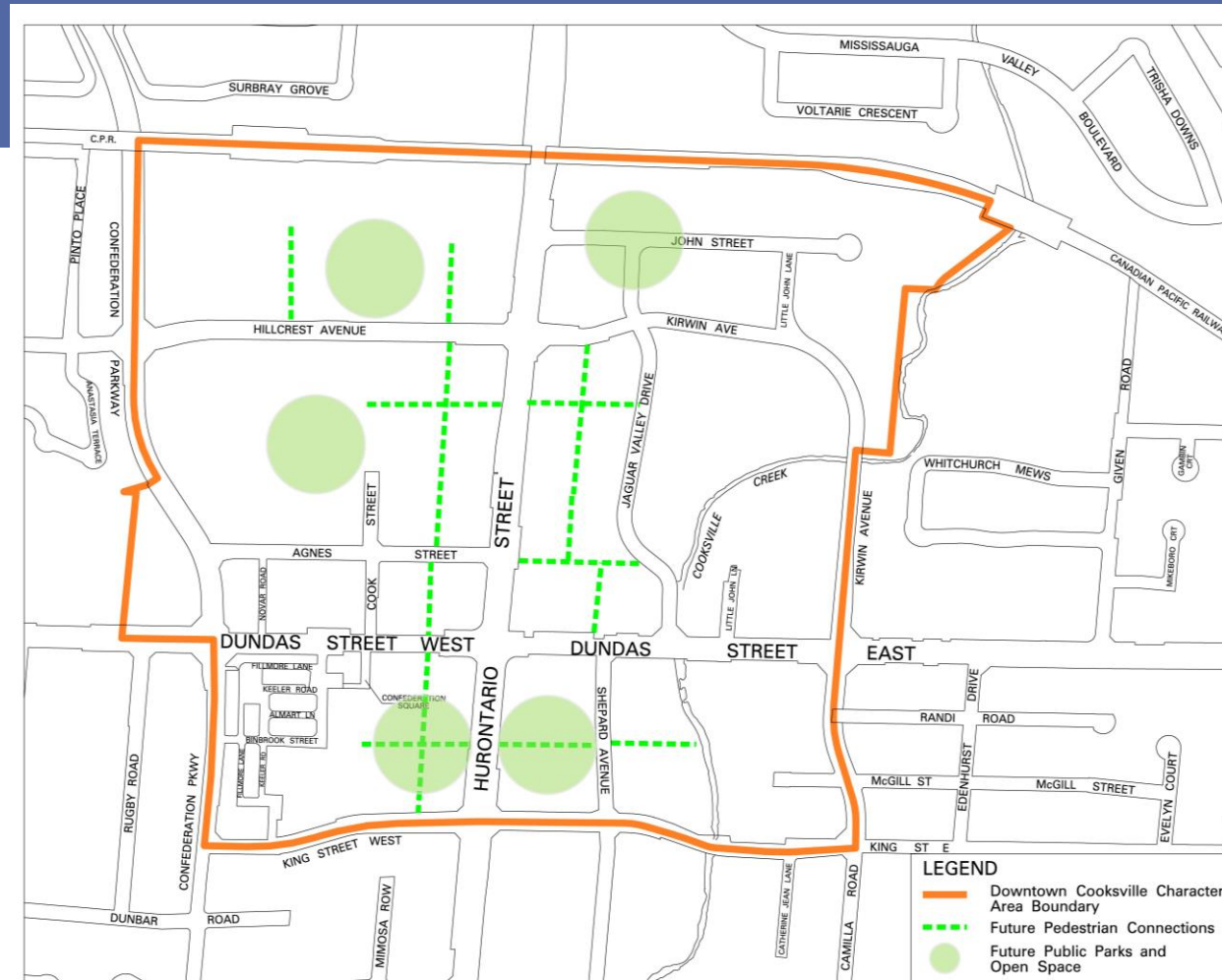


Provide convenient and efficient transit with seamless connections to local and higher-order transit service

# Future Public Parkland and Pedestrian Connections

## Network of Public Parkland and Open Space

- High quality and well-designed public parkland and open space that is green, safe and attractive
- Supports a range of social and recreational activities
- The City will determine the location, configuration and size of the parkland block(s) and requirement for land dedication
- Opportunity to obtain parkland through purchase by the City
- Opportunity to further increase public open space through new developments and public easements, where appropriate

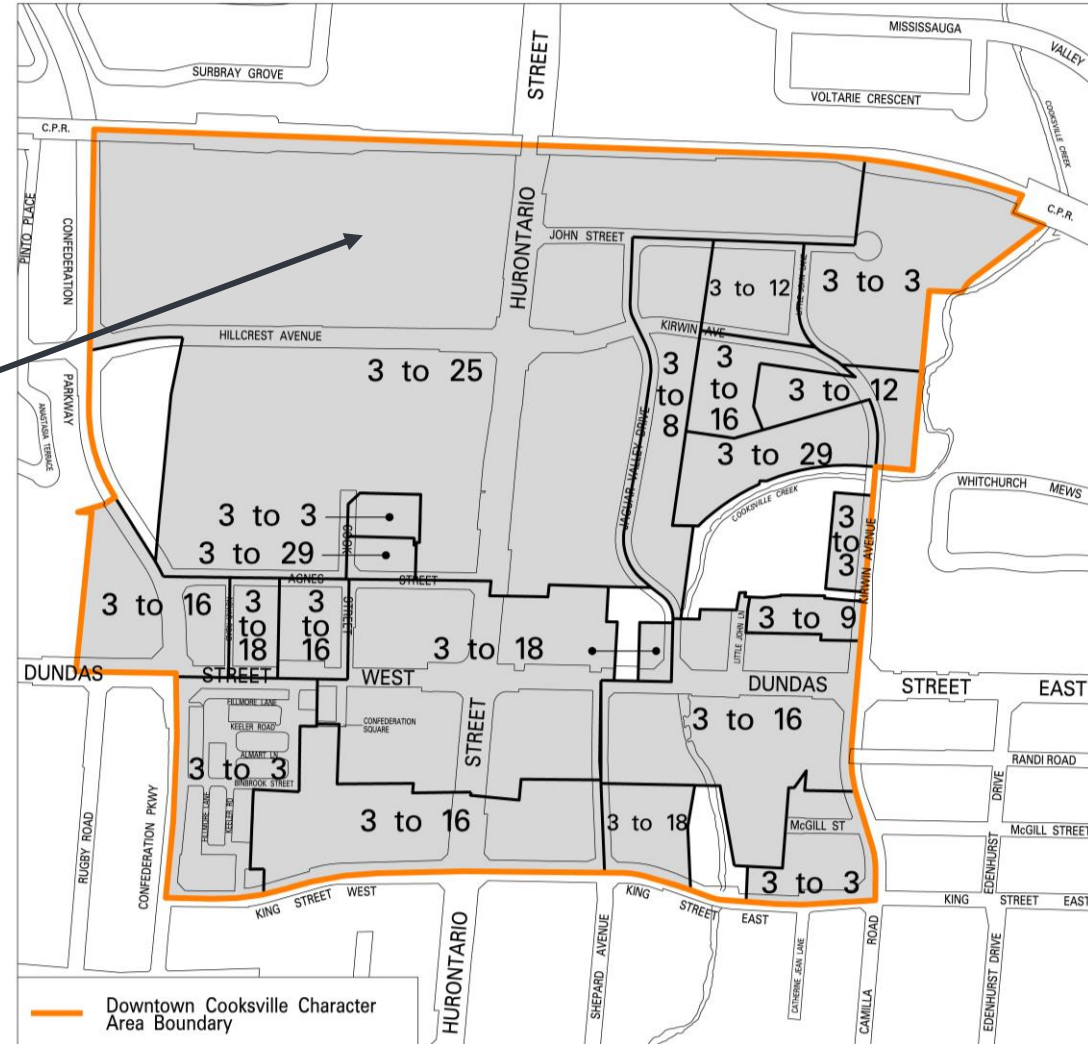


## Pedestrian Connections

- Pedestrian connections to Hurontario LRT, transit routes/stops, trails and parks and open spaces
- Public easements will be required where pedestrian connections are proposed on private lands

# Building Height

- Greatest heights located at Cooksville GO Station and along Hurontario north of Agnes Street
- Building heights will not exceed the maximum limits as shown on Map 12-4.2



# Urban Form

## General Policies

### New Buildings:

- Transition in height from the property line adjacent to low and medium density residential areas
- Minimum separation distance, generally 30 metres for taller buildings
- Add visual interest by varying the use of massing and materials
- Create visual interest with the use of high quality materials and architectural detailing
- Variations in height where more than 1 tower is proposed (generally variations of 3-5 storeys)
- Tall buildings will incorporate podiums, between 3 – 6 storeys
- For tall buildings, the tower above the podium will have a limited floor plate size
- Development will incorporate appropriate setbacks between the edge of the podium and tower portion of the building



# Urban Form

## Development along 'A' Streets:

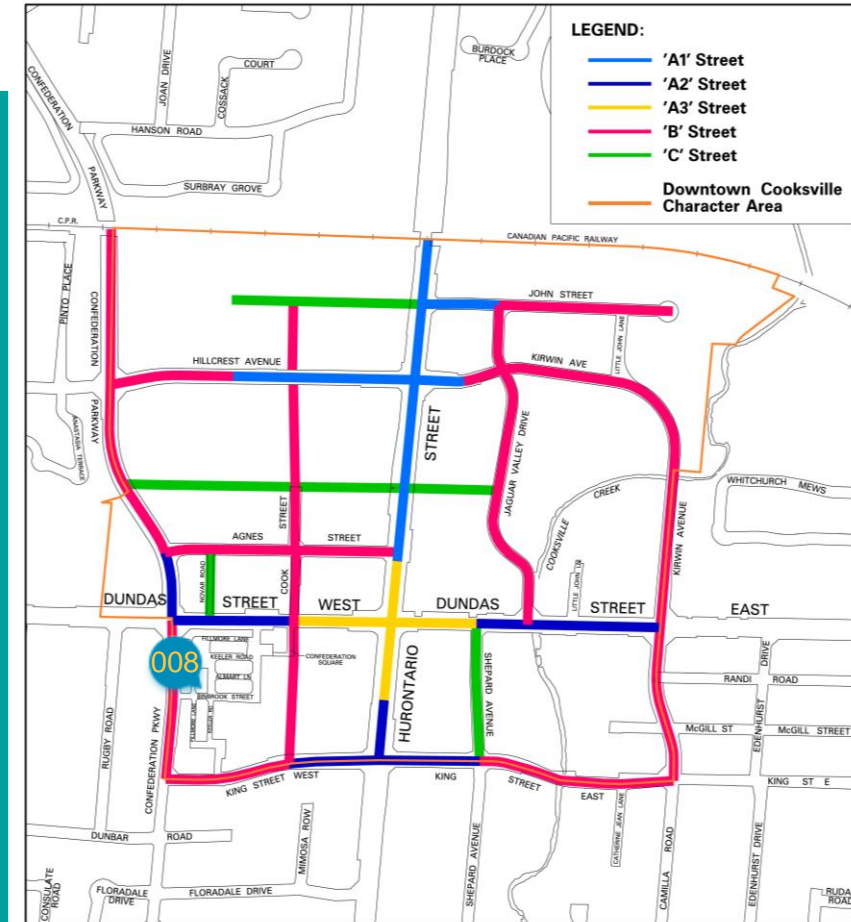
- Promote a mainstreet character with smaller retail units
- Frame and animate streets and public spaces with storefronts and prominent entrances
- Consistent streetwall
- Periodic building indentations should be provided as relief to long building walls e.g., by integrating entry forecourts and plazas
- Design retail and service commercial units at street corner locations with animated storefronts that wrap the corner
- Setbacks from the street to accommodate e.g., landscaping, street furniture, wayfinding, pedestrian scaled lighting and outdoor patios
- Integrated design character between private land and the public boulevard

## Development along 'B' Streets:

- Consistent streetwall
- Periodic building indentations should be provided as relief to long building walls e.g., by integrating entry forecourts and plazas
- Generous setbacks from the street to accommodate e.g., terraces and landscaping
- High quality seamless interface and transition between the public sidewalk and principle building entrance to ensure adequate separation, definition and privacy

## Development along 'C' Streets:

- Consolidate service, parking and loading to serve a number of buildings
- Minimize visual impact of the parking, loading and service areas from the street
- Provide a secondary entrance for pedestrian access, where appropriate



Map 12-4.3 Downtown Cookville Street Types

### Street Types

'A' Streets are considered primary arteries with buildings that integrate at-grade retail and service commercial uses.

'B' Streets will be primarily residential in character.

'C' Streets are intended to support a pedestrian environment and will also provide for vehicular access to on-site service, loading, parking and garbage storage areas.

## #008

Posted by X on **02/17/2022** at **1:51pm** [Comment ID: 31] - *Type: Question*

*Agree: 0, Disagree: 0*

Why isn't this section of Confederation Parkway an "A" street? There is a commercial plaza on the southwest corner of Confederation Pkwy and Dundas, and it's my understanding that ground level retail is planned for the townhouses on the east side of Confederation Pkwy (if they ever get built), so it's not clear why this section is categorized as a "B" street.

# Land Use

- Greater concentration and mix of uses – 3 floors of non-residential uses near 2 key locations:
  - Cooksville GO Station
  - Hurontario and Dundas Street intersection
- Complete the street network with new streets and extensions of existing streets
- Re-designate parcel with existing office building from Mixed Use to Office
- Re-designate to Public Open Space
- New development along Hurontario and Dundas Streets will require at grade retail and service commercial uses



## Mixed Use

- Redevelopment that results in a loss of office, retail and service commercial floor space will not be permitted
- The planned function of the non-residential component will be maintained or replaced as part of the redevelopment

## Office

- Redevelopment of existing office buildings that results in the loss of office floor space will not be permitted, unless the same amount of office is retained or replaced through redevelopment



## #009

Posted by X on **02/05/2022** at **7:41pm** [Comment ID: 20] - *Type:*

*Question*

*Agree: 0, Disagree: 0*

What is the advantage of extending cook street?

Won't it just create more intersections and increase gridlock?

There doesn't seem to be much space for a vehicle road unless buildings are knocked down or it's a 1 lane street.



# Downtown Hospital

12.5 Downtown Hospital Character  
Area, Mississauga Official Plan

Summary of Key Policy Changes

2022-02-02



# Vision

Downtown Hospital will be developed as a **health district**, anchored by the hospital with a broad range of uses **clustered** around the Trillium Mississauga Hospital, supporting more retail and service commercial uses, research and development, health facilities, offices, parks and residential uses.

**Transit-oriented development** along Hurontario and Queensway will ensure transit investments are supported with greater access to housing, jobs and services.

# Guiding Principles

## Support Health Care Services



A range of health care services, supportive uses and research and development

## Walkable and Transit-oriented



Additional pedestrian connections to Hurontario Street and Queensway, and street related retail and service commercial uses along these corridors

# Future Public Parkland and Pedestrian Connections

## Network of Public Parkland and Open Space

- High quality and well-designed public parkland and open space that is green, safe and attractive
- Supports a range of social and recreational activities
- The City will determine the location, configuration and size of the parkland block(s) and requirement for land dedication
- Opportunity to obtain parkland through purchase by the City
- Opportunity to further increase public open space through new developments and public easements, where appropriate

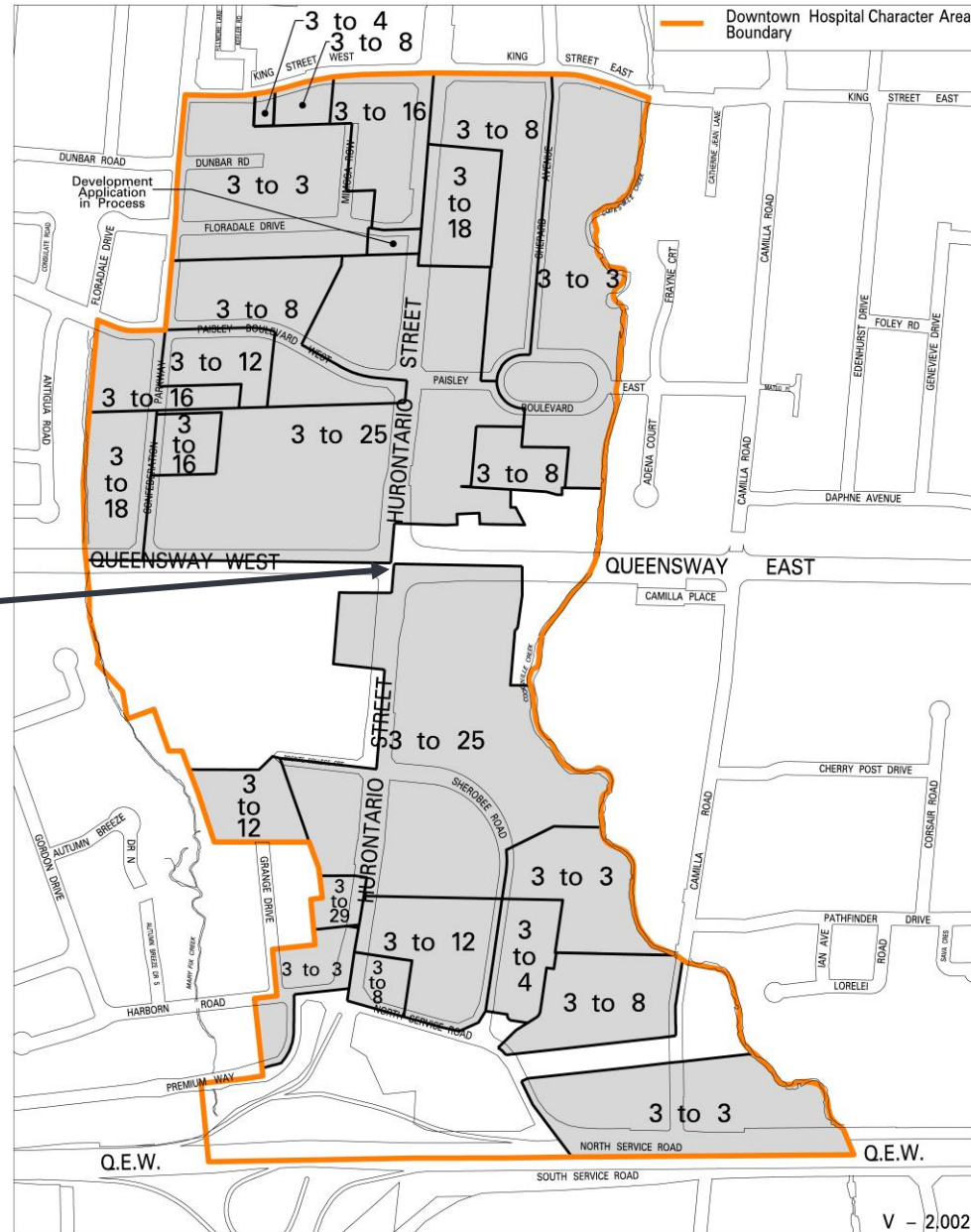
## Pedestrian Connections

- Pedestrian connections to Hurontario LRT, transit routes/stops, trails and parks and open spaces
- Public easements will be required where pedestrian connections are proposed on private lands



# Building Height

- Greatest heights located at the rapid transit stop at Queensway and Hurontario Street
- Building heights will not exceed the maximum limits as shown on Map 12-5.2



# Urban Form

## General Policies

### New Buildings:

- Transition in height from the property line adjacent to low and medium density residential areas
- Minimum separation distance, generally 30 metres for taller buildings
- Add visual interest by varying the use of massing and materials
- Create visual interest with the use of high quality materials and architectural detailing
- Variations in height where more than 1 tower is proposed (generally variations of 3-5 storeys)
- Tall buildings will incorporate podiums, between 3 – 6 storeys
- For tall buildings, the tower above the podium will have a limited floor plate size
- Development will incorporate appropriate setbacks between the edge of the podium and tower portion of the building



# Urban Form

## Development along 'A' Streets:

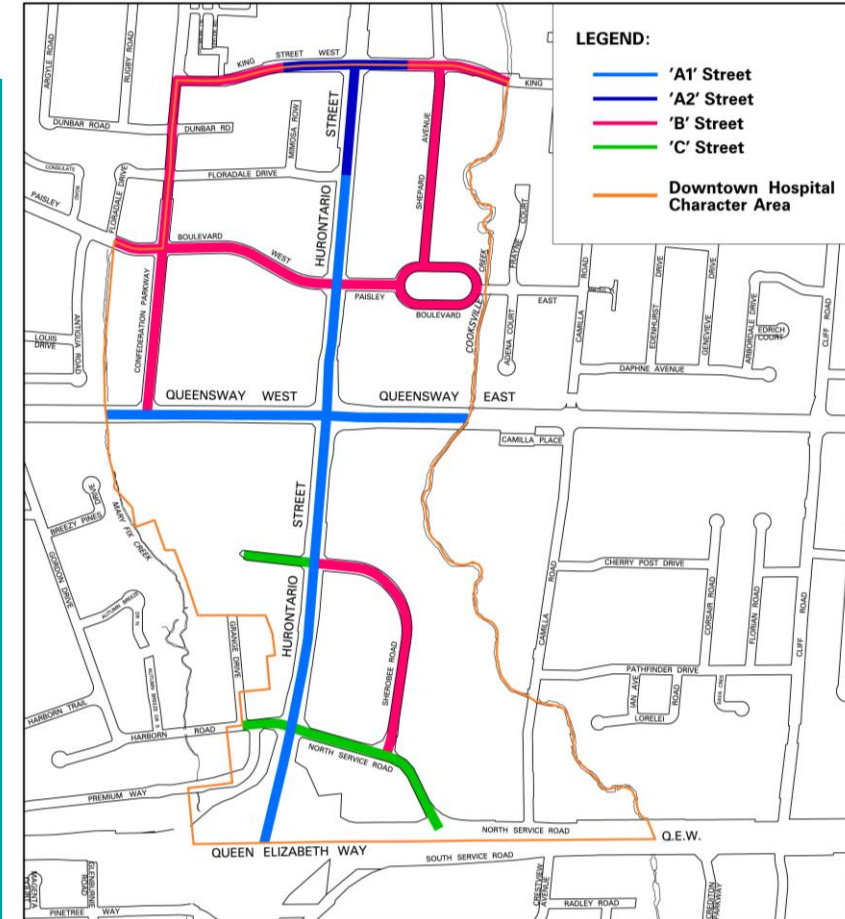
- Promote a mainstreet character with smaller retail units
- Frame and animate streets and public spaces with storefronts and prominent entrances
- Consistent streetwall
- Periodic building indentations should be provided as relief to long building walls e.g., by integrating entry forecourts and plazas
- Design retail and service commercial units at street corner locations with animated storefronts that wrap the corner
- Setbacks from the street to accommodate e.g., landscaping, street furniture, wayfinding, pedestrian scaled lighting and outdoor patios
- Integrated design character between private land and the public boulevard

## Development along 'B' Streets:

- Consistent streetwall
- Periodic building indentations should be provided as relief to long building walls e.g., by integrating entry forecourts and plazas
- Generous setbacks from the street to accommodate e.g., terraces and landscaping
- High quality seamless interface and transition between the public sidewalk and principle building entrance to ensure adequate separation, definition and privacy

## Development along 'C' Streets:

- Consolidate service, parking and loading to serve a number of buildings
- Minimize visual impact of the parking, loading and service areas from the street
- Provide a secondary entrance for pedestrian access, where appropriate



Map 12-5.3 Downtown Hospital Street Types

### Street Types

'A' Streets are considered primary arteries with buildings that integrate at-grade retail and service commercial uses.

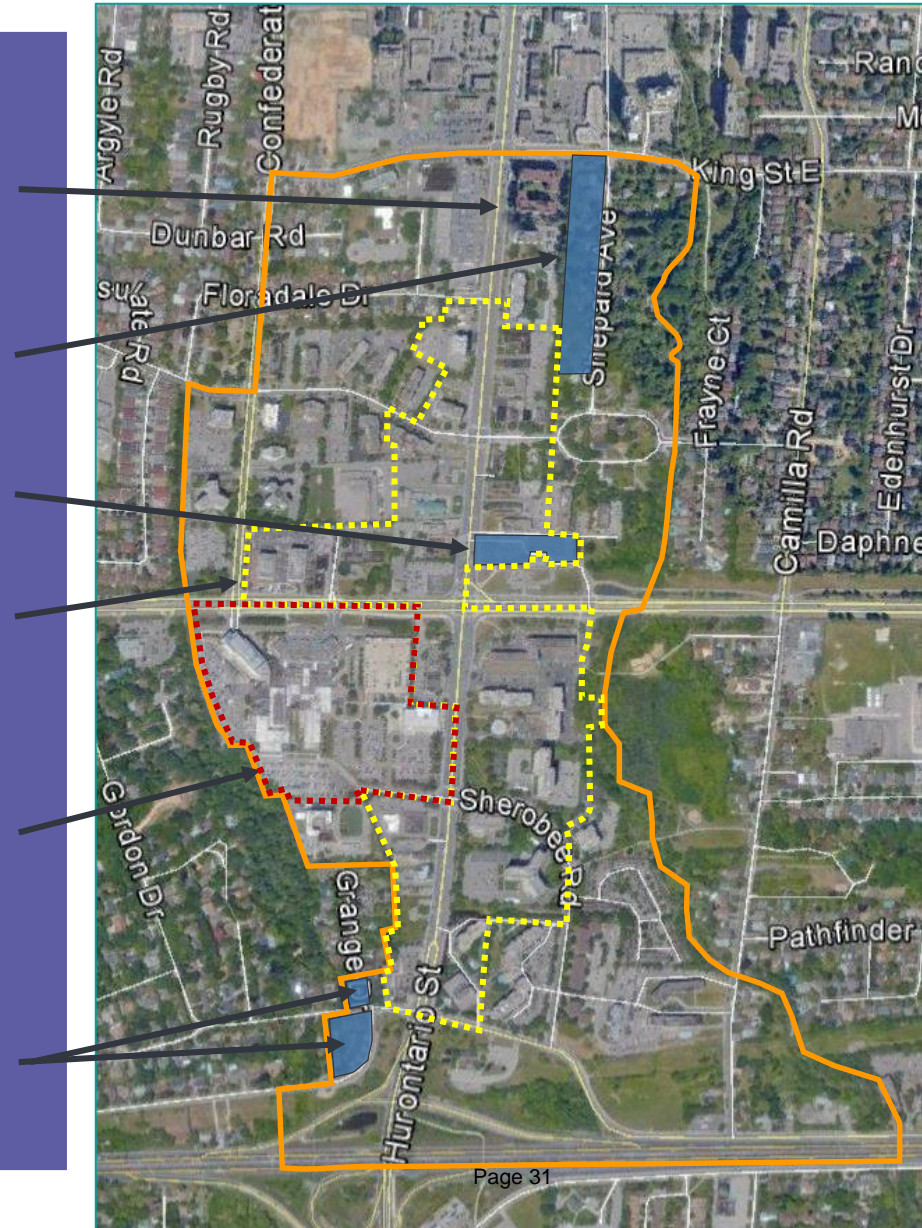
'B' Streets will be primarily residential in character.

'C' Streets are intended to support a pedestrian environment and will also provide for vehicular access to on-site service, loading, parking and garbage storage areas.



# Land Use

- At grade retail and service commercial uses for new development along Hurontario Street, King Street (new Cook Street and Hurontario Street) and Queensway
- Re-designate lands from Residential Medium Density to Residential High Density
- Re-designate lands from Convenience Commercial to Mixed Use
- New Special Site policy for a greater concentration and mix of uses - a minimum of 3 floors of non-residential uses adjacent to Hurontario Street and Queensway West
- New Special Site policy that permits a range of other uses for the Mississauga Hospital (e.g., conference centre, special needs housing, overnight accommodation, offices, restaurants)
- Re-designate lands from Residential Low Density II to Residential Medium Density



## Mixed Use

- Redevelopment that results in a loss of office, retail and service commercial floor space will not be permitted
- The planned function of the non-residential component will be maintained or replaced as part of the redevelopment

## Office

- Redevelopment of existing office buildings that results in the loss of office floor space will not be permitted, unless the same amount of office is retained or replaced through redevelopment

# Summary of Downtown Fairview, Cooksville and Hospital Built Form Standards

Date: 2022 -02-02

# Downtown Fairview, Cooksville and Hospital Built Form Standards

Built Form Standards complement the Official Plan policies. They also express the City's expectations for good design, and the importance of a high quality built form and public realm in creating vibrant, walkable communities.



**General Standards**

General architectural and built form urban design standards that apply to Downtown Fairview, Cooksville and Hospital and provide detail and direction on what is expected from the built form of new development.



**Character Areas & Street Types**

Categorizes streets in each of the areas by types that correspond to the uses and character of the areas. Additional standards for new buildings are provided depending on which street the building fronts.

## General Built Form Standards

### Ground Floor Setbacks

Ground floor setbacks vary depending on the required uses on the ground floor.

### Podium Stepback

Podium heights will be between 3 to 6 storeys with a minimum 3 - 6 metre stepback between the podium face and tower, depending on the site context.

### Floor Plate Sizes

Floor plate size will be limited depending on the height of the building

### Tower Separation

Towers will be separated by at least 30metres.

### Building Articulation

The podium levels must be designed to appear to be broken down into multiple parts and varying the massing and materials.

### Building Top

The top levels of the building should be stepped back to create visual relief at the top of the building.

### Height Variation

In a development with multiple towers, no two towers can be the same height.

### Main Street Character

Design buildings to improve the overall pedestrian experience such as with streetwall continuity, facade compositions, etc.

### Choice of Materials

Construct building exteriors from durable, natural material and deploy a hierarchy of materials.

### Building Corners and Sides

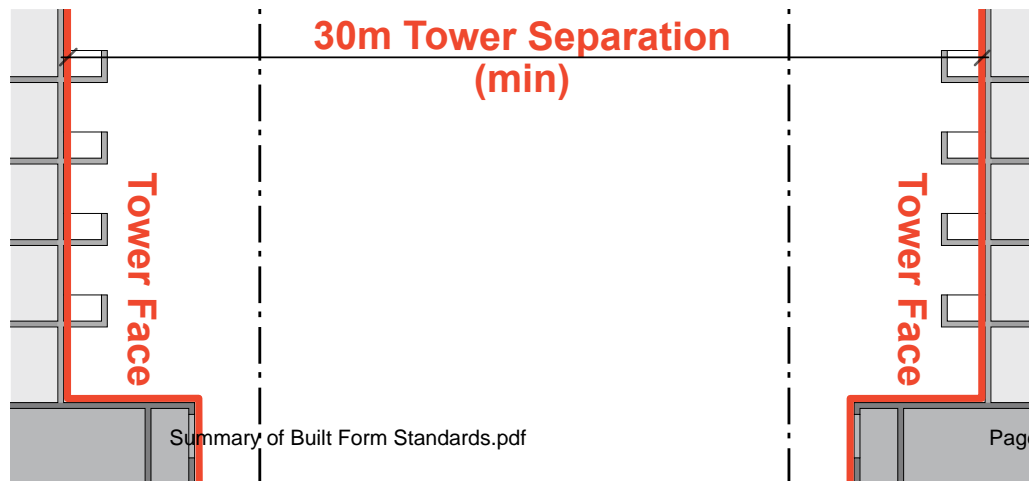
Design building located at prominent corners with upgraded elevations and design features to create a focal point.

### Parking Structure

In general, development will locate structured parking and vehicular access to minimize impacts on the property and on surrounding properties.

### Service, Parking and Loading

Service, parking and loading should be coordinated on sites by providing consolidated locations.



Tower separations and setbacks are measured from the outer edge of the tower or podium face. Tower separation distance should be at least 30m.

# Character Areas & Street Types

## A-Streets

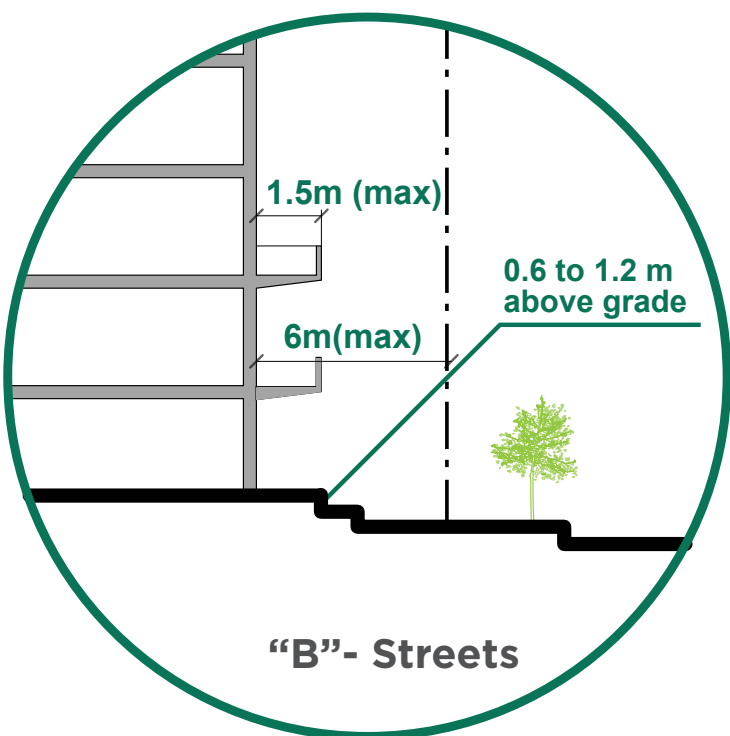
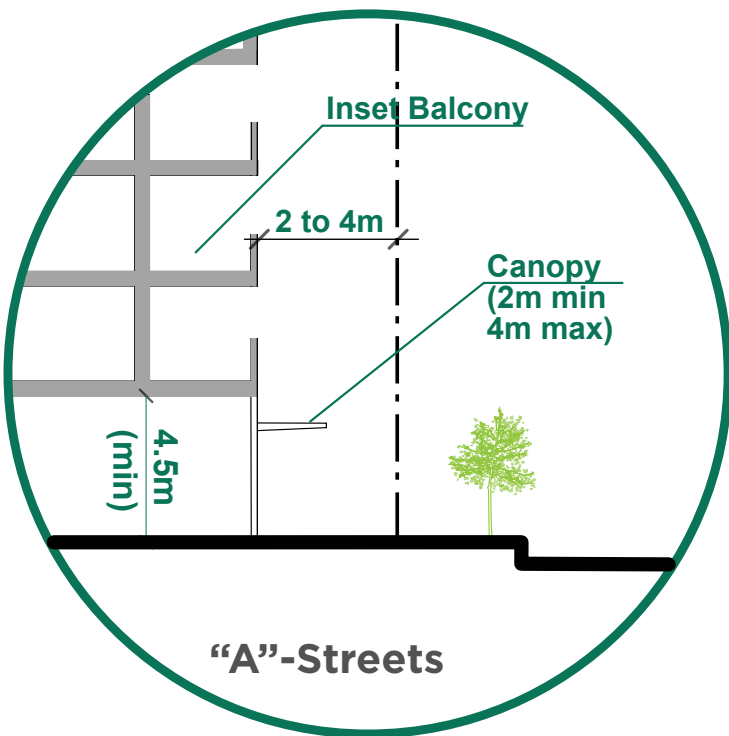
A-Streets are considered to be primary commercial arteries and must incorporate at grade commercial and/or retail uses at grade. The design of A-Streets is critical to develop a lively urban environment that fosters active uses and a pleasant pedestrian environment.

## B-Streets

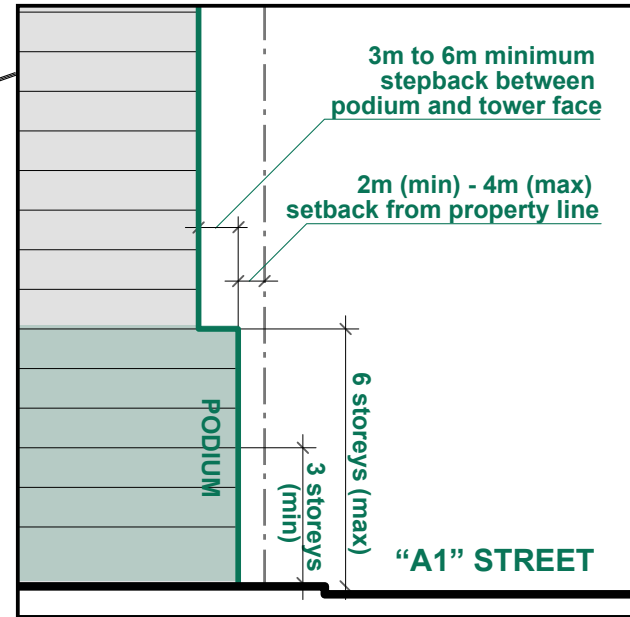
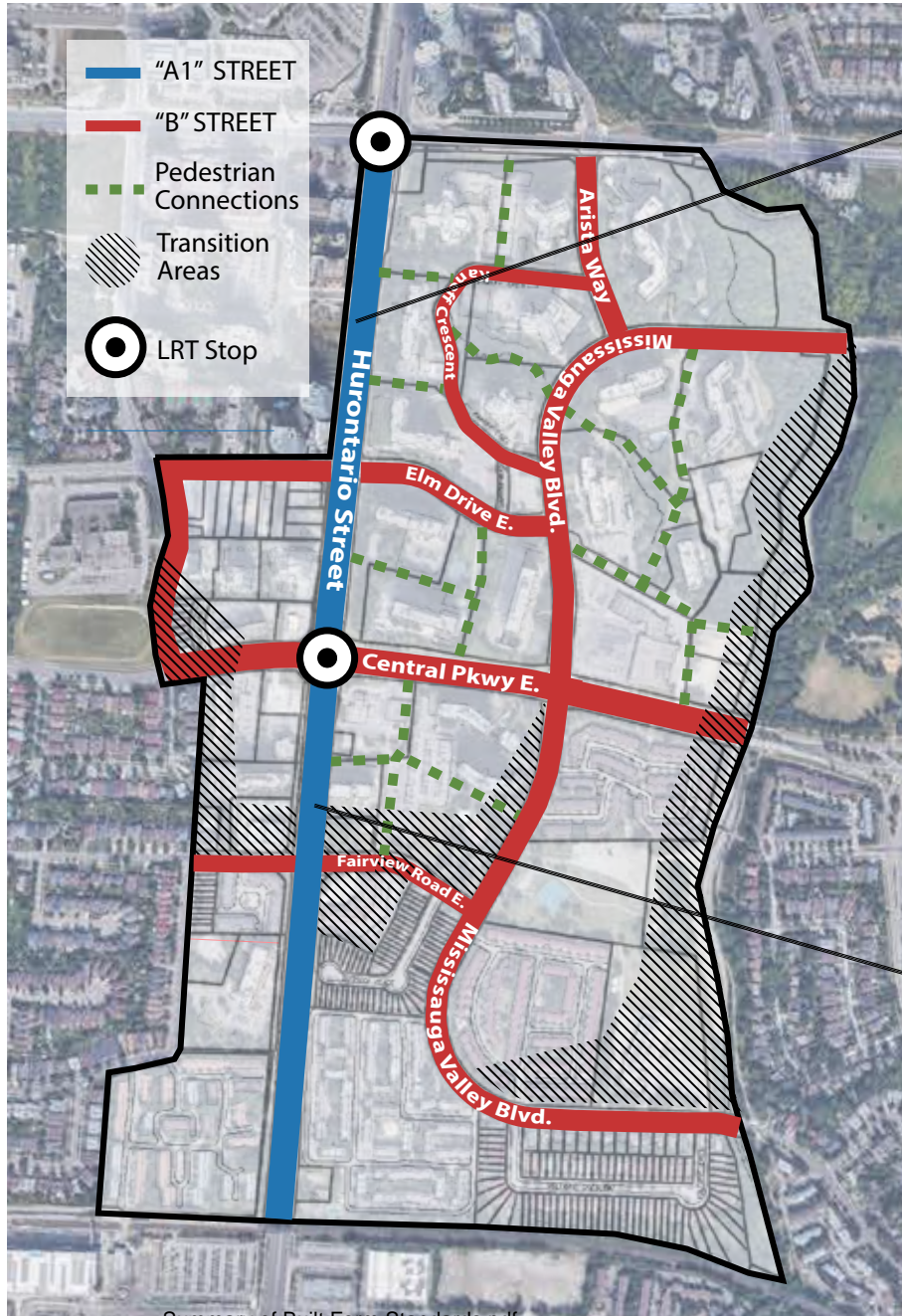
B-Streets are secondary streets and are more commonly residential in nature. When the ground floor does not have retail uses, entrances should be raised from the sidewalk and greater setbacks and landscaping should be designed to create a buffer between the public and the private realms and maintain the residential characteristic of these streets.

## C-Streets

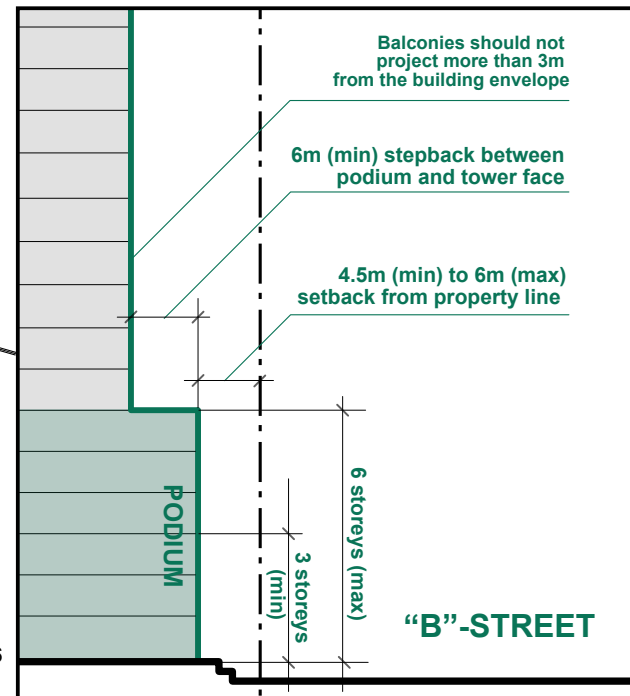
C-Streets are tertiary streets that connect A and B Streets. In contrast to 'A' and 'B' Streets, C-Streets provide development blocks with access for deliveries, garbage pick-up, service and loading, including vehicular access to structured and off-street parking within development sites. 'C' Streets are also intended to support a pedestrian environment by integrating a high standard of urban design to support street activity.



# Downtown Fairview Street Types



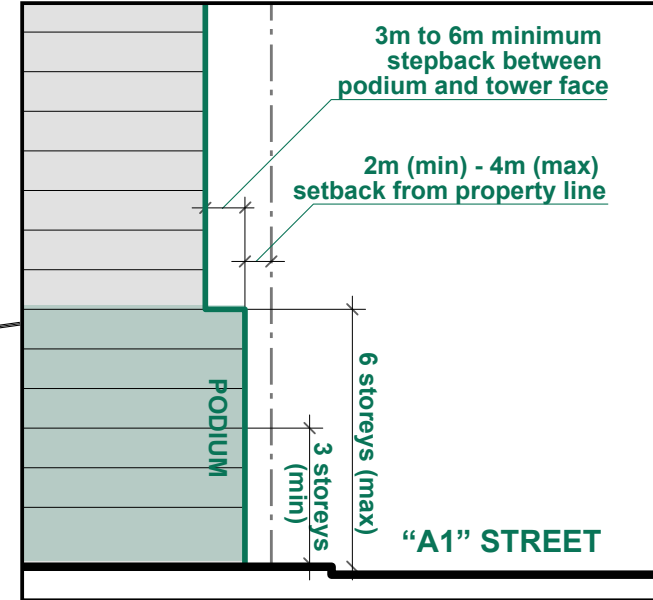
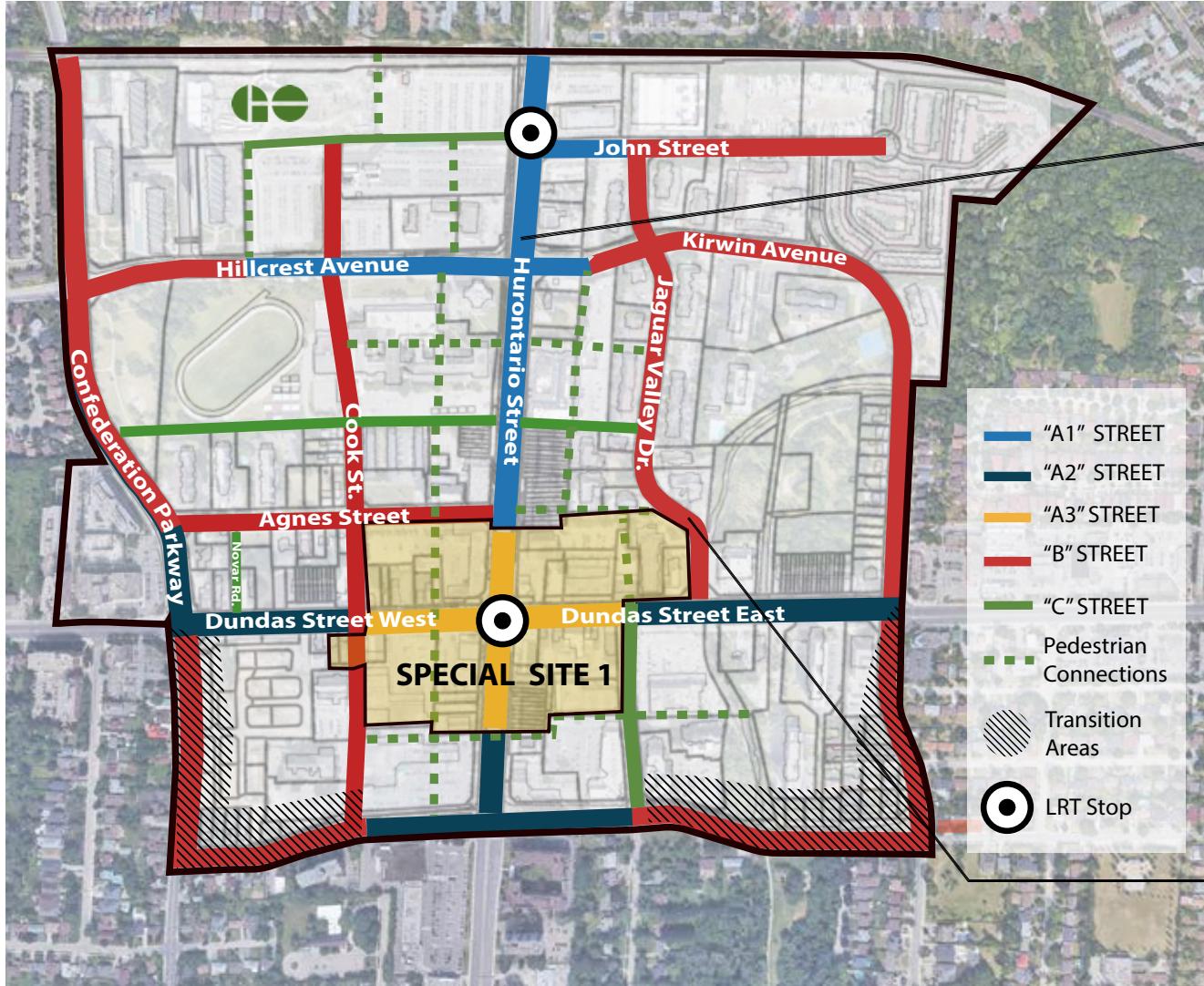
Frontage on an "A1" Street with the required podium height, setbacks and stepback.



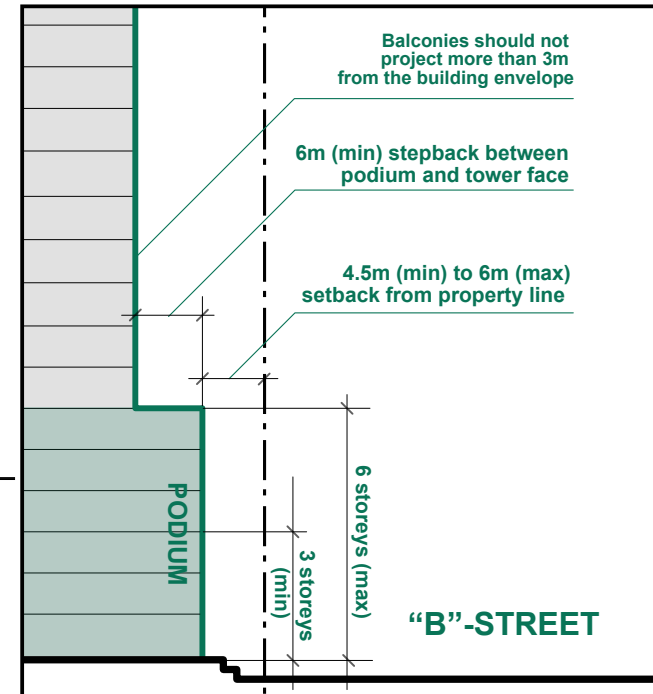
Frontage on an "B" Street with the required podium height, setbacks and stepback.

# Downtown Cooksville Street Types

(Continued on next page)



Frontage on an "A1" Street with the required podium height, setbacks and stepback.

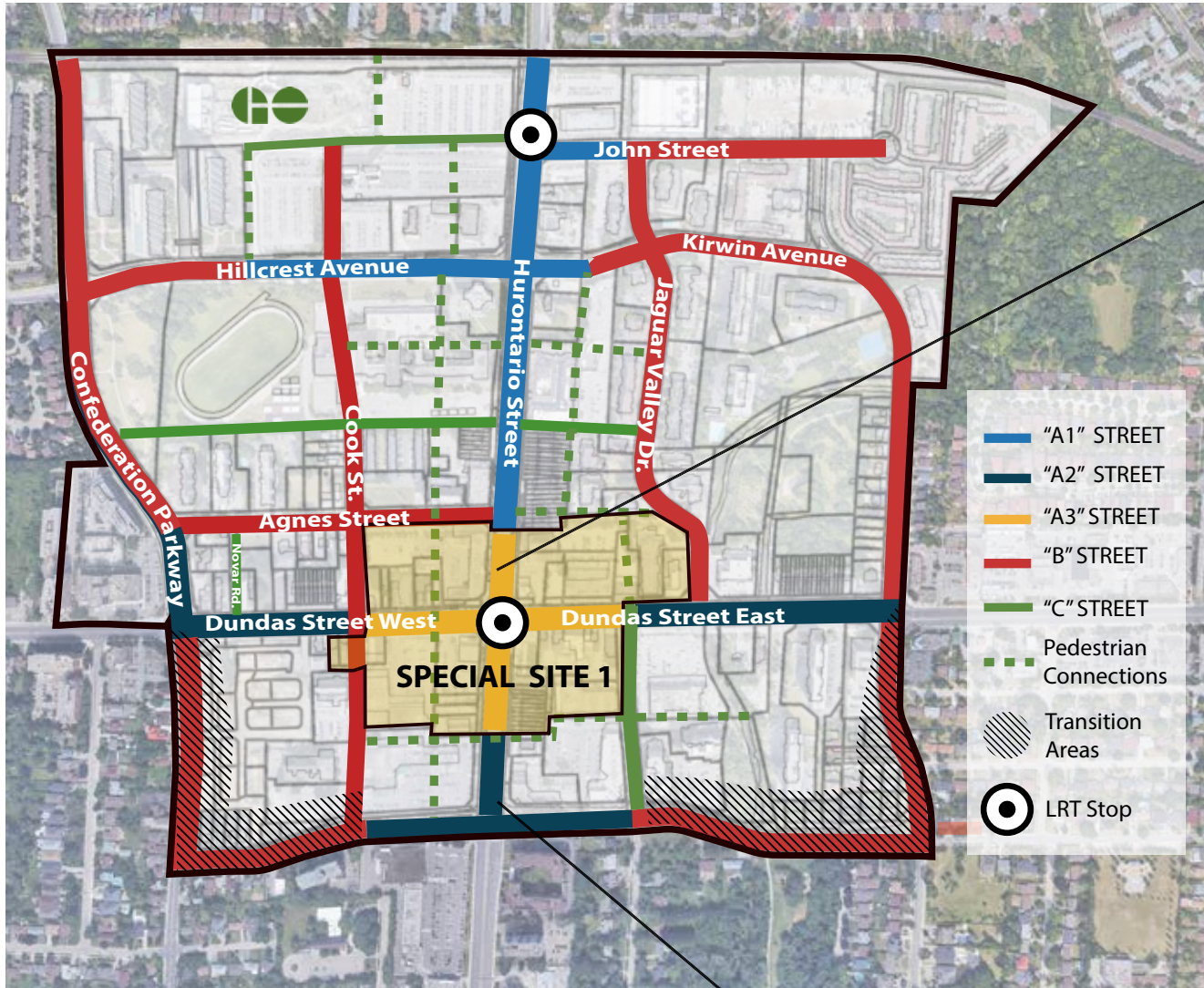


Frontage on a "B" Street with the required podium height, setbacks and stepback.

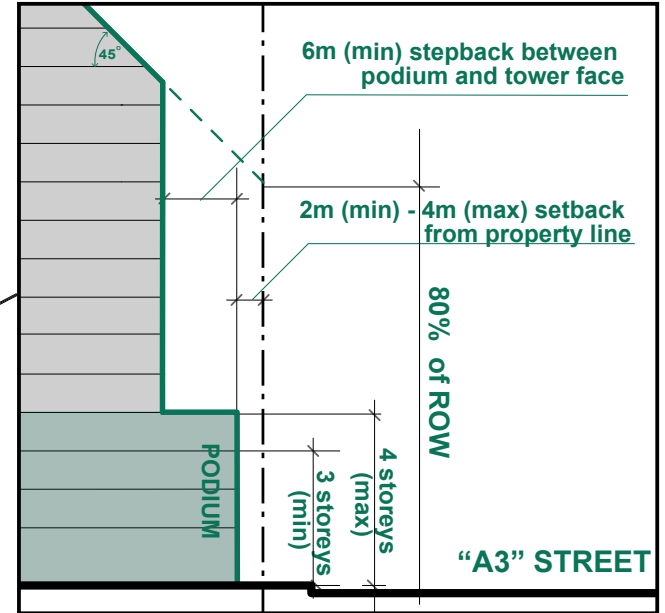
Street Types in the Downtown Cooksville Character Area

# Downtown Cooksville Street Types

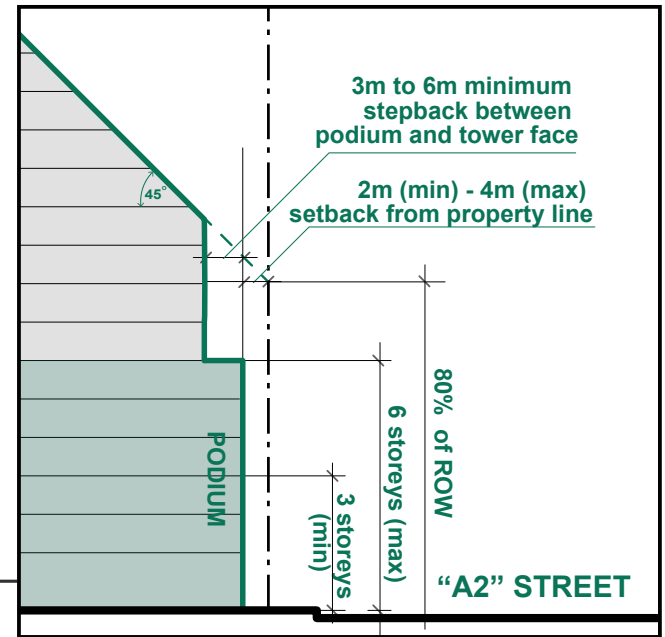
(Continued)



- "A1" STREET
- "A2" STREET
- "A3" STREET
- "B" STREET
- "C" STREET
- - - Pedestrian Connections
- / / / Transition Areas
- LRT Stop



Frontage on an "A3" Street with the required podium height, setbacks and stepback.

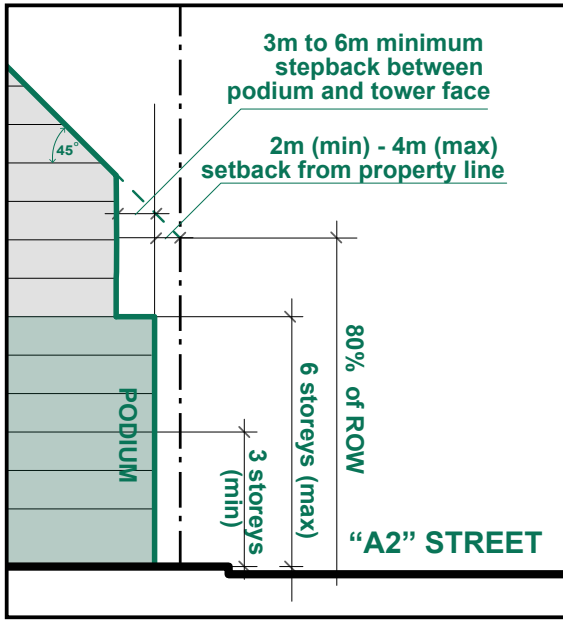


Frontage on an "A2" Street with the required podium height, setbacks and stepback.

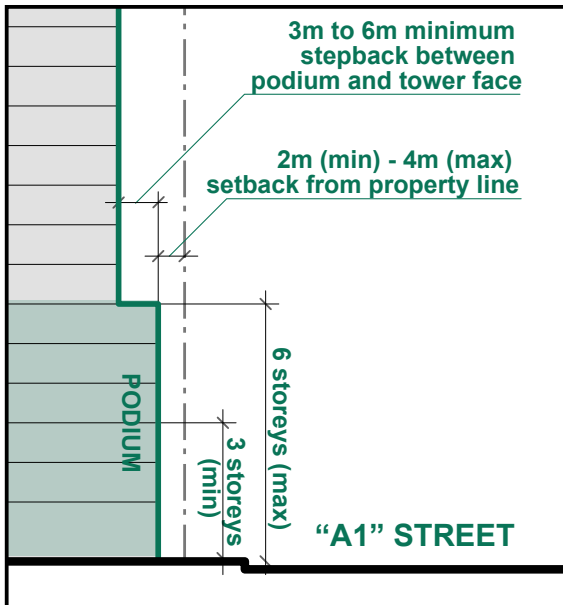
Street Types in the Downtown Cooksville Character Area



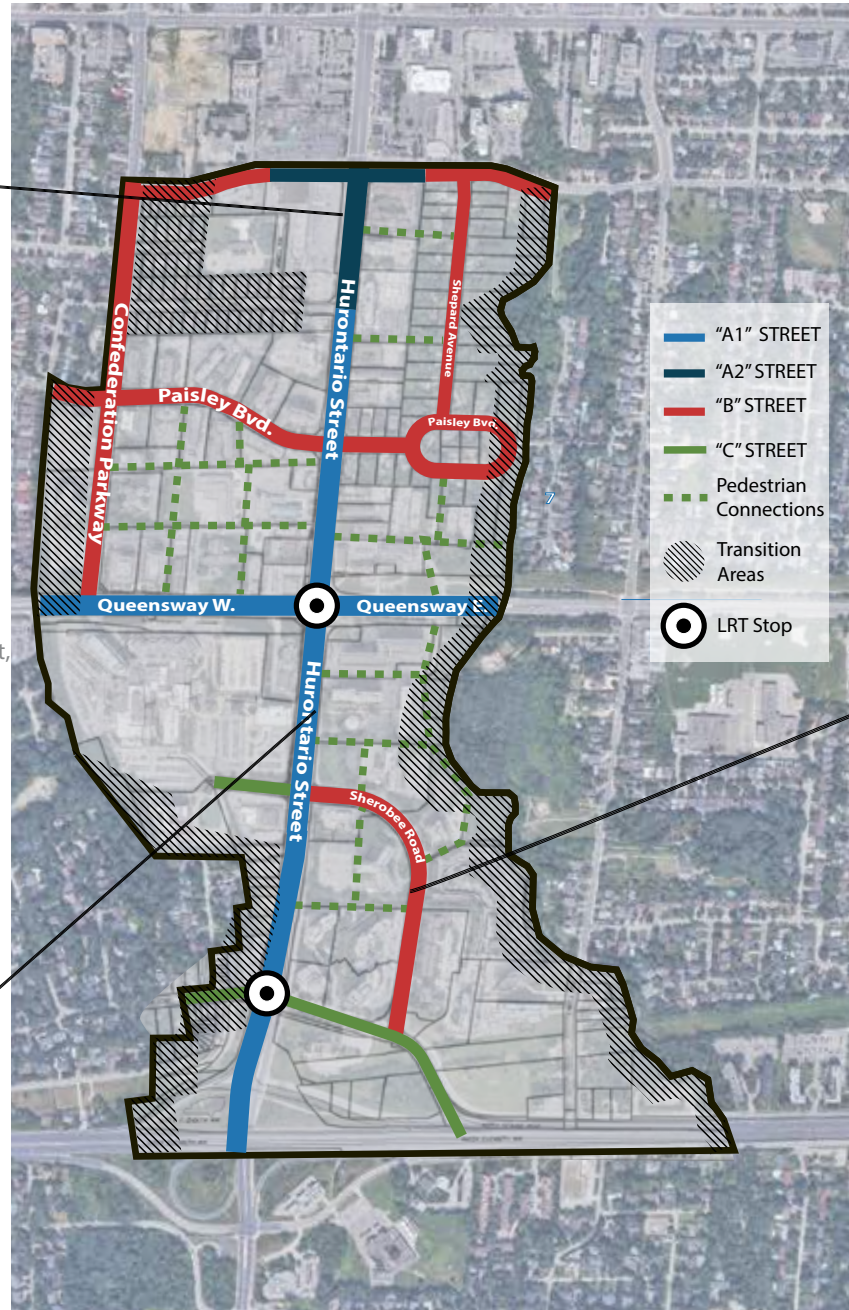
# Downtown Hospital Street Types



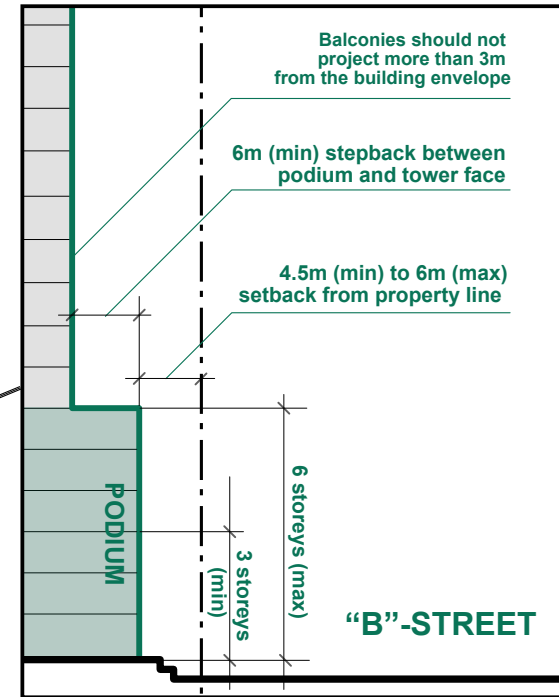
Frontage on an "A2" Street with the required podium height, setbacks and stepback.



Frontage on an "A1" Street with the required podium height, setbacks and stepback.



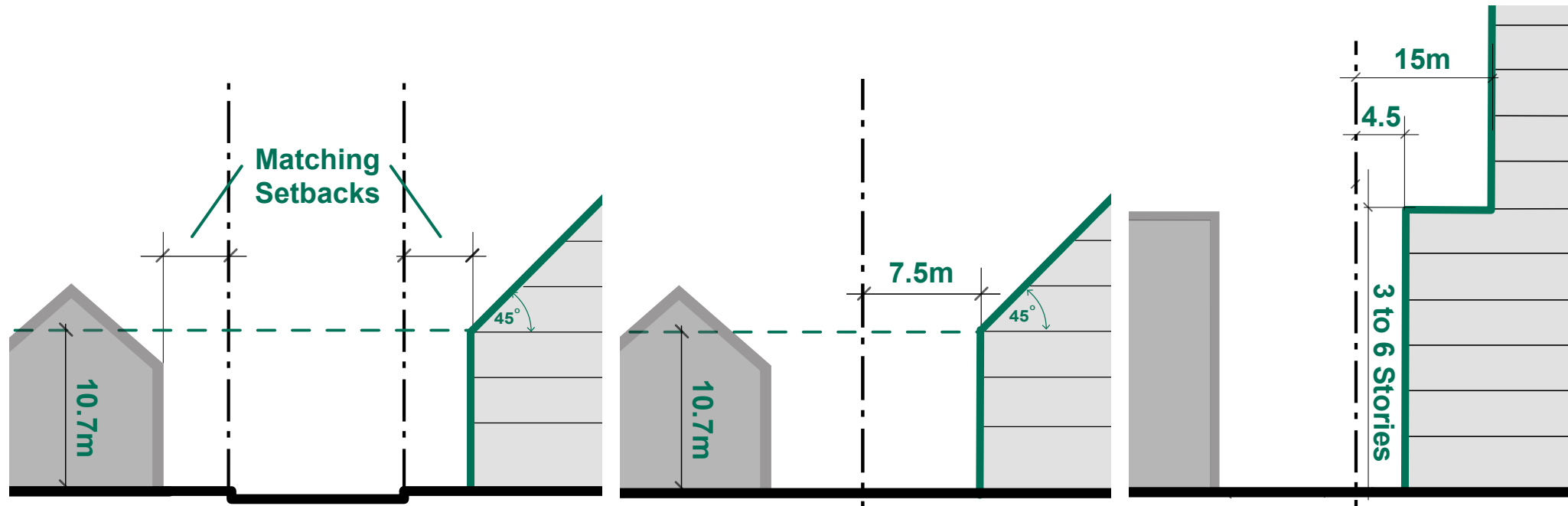
Street Types in the Downtown Hospital Character Area



Frontage on a "B" Street with the required podium height, setbacks and stepback.

# Transition from Established Neighbourhoods <sup>56</sup>

To create an appropriate built-form and to protect established neighbourhoods, parks and open spaces, the following standards identify setback and angular plane provisions for new developments to create adequate transitions. The following standards should be used wherever appropriate and could replace the other street frontage standards if deemed necessary by City staff or the applicant.



Transition from an established residential area separated by a road

Transition from the rear property line abutting an established residential area or an open space.

Transition from the rear property line abutting an apartment building in an established neighbourhoods.

Project No. 21265

March 9, 2022

**Via Email**

City of Mississauga, City Planning Strategies  
Planning and Building

**Attn: Karin Phuong, Planner**

300 City Centre Drive, 8th floor  
Mississauga, Ontario L5B 3C1

**Re: *Downtown Fairview, Cooksville and Hospital Policy Review – Draft  
Official Plan Amendment and Built Form Standards***  
**File: *CD.03-DOW***  
***65-71 Agnes Street, Mississauga (Cooksville)***

---

We are the planning consultants for 65 Agnes Inc. on behalf of 65 Agnes LP, the registered owner (the “owner”) of the properties municipally known as 65-71 Agnes Street (the “subject site”), which is within the boundary of the lands subject to the City-initiated Policy Review (the “policy review”).

On behalf of the owner, we are writing to provide our preliminary comments with respect to the staff report and supporting information presented at Planning and Development Committee (PDC) held on January 24, 2022, including the draft Official Plan Amendment and other draft documents, as well as at the City-led public meeting held on February 16, 2022. We characterize these comments as preliminary insofar as we are currently reviewing the proposed amendment and documents in more detail, in relation to our client’s development plans for the site, and may bring forward additional comments for consideration.

In general, the owner supports the City’s concept of a “15-minute city” for Cooksville and the objective of promoting a policy framework for the area that is intended to foster a complete and mixed-use community that seeks to utilize and integrate high order transit. It is a vision that the owner shares and believes that any redevelopment of the subject site can assist by providing many of the key elements that have been initially conceptualized in the materials presented by City staff at the two meetings.

Given the subject site’s proximity to the Dundas Street and Hurontario Street intersection, which provides service to two future major transit services: the Hazel McCallion Line (Hurontario LRT(light rail transit) line) along Hurontario Street and the Dundas BRT (bus rapid transit) line along Dundas Street, as well as the site’s

proximity to the existing Cooksville GO Transit rail station (approximately 900 metres away), the site represents an excellent opportunity for residential intensification that can contribute to the creation of a complete community within the Cooksville area. The subject site is also designated *Residential High Density* by the City's Official Plan, which permits apartment uses in a high density form. In this regard, the subject site can provide a meaningful high density residential development that is consistent with this planned function and that will be compatible with the surrounding area.

It is our opinion that greater height and density be encouraged on the subject site to facilitate growth and support the planned structure and function of the area, as well as support the higher order transit services that serve the community. However, in reviewing the draft Official Plan Amendment, as it relates to the subject site, we feel the proposed policy direction would limit the intensification opportunities on the subject site and surrounding area. Specifically, we express concern with the proposed height limitation of 25 storeys on the subject site, as shown on proposed Map 12-4.2: Downtown Cooksville Character Area Minimum to Maximum Heights. As described above, the site is located within Cooksville, which is rich with transit offerings. Limiting the height to 25 storeys would not constitute optimization of the land that is within walking distance of three major transit services. It is good planning to intensify sites such as the subject site to make efficient use of the significant investment into transit infrastructure. In this regard, it is noted that the site immediately east of the subject site, on the east side of Cook Street, is proposed to have a maximum height limit of 29 storeys. It is our opinion, notwithstanding the approval for a 28-storey apartment building on this site, that there is no planning rationale as to why 29 storeys is supportable and approved on lands immediately east of the subject site, while the subject site (and other surrounding properties) is limited to 25 storeys.

Additionally, in reviewing the proposed policies of Section 12.4.6 (Urban Form) of the draft Official Plan Amendment, it is unclear if proposed Policy 12.4.6.1.1(a) requires a 45-degree angular plane be taken from properties that are low or medium density residential or properties that are designated *Residential Low* or *Medium Density* as shown on Map E-1 (Part of Schedule 10 – Land Use Designations) of the Mississauga Official Plan. As it relates to the subject site, the properties to the immediate north are currently developed with low density residential dwellings; however, they are designated *Residential High Density* by the Official Plan and can be expected to redevelop over time. We request the rewording of this proposed policy to provide more clarity.

Also, while proposed Policy 12.4.6.1.3 states "Tall buildings will incorporate podiums that are generally a minimum of three storeys and a maximum of six storeys", we are of the opinion that it is preferable not to prescribe limits for the



heights of podiums. Rather we suggest wording that encourages an appropriate and comfortable street wall condition, which would allow for site-specific considerations in determining the appropriate heights of podiums.

Thank you for your consideration of this submission. The owner and their consultant team support the vision of creating a vibrant mixed-use community that will see positive and longstanding impact.

We request notice of any reports and/or decision of this matter by the Planning and Development Committee or by City Council.

Yours very truly,

**Bousfields Inc.**

A handwritten signature in black ink, appearing to read "David Huynh", written in a cursive style.

David Huynh, MCIP, RPP

DH/jobs

cc. Umair Waseem, 65 Agnes Inc. on behalf of 65 Agnes LP

## Karin Phuong

---

**From:** DiBerto, Dorothy <Dorothy.DiBerto@cvc.ca>  
**Sent:** Thursday, March 24, 2022 2:28 PM  
**To:** Christian Binette; Luisa Galli; Karin Phuong  
**Cc:** Hosale, Lisa  
**Subject:** RE: [External] RE: REVIEW: Updated Official Plan Amendment - Downtown Fairview, Cooksville and Hospital

Hi Christian,

Lisa passed this along to me for review – thank you for taking the time to consider our comments.

In general, the policy modifications look good but I have added some very minor comments/edits in **green** below:

Thanks again,

I'm working remotely. The best way to reach me is by email, mobile phone or Microsoft Teams.

### Dorothy Di Berto, RPP

Senior Manager, Planning and Development Services | Credit Valley Conservation

905-670-1615 ext 232 | M: 416-558-2053

[dorothy.diberto@cvc.ca](mailto:dorothy.diberto@cvc.ca) | [cvc.ca](http://cvc.ca)



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**From:** Christian Binette <[Christian.Binette@mississauga.ca](mailto:Christian.Binette@mississauga.ca)>  
**Sent:** Wednesday, March 16, 2022 12:58 PM  
**To:** Hosale, Lisa <[Lisa.Hosale@cvc.ca](mailto:Lisa.Hosale@cvc.ca)>  
**Cc:** DiBerto, Dorothy <[Dorothy.DiBerto@cvc.ca](mailto:Dorothy.DiBerto@cvc.ca)>; Luisa Galli <[Luisa.Galli@mississauga.ca](mailto:Luisa.Galli@mississauga.ca)>; Karin Phuong <[Karin.Phuong@mississauga.ca](mailto:Karin.Phuong@mississauga.ca)>  
**Subject:** [External] RE: REVIEW: Updated Official Plan Amendment - Downtown Fairview, Cooksville and Hospital

**[CAUTION]** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If in doubt contact [help211@cvc.ca](mailto:help211@cvc.ca)

Hi Lisa,

I hope you are doing well!

Following up on our discussion in February, we are proposing several changes to the draft Official Plan Amendment (OPA) for Downtown Fairview, Cooksville and Hospital Character Areas. You can see the proposed changes related to Cooksville Creek and the associated floodplain below.

Can you please review and let us know if you have any follow-up comments by next **Friday, March 25<sup>th</sup>**? I am happy to clarify any questions you may have by phone at (905) 615-3200, ext. 5753.

I have attached the January 24<sup>th</sup> Planning and Development Committee (PDC) Information Report with Appendices containing the draft OPA and Built Form Standards to the email for your reference. Please note that we will be moving forward with an updated draft Official Plan Amendment and Built Form Standards at a statutory public meeting in the spring of this year – tentatively scheduled for May 9<sup>th</sup>.

### **Draft Official Plan Amendment Changes**

1. We are proposing a new general policy in Chapter 12: Downtown to apply to development that is within the floodplain in the 3 Character Areas. This new policy will help reinforce the importance of assessing impacts arising from development on the floodplain, and addressing any flood hazards to the satisfaction of the City of Mississauga and the Conservation Authority. It also builds on existing environmental policies contained in Chapter 6 of Mississauga Official Plan – in particular policies 6.3.50 to 6.3.54. The proposed policy is shown in red text below.

Prior to development within the floodplain, the development proponent will assess impacts, identify flood management measures and mitigate flood hazards to the satisfaction of the City and the appropriate Conservation Authority.

This is a good policy – no concerns with the wording just wondering if Chapter 12 includes a brief preamble to introduce Cooksville Creek (assuming so as this policy wording seems to elaborate on Cooksville Creek, but just confirming).

2. We are also proposing additional language in the Introduction section of each of the 3 Character Areas in Chapter 12: Downtown that emphasizes the importance of the Cooksville Creek to these communities (shown in red text below).

- Downtown Fairview

The Cooksville Creek is a significant natural heritage feature that runs north-south through Downtown Fairview and drains into Lake Ontario. Opportunities to enhance the ecological features of existing natural habitats and the urban forest will be encouraged.

- Downtown Cooksville

The Cooksville Creek is a significant natural heritage feature in Downtown Cooksville. Cooksville Creek serves as a wildlife corridor and linkage to other features within and beyond Downtown Cooksville. This corridor is also used for passive recreation with opportunities for restoration, rehabilitation and hazard mitigation along the watercourse.

- Downtown Hospital (The PDC Report contained wording for the Cooksville Creek in Downtown Hospital that is proposed to remain and is shown in black text for reference)

I note that the word 'heritage' is missing from the final wording so if this poses a problem then we can let it go. Just looking for consistent terminology throughout the OP. Typically the term is 'natural heritage feature' but if 'natural feature' is being used more commonly in Mississauga Plan that's fine.

Cooksville Creek is a significant natural feature and portions of the creek have been impacted by channelization associated with flood and erosion control and storm water management. **Enhancements to the ecological features of existing natural habitats and the urban forest will be encouraged.**

The open space network is primarily concentrated adjacent to Cooksville Creek. To meet growth needs, additional parkland and improvements to existing parks are planned.

Thank you,

Christian



**Christian Binette, MUP**

Planner, Planning Programs

T 905-615-3200 ext.5753

[christian.binette@mississauga.ca](mailto:christian.binette@mississauga.ca)

[City of Mississauga](#) | City Planning Strategies

Planning and Building Division

Please consider the environment before printing.





March 23, 2022

City Planning Strategies  
Planning and Building  
300 City Centre Drive, 7<sup>th</sup> Floor  
Mississauga, ON, L5B 3C1

Attn: Karin Phuong, Project Manager, City Planning Strategies

**Re: Comments in Response to the Downtown Fairview, Cooksville and Hospital Policy Review - Draft Official Plan Amendment and Built Form Standards**

Wards: 4 & 7

---

Dear Ms. Phuong,

On behalf of Kaneff Group, I am pleased to submit comments in response to the Draft Official Plan Amendment and Built Form Standards that have been prepared as a component of the Downtown Fairview, Cooksville and Hospital Policy Review. While we generally support the goals and objectives of the new policy framework, we have significant concerns with some of the implementing draft policies that could inhibit further growth and intensification along the Hurontario Corridor and throughout the Downtown Character Areas. As currently proposed, we are concerned that the draft policy framework will prove to be an impediment to implement our mutual vision and objective to support intensification and broaden the market supply of purpose-built rental housing in the City of Mississauga.

Kaneff Group has maintained a long-standing, steadfast presence, and reputation within the City of Mississauga and GTA as a community builder with a commitment to build and maintain rental housing. We are the registered owners of the following properties located within Downtown Mississauga:

- 3575 Kaneff Crescent
- 3355 Hurontario Street
- 2300 Confederation Parkway
- 2170 Sherobee Road
- 2177 Sherobee Road
- 2211 Sherobee Road

5 of our 6 properties within Downtown Mississauga were developed as purpose built rental projects and have been under Kaneff ownership for over 40 years. Combined, these properties comprise a total of 1,231 purpose built rental units and a residential GFA over 104,000 square metres (1,120,000 square feet). Currently, we have an OPA/ZBA application under review for our lands located at the north-west corner of Mississauga Valley Boulevard and Elm Drive East to permit a new 33 storey purpose built rental apartment building





consisting of 322 new rental units. On January 12, 2022, we had a DARC meeting with City staff to review our proposal for our property located at 2300 Confederation Parkway to permit a new 40 storey mixed-use development that would introduce over 570 new rental units and over 1,300 square metres of office/commercial space. We are also in the early stages of planning for the intensification of our two properties on Sherobee Road, which have great exposure along the Hurontario Corridor.

Our goal is to pursue the intensification of our existing sites in the short to mid-term, and to build, own and maintain new purpose-built rental buildings that we hope will help to address the housing affordability crisis and provide quality rental housing options to the existing and future residents of Mississauga. The height restrictions proposed along the Hurontario Corridor and throughout the Downtown Character Areas is a cause for concern that puts the viability of these purpose-built rental projects into question. As I'm sure you are aware, there are significant front-loaded costs incurred by a developer that wishes to pursue purpose-built rental over a market-based condominium development. The lack of municipal financial incentives and alternative development standards for rental projects makes it extremely difficult to qualify these proposals, which has been a persistent challenge facing municipalities and the development community. We are concerned that the draft policy framework would require us to rethink our business plan for purpose built rental.

According to the Region of Peel's Housing Master Plan, the current vacancy rate for rental apartments stands at just 1.2%, which indicates a tight market where the supply of units is far below the demand. On average, 5,300 new housing units are built in Peel annually, of which approximately only 170 are new rental units. Given this statistic, market rental units represent only 3.2% of all new housing starts in Peel on an annual basis.

We support the proposed direction and vision of the new policy framework to create 15-minute, transit-oriented, walkable complete communities. We believe that the intent of the policy direction to support more housing and taller buildings along rapid transit corridors and within MTSAs is a sustainable approach to planning and development that will undoubtedly support transit investment and projected population growth. With that said, Kaneff Group feels strongly that this policy direction is undermined by restrictive built form policies that unnecessarily limit building heights to 25 storeys or less along the Hurontario Corridor and throughout the Downtown Character Areas. There have been several examples of development applications that have recently been approved to permit building heights that far exceed 25 storeys. These applications have gone through extensive technical review and public consultation to ensure that they conform to provincial and municipal policy and represent good planning. If past applications for site-specific Official Plan Amendments have been supported by the municipality, there should absolutely be flexibility within the new policy framework for the Downtown Character Areas to consider greater building heights without the need for an Official Plan Amendment.

The Growth Plan places an emphasis on planning within Major Transit Station Areas that achieves the minimum density targets as identified by the municipality. All MTSAs located along Hurontario Street have been identified by the Region as "Primary Major Transit Station





Areas" which are capable of meeting or exceeding the minimum transit supportive density target. The Region has assigned a minimum density target of 300-400 people and jobs combined per hectare for these Primary MTSA's, which is the highest minimum density target anywhere in the Region of Peel. The Downtown Character Areas also form part of the City's Urban Growth Centre as identified by the Growth Plan, which are areas intended to accommodate significant population and employment growth. We are of the opinion that the policies of the Growth Plan and Draft Regional Official Plan are best achieved through the implementation of a policy framework that does not impede the potential for intensification along the Hurontario Corridor and within Primary MTSA's. We suggest that the City reconsider the limitations on height and built form that could inhibit the highest and best use for lands strategically located within an Urban Growth Centre, Primary MTSA's, and along an Intensification Corridor.

We are concerned that the new policy framework will bring into question our ability to contribute much needed purpose-built rental housing within Wards 4 and 7. Intensification supported by a diverse range and mix of housing options and higher order transit investment is the catalyst for creating 15-minute transit-oriented communities. We encourage the City of Mississauga to revisit the restrictions for maximum building heights that could limit the extent of intensification within MTSA's and hinder our ability to significantly contribute towards the market supply of purpose-built rental housing in the City of Mississauga.

To conclude, we have summarized a few recommendations for consideration:

1. Increase maximum building heights along the Hurontario Corridor. New buildings along the Hurontario Corridor should be able to achieve heights ranging from 35 - 40 stories, which has been demonstrated in recent decisions.
2. Provide flexibility in the policy that buildings may exceed the maximum height without an Official Plan Amendment provided appropriate justification is included with an application for a Zoning By-law Amendment.
3. Increase the maximum height assigned to our property located at 2300 Confederation Parkway from 18 storeys to 35 storeys. After further consideration and consultation with City staff, we recognize that a reduction in building height from the 40 storey's we had initially contemplated is necessary. The attached Angular Plane Study illustrates that a building height of 35 storey's is very well achievable by replicating the existing angular plane that currently separates the low-density neighbourhood from our existing 17 storey apartment building. An increased maximum building height would support additional purpose-built rental units and create an opportunity to incorporate much needed office/retail space to support the Trillium Hospital redevelopment.

We appreciate the opportunity to provide our comments on the Draft Official Plan Amendment and Built Form Standards for the Downtown Character Areas. We would like to formally request to be notified of any key milestones or decision associated with this City initiated OPA moving forward.





Sincerely,

A handwritten signature in black ink, appearing to read "K. Freeman".

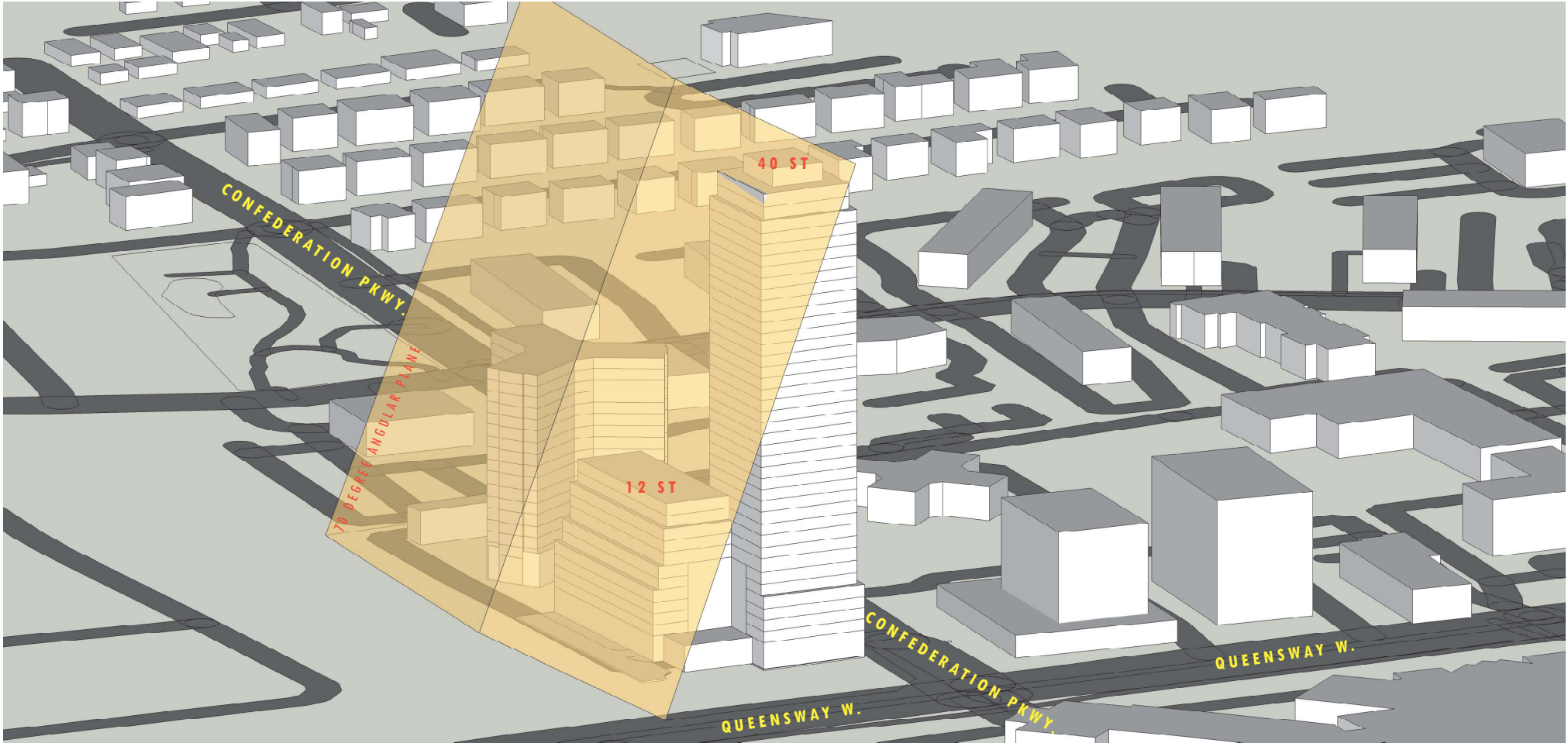
**Kevin Freeman, MCIP, RPP**

*Director of Planning & Development  
Kaneff Group*

\*On behalf of the Kaneff Leadership Team







RICHMOND | Architects Ltd.

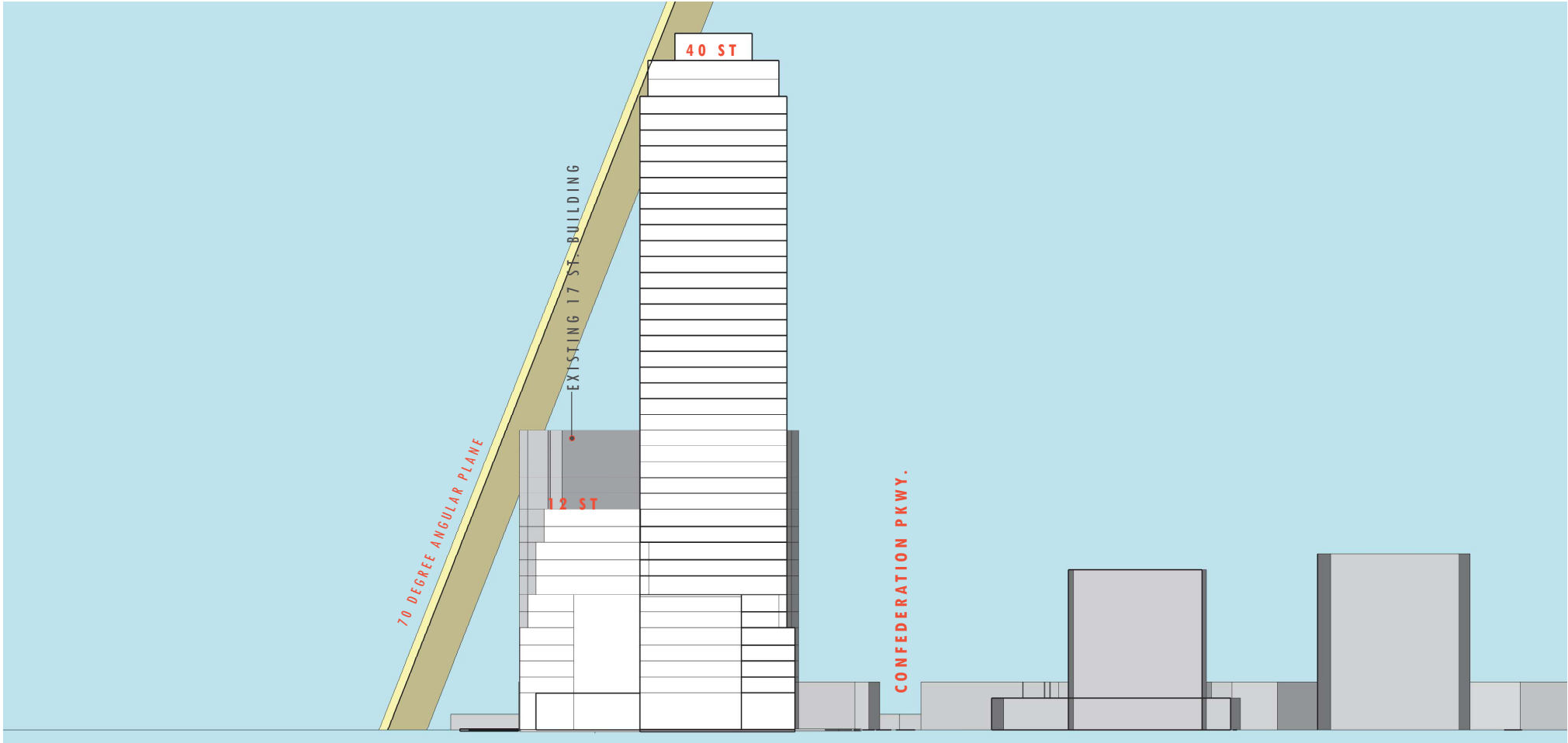
55 EGLINTON AVENUE EAST  
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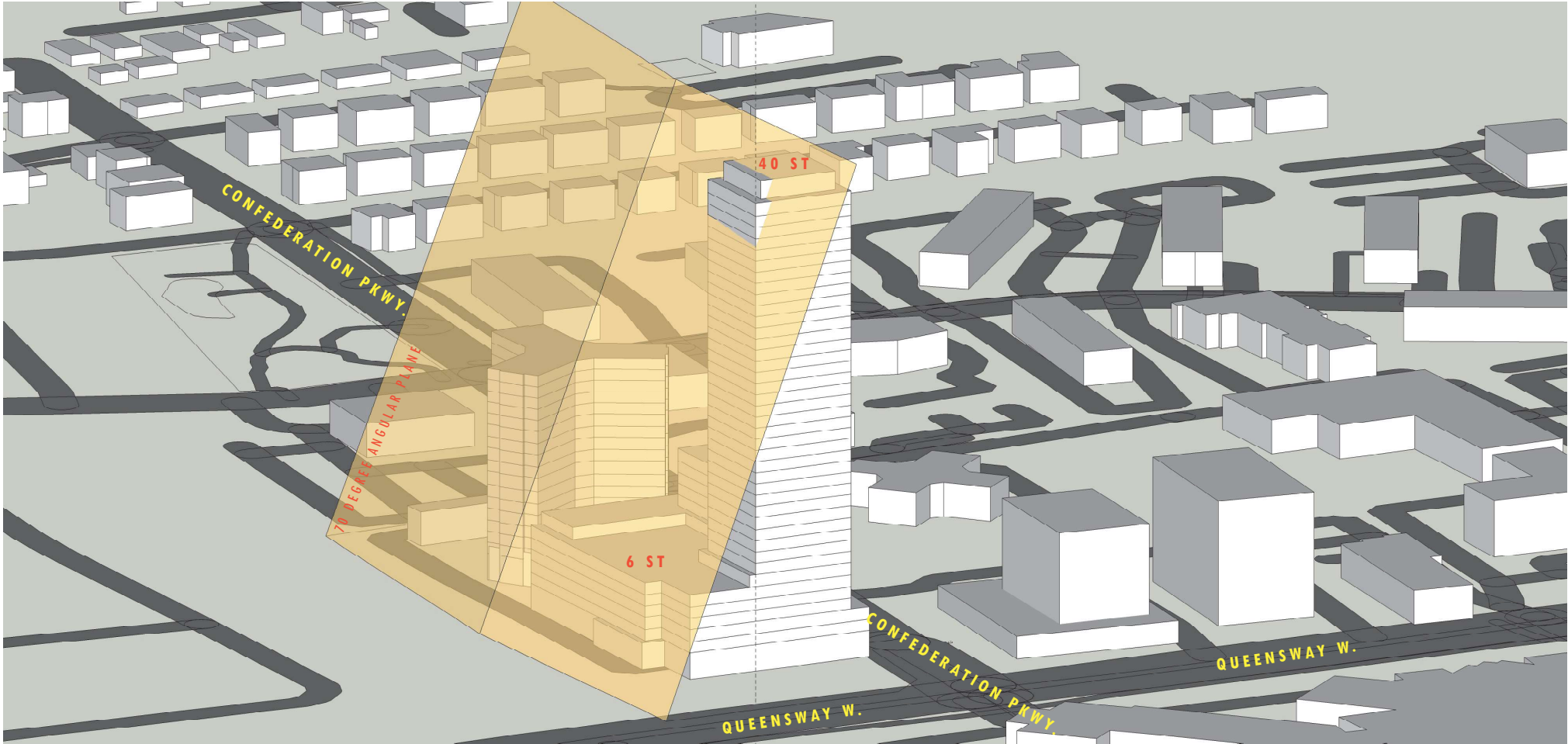
OPTION -1-70° ANGULAR PLANE

70 DEGREE ANGULAR PLANE



OPTION -1-70° ANGULAR PLANE SECTION

70 DEGREE ANGULAR PLANE



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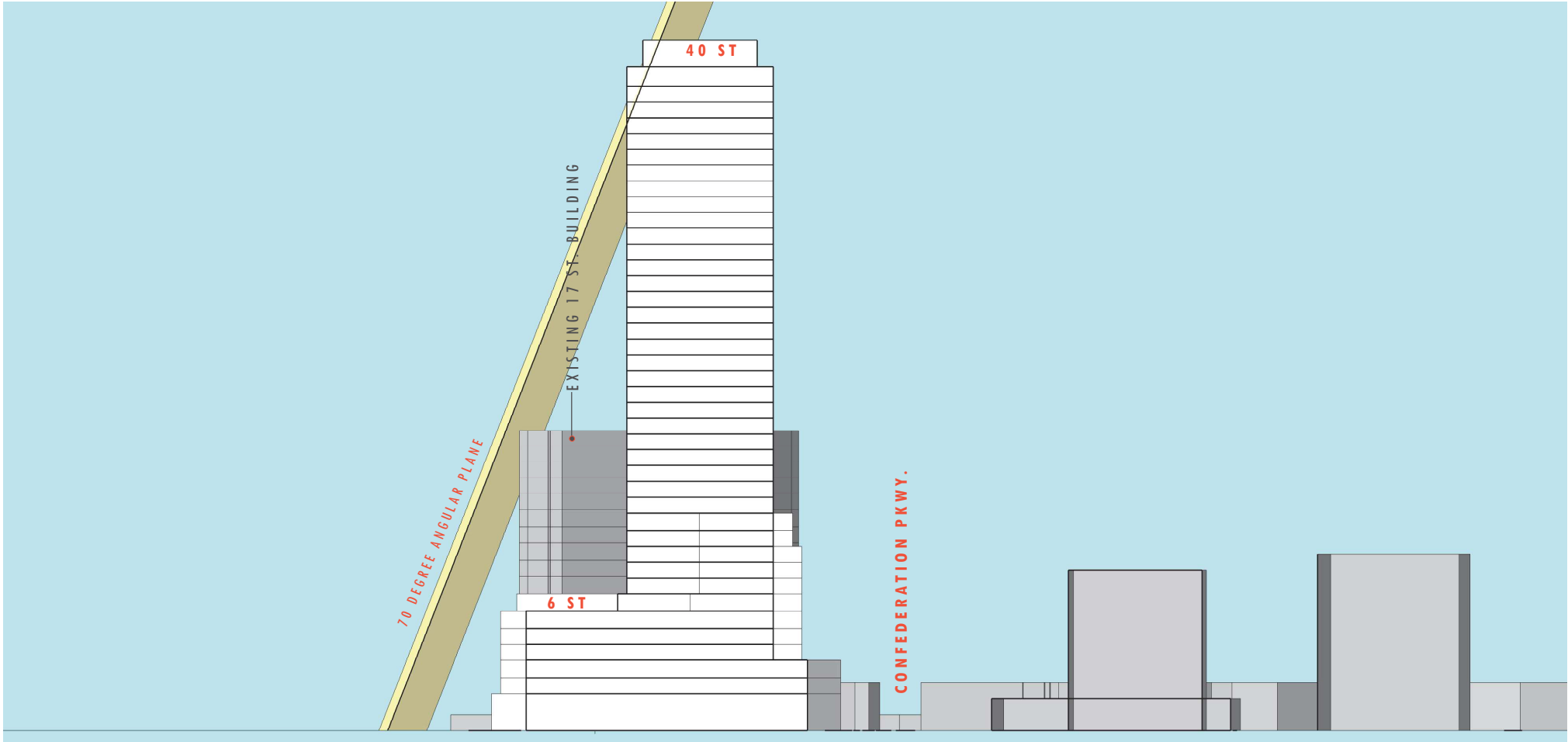
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OPTION -2-70° ANGULAR PLANE

70 DEGREE ANGULAR PLANE





OPTION -2-70° ANGULAR PLANE SECTION

70 DEGREE ANGULAR PLANE

May 4, 2022

File No.: 589429-1

Sent Via Email ([karin.phuong@mississauga.ca](mailto:karin.phuong@mississauga.ca))

Karin Phuong, Planner  
City of Mississauga  
Planning and Building Department  
City Planning Strategies Division  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Dear Ms. Phuong:

**Re: Downtown Fairview, Cooksville and Hospital Policy Review- Draft Official Plan Amendment and Built Form Standards**  
**Our Client: Bronte College**  
**Our Client's Property: 88 Bronte College Court, Mississauga**

Further to our meeting with you and your colleagues on April 26, 2022, we are submitting this letter in response to the draft Downtown Fairview, Cooksville and Hospital Policy Review- Draft Official Plan Amendment and Built Form Standards. As you know, we are the solicitors for Bronte College which is the owner of property municipally known as 88 Bronte College Court in the City of Mississauga ("Subject Property"). Our client operates a private school at this location. The Subject Property is located immediately to the south of 100 Queensway West, which is the location of the Mississauga Hospital. Our client also owns lands municipally known as 2156 Hurontario Street. Both of these sites are located within the Downtown Hospital Policy Review Area.

On February 2, 2022, we submitted a letter to Mayor Crombie and City Council advising of our client's general concern regarding the potential impact of the proposed Downtown Hospital Policies on the Subject Property. (See letter attached). We subsequently met with Mayor Crombie, Councillor Damerla and Planning staff to discuss our client's concerns regarding the proposed redevelopment of the adjacent hospital site, specifically in regard to the location of the proposed, above grade, parking garage immediately opposite the Bronte College student residence.

Having further considered the implications of the proposed redevelopment of the Mississauga Hospital site and the Draft Downtown Hospital Policy Review Official Plan Amendment, we met with you and your colleagues to discuss future policy direction for the Subject Property.

As discussed, it is our client's interest to remain at this location, subject to the Hospital site redevelopment incorporating acceptable mitigation solutions. While we appreciate the efforts of the Trillium Health Partners consulting team to respond to our client's issues regarding noise, air quality, light and shadowing, we remain concerned that the hospital redevelopment may result in the Collage needing to look at other options.

Fernanda Lopes & Associados ► Guevara & Gutierrez ► Paz Horowitz Abogados ► Sirote ► Adepetun Caxton-Martins Agbor & Segun ► Davis Brown ► East African Law Chambers ► Eric Silwamba, Jalasi and Linyama ► Durham Jones & Pinegar ► LEAD Advogados ► Rattagan Macchiavello Arocena ► Jiménez de Aréchaga, Viana & Brause ► Lee International ► Kensington Swan ► Bingham Greenebaum ► Cohen & Grigsby ► Sayarh & Menjra ► For more information on the firms that have come together to form Dentons, go to [dentons.com/legacyfirms](https://www.dentons.com/legacyfirms)

Accordingly, the current Policy Review is an opportunity to ensure that the Subject Property is being considered for its future highest and best use.

We are supportive of the Residential High Density designation on the Subject Lands, however, it is our position that the Subject Property has far greater height potential than the currently proposed maximum 12 storey height limit. This is based, in part, on the following:

- Bronte College Court currently serves only non-residential uses, allowing for intensification with no impact on stable, local, residential streets;
- The Subject Lands are located adjacent to the Mississauga Hospital site which is being redeveloped for a full range of uses, in addition to the hospital itself;
- Based on information currently available, the maximum height proposed on the Hospital site is equivalent to 35 to 40 residential storeys; and
- The Subject Lands are located to the northwest of a site, municipally known as 2114, 2124, 2130 Hurontario Street and 2095 – 2143 Grange Drive (the “Gordon Woods Condo” site), which is zoned for a maximum building height of 29 residential storeys.

Accordingly, it is our respectful submission that the maximum height for the Subject Lands should fall between the maximum height for the Hospital site and the approved height of 29 storeys on the Gordon Woods Condo site. Furthermore, our client has retained CORE Architects to conduct a review of the height and massing potential on the Subject Lands which, based on preliminary review, also supports a far greater potential building height on the Subject Lands. Please note that this review is being conducted in compliance with the Transition Provisions of the Built Form Standards proposed through the current Downtown Hospital Policy Review.

We look forward to further participation in the Downtown Fairview, Cooksville and Hospital Policy Review-Draft Official Plan Amendment and Built Form Standards process. Thank you again for meeting with us and continuing to work together to reach a mutually agreeable solution.

Yours truly,

**Dentons Canada LLP**



Mary Ellen Bench  
Counsel

MB/ap

cc: Marianne Cassin  
Christian Binette  
Li Chia

February 2, 2022

File No.: 589429-1

**SENT VIA E-MAIL [angie.melo@mississauga.ca](mailto:angie.melo@mississauga.ca)**

Mayor Crombie and Members of Council  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

Attention: Angie Melo, Legislative Coordinator

Dear Worship Mayor Crombie and Members of Council:

**Re: City Council Agenda February 2, 2022, Item 12.1 Planning and Development Committee  
Report 3-2022, PDC-00802022  
Downtown Fairview, Cooksville and Hospital Policy Review- Draft Official Plan Amendment  
and Built Form Standards  
Our Client: Bronte College  
Our Client's Property: 88 Bronte College Court, Mississauga**

We are the solicitors for Bronte College which is the owner of property municipally known as 88 Bronte College Court in the City of Mississauga ("Subject Property"). Our client operates a private school at this location. The Subject Property is located immediately to the south of 100 Queensway West, in the City of Mississauga ("Mississauga Hospital Site").

By way of this letter, we are submitting our client's concern regarding the potential impact of the proposed Downtown Hospital Policies on the Subject Property. Accordingly, kindly provide us with any further decisions and notifications with respect to this matter.

Yours truly,  
**Dentons Canada LLP**



**Mary Ellen Bench**  
Counsel

MEB/ap



May 5, 2022

GSAI File: 1348-001

*(Via Email to: [megan.piercey@mississauga.ca](mailto:megan.piercey@mississauga.ca))*

Chairman and Members of Planning & Development Committee  
c/o Megan Piercey, Legislative Coordinator  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

**RE: Agenda Item 6.2 Downtown Fairview, Cooksville and Hospital Policy Review - Draft Official Plan Amendment and Built Form Standards  
Augend Investments Limited  
189 Dundas Street West, City of Mississauga**

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Glen Schnarr & Associates Inc. ('GSAI') are the planning consultants to Augend Investments Limited (the 'Owner') of the lands municipally known as 189 Dundas Street West, in Cooksville. The City is currently processing a rezoning/OPA under file OZ 21/009 W7 for a large-scale mixed-use development of these lands. For some time, we have been monitoring the Downtown Fairview, Cooksville and Hospital Policy Review Draft Official Plan Amendment and Built Form Standards on behalf of our client, including providing a letter dated January 21, 2022, and providing a deputation to the Planning and Development Committee on January 24, 2022.

As outlined in previous submissions, the Downtown Fairview, Cooksville and Hospital Policy Review Draft Official Plan Amendment will restrict the intensification and redevelopment of this site; in light of existing and future transit infrastructure which will service this area via the Cooksville GO, Hurontario LRT and proposed Dundas BRT. While the Dundas Connects Master Plan had identified our client's lands as appropriate for possible future inclusion within the Downtown Cooksville Area, the site is currently located just outside of the Downtown Cooksville boundary.

As stated in our deputation on to the Planning and Development Committee on January 24, 2022, we believe with current and pending transit infrastructure improvements and the recent surge of investment in the area, that the boundaries of the Downtown Cooksville area should be reviewed as part of the Cooksville Downtown Review and be reflected in the new Official Plan City Structure. Notwithstanding, the City seems set on maintaining the current boundaries which date back to the 1980s and pre-date the current provincial policy regime and numerous City initiated land use studies seeking to promote transit supportive redevelopment in Cooksville. Our client's lands represent a larger scale redevelopment opportunity within 800 m of all three transit forms and have the locational attributes that, in our opinion, contribute to the creation of a 15 Minute City.

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**GLEN SCHNARR & ASSOCIATES INC.**  
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

We were advised by Jason Bevan, Director, City Planning Strategies, at the Planning and Development Committee meeting on January 24, 2022, that staff would take our comments back for review and consideration; however, no revision or considerations have been made to the draft OPA boundaries. Furthermore, GSAI have made earlier written submissions to staff on both this exercise, the MTSA Study and the Dundas Connects Master Plan Implementation that similarly reflect this position; none of which appear to be considered.

We have attached our letter dated January 21, 2022, herein for your further review and consideration as it is our opinion that our client's lands represent a larger scale redevelopment opportunity within 800m of all three transit forms and should logically be included within the Downtown Cooksville boundary. Again, we ask that Council and staff take our submission into consideration prior to bringing forward an OPA for Council adoption. Thank you and we appreciate the opportunity to participate in this important initiative.

Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**

---

Jim Levac, MCIP, RPP  
Partner

*Copy: John Gagliano, Vito M. Valela, Madeline Nelson*

*Attached: Letter Re Jan 24 PDC Item 5\_3\_1.pdf*



January 21, 2022

GSAI File: 1348-001

*(Via Email to: [megan.piercey@mississauga.ca](mailto:megan.piercey@mississauga.ca))*

Chairman and Members of Planning & Development Committee  
c/o Megan Piercey, Legislative Coordinator  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

**RE: Downtown Fairview, Cooksville and Hospital Policy Review  
Augend Investments Limited  
189 Dundas Street West, City of Mississauga**

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Glen Schnarr & Associates Inc. ('GSAI') are the planning consultants to Augend Investments Limited (the 'Owner') of the lands municipally known as 189 Dundas Street West, in Cooksville, The City is currently processing a rezoning/OPA under file OZ 21/009 W7 for a large scale mixed use development of these lands. For some time we have been monitoring the various studies that will effect intensification and mixed use redevelopment in Cooksville, in light of existing and future transit infrastructure which will service this area via the Cooksville GO, Hurontario LRT and proposed Dundas BRT. While our client's lands are just outside of the Downtown Cooksville boundary, we were encouraged to see that the Dundas Connects Master Plan had identified these lands as appropriate for possible future inclusion within the Downtown Cooksville area as part of that study.

The intersection of Dundas and Hurontario Street has historically been the "epicentre" of Cooksville. In earlier iterations of Cooksville District policy documents dating back to the 1980s and up until present, the Cooksville Node boundary (now the Downtown Cooksville boundary) has remained unchanged. Historically this boundary has been confined within the CNR Tracks to the north, King Street to the south, Kirwin Avenue/Camila Road to the east and Confederation Parkway to the west. We believe with current and pending transit infrastructure improvements and the recent surge of investment in the area, that the boundaries of the Downtown Cooksville area should be reviewed as part of this ongoing study and are disappointed to see the draft OPA maintaining the boundaries dating back to the 1980s that pre-date the current provincial policy regime and numerous City initiated land use studies seeking to promote transit supportive redevelopment in Cooksville. GSAI have made earlier written submissions to staff on both this exercise and Dundas Connects that similarly reflect this position.

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The staff report speaks to the concept of creating a “15 Minute City” in Downtown Cooksville and GSAI participated in the recent webinar on this very topic co-ordinated by Ward 7 Councillor Dipika Damerla which was very well received. Drawing on the concept of the historical “four corners” of the Dundas/Hurontario Intersection being the epicentre of this community, we support the concept of a 15 Minute City centred on this area. Based on provincial planning objectives, the attached graphic visually depicts an 800 m radius around this intersection where mixed use redevelopment would benefit from an ideal trifecta of GO, LRT and future BRT transit. This will improve walkability and reduce auto dependency within this area such that it functions as a future mixed use node where increased density will help a more street related and pedestrian friendly forms of commercial development grow and thrive. We believe this reflects the vision of re-creating Cooksville as a 15 Minute City as outlined on page 4 of the staff report.

Our client’s lands represent a larger scale redevelopment opportunity within 800 m of all three transit forms and have the locational attributes that, in our opinion, contribute to the creation of a 15 Minute City. We believe the inclusion of these lands, as well as potentially other sites outside the Node boundaries, warrant consideration for inclusion within the Downtown Cooksville area. While the staff report is an Information Report only, we see this as an appropriate opportunity to present our views to Council while our proposal is still in its early stages and the final Public Meeting on the forthcoming OPA has yet to take place. We trust Council and staff will take our submission into consideration and appreciate the opportunity to participate in this important initiative.

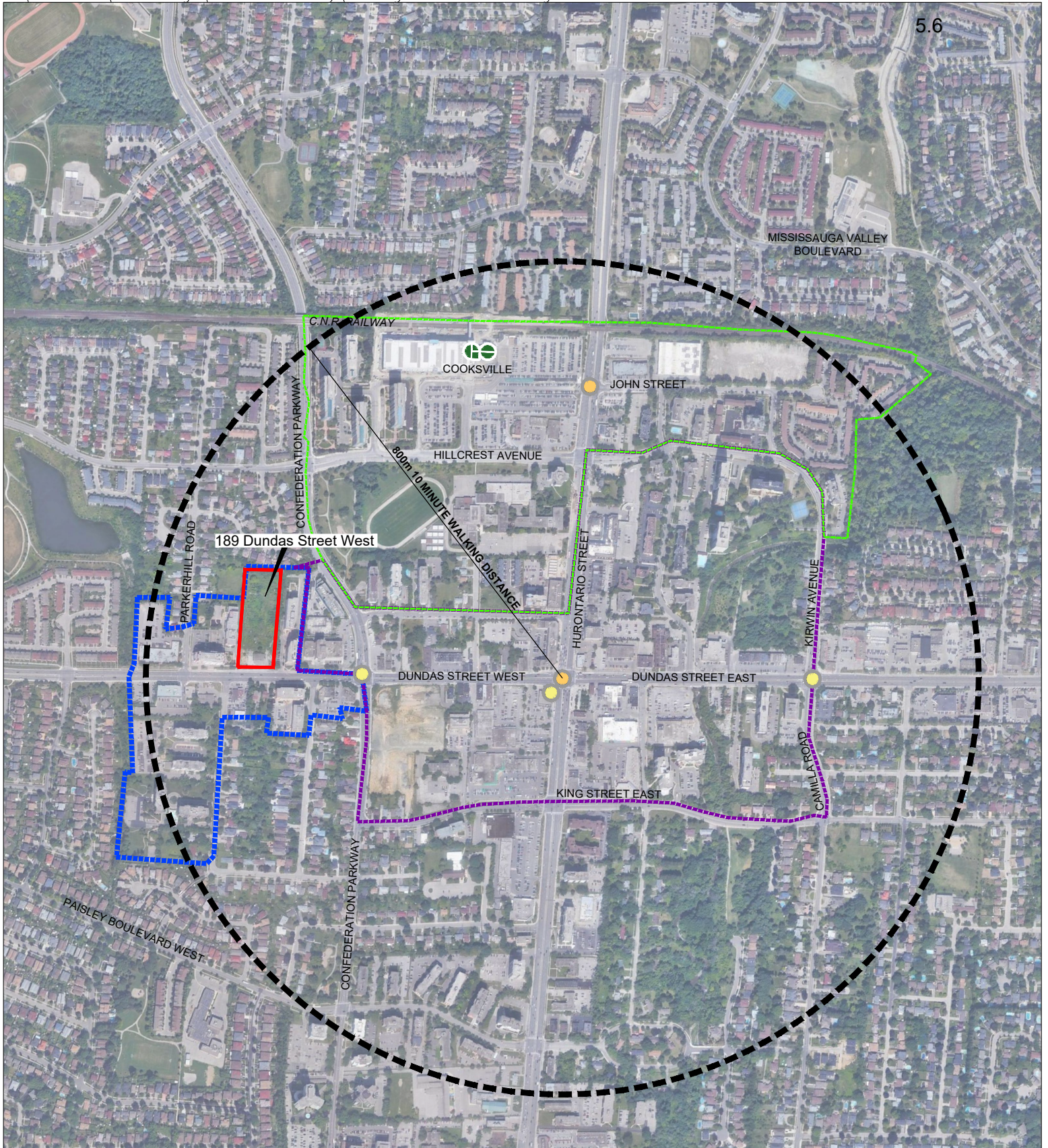
Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**

Jim Levac, MCIP, RPP  
Partner

Copy: client












# FIGURE 1 SITE CONTEXT PLAN

189 Dundas Street West,  
City of Mississauga, Regional Municipality of Peel

## LEGEND

-  Subject Property (189 Dundas Street West)
-  Cookville GO Station
-  Proposed BRT Station
-  Proposed LRT Station
-  Confederation Parkway MTSA
-  Dundas MTSA
-  Cookville GO MTSA



SCALE NTS  
JANUARY 21, 2022

# **Community Response to the Draft Official Plan Policies For Downtown Cooksville**

## **Cooksville Community Hub Working Group**

May 8, 2022

The Cooksville Community Hub Working Group is network of service providers, businesses and residents concerned about the wellbeing of the community and working to ensure this diverse, growing neighbourhood gets the support it needs to thrive.

For the Official Plan Policy review, the Cooksville Community Hub Working Group worked with City staff to host 3 community-led discussions about the Draft Official Plan Policies for the area. An in-person meeting for youth, an in-person meeting for all residents, and an online meeting were held between May 4<sup>th</sup> and May 7<sup>th</sup>. Translation and interpretation were provided in the 4 most common languages in Cooksville, English, Urdu, Arabic and Polish.

The Working groups collaborated with City staff to ensure an effective process, and were grateful for their ongoing help. Meetings included an overview of the planning process and the current Draft Official Plan Policies, which were vetted and revised by City staff to ensure accuracy. City staff participated virtually in the in-person meeting held on May 4<sup>th</sup> and participants were all provided with contact information and internet links to enable further participation in the City's process.

About 80 people attended the three meetings and their input is summarized here.

### **Key Issues**

Participation in the meetings was enthusiastic. Residents were eager to have input and add their perspectives. While most of the input focused on the Draft Official Plan Policies, some of it related to other policies and plans, which many participants felt should proceed in tandem with the OP so that new developments in Cooksville reflect the full range of intended changes.

There was positive response to the idea of renewal in Cooksville. There were also several areas where the community felt the plan, and associated polices and initiatives by the City and other governments, needed to take additional things into consideration to fully address the opportunities and challenges of the neighbourhood. Participants in the meetings felt those key issues should also be incorporated into the ongoing planning taking place for the area.

### **Affordable Housing**

Affordable housing was a high priority across all three meetings. Participants were worried that new development would be largely high-cost homes without enough rental and affordable units. There were also concerns that local improvements would result in increases in rents in existing buildings. While improvements were welcomed, participants were concerned that the new and improved Cooksville may not be a place they can afford to live, and that they would be gentrified out of their own community if there weren't steps taken to ensure an adequate supply of affordable homes.

Most participants were uncertain about how affordable housing could be ensured. On reviewing emerging City policies, they were eager to see tools like Inclusionary Zoning proceed quickly as a way to support this goal. One participant noted that some new developments in Port Credit included subsidies for 30% of the housing that was built in that community and hoped similar arrangements could be made in Cooksville.

### **Employment and Commercial Growth**

Participants welcomed the commitment to retaining and expanding retail space as a source of future jobs. They saw expanding local employment as another way to help ensure current residents could afford to stay in an improving community.

However, participants were also concerned about sustaining the diverse local retail environment. Many valued Cooksville's "mom and pop" stores and eclectic mix of retailers. People wanted to see mechanisms to help preserve existing retailers, and ensure that improvements didn't eliminate the affordable outlets for food and daily needs they currently rely on. They valued the diverse, culturally relevant shops that not only provided access to familiar goods but also helped create a sense of welcoming for the area's large immigrant community. As one participant noted "Small family run businesses are an important part of our culture and Mississauga's diversity, we should build around them." Some wondered if Cooksville would be an attractive destination if the current unique mix was replaced by the same big box brands located all across the region.

### **Community Space**

Participants frequently mentioned the importance of adding community facilities, including a new community centre and a community hub. They noted that the community is already short of community space, with few places to gather and few opportunities to build social connection. They felt that adding 8,000 new residents would further stretch the already insufficient supply of community space. A new recreation centre, such as the one long suggested for the TL Kennedy Secondary School site, was seen as a priority. A community hub was often mentioned as a way for the rapidly growing population to more easily access services and supports. Sports facilities were emphasized by youth, including a ball court, a pool and a skate park.

Some participants also noted the limited availability of faith spaces in the area, seeing faith spaces as a way to address spiritual needs but also as sites for community connection and supports for vulnerable members of the community.

### **Greenspace**

Considerable emphasis was put on greenspace. Residents were excited about the prospect of more parks and green spaces but wondered about specific plans for park design, to ensure that the space was well used and optimally beneficial. The space at Hurontario and Dundas was seen as an example of space that was not well planned or well used and they were eager to see new spaces developed with extensive community input to reflect local priorities and local knowledge. They saw active use, and "eyes on the park" as key priorities to ensure safe, inviting spaces.

Participants saw parks as recreational space but also as a way to improve connections among residents. They liked the idea of walking trails and connections between parks but wanted more detail. Some emphasized the need for green space and water infiltration strategies as tools to help address the water quality problems in Cooksville Creek, especially in the face of growing density. Others were eager for community gardens as well.

### **Public Amenities**

Participants felt that the plans for a growing population should be accompanied by expanding school space and health care facilities. There were concerns that local students would need bussing if new elementary school space was not part of the plan.

### **Connectivity**

People valued how walkable Cooksville currently is and appreciated the emphasis the plan put on walkability. They liked the addition of more walking trails, more pedestrian pathways and the new roads producing more connecting through the neighbourhood.

### **Transportation Planning**

There were concerns about traffic planning. People found Hurontario already too fast, too busy and unsafe, and worried that adding more people would make that situation worse if plans weren't in place to manage traffic better. Parking was a similar concern, with surface parking taking up considerable space and the resulting setbacks disconnecting people from local stores. People saw steps to address traffic and parking as both a safety issue and a civic improvement issue. There was support for more bike space, but also a desire to ensure it is in places where it will be well used. While people recognized that transit was expanding, they did not assume a switch to transit was automatic, and that car culture will remain and drive up traffic volumes unless new initiatives actively promoted modal shift.

### **Urban Design and Community Improvements**

While people welcomed improvements, there was a desire to see them focused on addressing local conditions. A number of people noted that Hurontario is already very windy and tall buildings would have to be designed in ways that didn't add to that problem. Many found the streetscape on Hurontario poorly designed and unappealing, often dirty, overly busy and unwelcoming. Many felt wider sidewalks, public plantings, space for patios and other initiatives that soften, humanize, clean and green the streetscape were desirable. People also felt lighting improvement and safety considerations were needed. As one participant noted that the plans add density that risks creating a "concrete jungle" and needs additional features to help make it a neighbourhood, and a "complete community".

### **Transitions**

While people welcomed improvements, the ongoing LRT construction made them wary of the risks involved in extensive redevelopment. They were eager to see initiatives that support local businesses and protect them from too much disruption. Comparisons were made to the impact of changes along St. Claire Avenue and Eglinton Avenue in Toronto.

### **Homelessness and Vulnerable People**

There was concern that there seemed to be little to address the acute homelessness issues affecting Cooksville. There are few facilities for people who are homeless to use now, and intensification and disruption will not improve those circumstances. Business owners noted that many homeless people appear to be in crisis and in need of shelters and supports, and the absence of both left them in fairly desperate circumstances which impacted the community and local business as well as homeless people themselves. Creating more affordable housing and establishing a local service hub were seen as elements of the solution but people felt more comprehensive planning around homelessness was needed.

### Collaboration

Participants felt that the overall principles were good, and in many ways appropriate to the current stage of the planning process, but those principles need to be developed and refined with active community participation and local engagement from residents and local businesses as the planning process moves forward. Some worried that the plan, at this stage, seemed to be a plan for anywhere, and not really a plan for this unique community.

Participants stressed that Cooksville's population is highly diverse, with many new immigrants who struggle with the challenges that come with recent immigration, including settlement issues and lower incomes, and the plan for Cooksville should reflect those needs and characteristics.

Participants underscored the importance of economic opportunity and the small local retailers that populate Cooksville's commercial areas that are a critical steppingstone to prosperity for newcomers in the neighbourhood, and their preservation should be part of the plan.

Participants recognized that these weren't all issues for the Official Plan, or even for the City of Mississauga to solve, and there was a need for all partners, including all levels of government and the development community to collaborate to make the changes work, but felt they should remain active considerations as planning proceeds.

## The Cooksville Community Hub Working Group





May 9, 2022

GSAI File: 1319-001

*(Via Email)*

Chairman and Members of Planning & Development Committee  
 c/o Megan Piercey, Legislative Coordinator  
 City of Mississauga  
 300 City Centre Drive  
 Mississauga, ON L5B 3C1

**RE: Downtown Fairview, Cooksville and Hospital Policy Review  
 Equity Three Holdings Inc.  
 3085 Hurontario Street, City of Mississauga**

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Glen Schnarr & Associates Inc. ('GSAI') are the planning consultants to Equity Three Holdings Inc. (the 'Owner') of the lands municipally known as 3085 Hurontario Street, in Cooksville, in the City of Mississauga (the 'Subject Lands' or 'Site').

On behalf of the Owner and further to our previous correspondence dated January 24, 2022 we are pleased to provide this Comment Letter in relation to the ongoing City of Mississauga Downtown Fairview, Cooksville and Hospital Policy Review initiative ('Initiative').

GSAI has been participating in the Initiative, as well as the concurrent City of Mississauga Official Plan Review and the Region of Peel Municipal Comprehensive Review (referred to as 'Peel 2051+') initiatives. We understand that when complete, the City's Downtown Fairview, Cooksville and Hospital Policy Review Initiative will culminate in an Official Plan Amendment ('OPA') that will modify the policy framework permissions for lands within the Downtown Fairview, Cooksville and Hospital communities, including the Subject Lands. We have reviewed the draft Official Plan Amendment (hereinafter the 'draft Amendment') and Built Form Standards, released on April 29, 2022 and offer the following comments.

The draft Amendment identifies the Subject Lands as being located within the Dundas Major Transit Station Area ('MTSA'). We understand that in accordance with the Peel Regional Official Plan Amendment, adopted by Regional Council on April 28, 2022, the Dundas MTSA is one of ten (10) Protected Major Transit Station Areas ('PMTSAs') identified across the Downtown areas of the City. Furthermore, as a Site within a PMTSA, the Subject Lands and other lands surrounding the Cooksville GO Station have maximum building height permissions of 3 to 30 storeys.

Overall, the draft Amendment directs that the greatest heights within the Downtown Cooksville community are to be directed to lands in proximity to the Cooksville GO Station. As a Site within a comfortable walking distance of the Cooksville GO Station, the Subject Lands meet this criteria. As such, the Subject Lands are an appropriate and desirable location for development with the greatest heights to be concentrated. In our opinion, the permitted building height range should be modified to permit

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heights up to 39 storeys on the Subject Lands given the Site is directly in front of and within walking distance of existing and planned transit services, it is situated in an area where intensification is to be directed and there is an absence of sensitive uses, parks or natural features that would be negatively impacted. Furthermore, building heights of up to 35 storeys would uphold the City Structure hierarchy, while facilitating contextually appropriate infill development to occur.

Similarly, the draft Amendment states that lands designated Residential High Density shall not have heights that exceed 25 storeys (Policy 12.1.2.2). This draft Policy is inconsistent with the proposed building height hierarchy and the City Structure. We request this draft Policy and mapping be modified to permit building heights that are consistent and appropriate in accordance with a building height schedule for the Downtown, which is to be supporting the minimum densities set out in Table 5-2 Protected Major Transit Areas.

The draft Amendment continues to propose refinements to the local road pattern. More specifically, Map 12-1.2: Downtown Fairview, Cooksville and Hospital Street Types and Map 12-4.2: Downtown Cooksville Character Area Future Roads direct that a new local street, identified as a 'C' Street is to be provided along the Subject Lands' southern property line to provide for a mid-block connection between Hurontario Street and Jaguar Valley Drive. Furthermore, this 'C' Street is intended to be a public road (Policy 12.4.6.3), support a pedestrian environment and also 'provide for vehicular access to on-site service, loading, parking and garbage storage areas' (Policy 12.1.8.2.6). Additionally, the segment of Kirwin Avenue directly in front of the Subject Lands continues to be identified as a 'B' Street. B' Streets are proposed to be residential in nature and are to provide generous setbacks from the street (Policy 12.1.8.2.8). The draft Amendment continues to not provide sufficient detail regarding the anticipated ultimate Right-of-Way widths, alignments or cross-sections of these proposed roads.

As currently contemplated, the positioning of Street 'C' and the proposed identification of Kirwin Avenue as a 'B' Street will significantly and adversely impact the development potential of the Subject Lands. It will also negatively impact the current development concept under consideration (City File OZ-OPA 21-11) by City, Regional and Agency Staff. The identification of a 'C' Street on the Subject Lands and the classification of Kirwin Avenue as a 'B' Street is concerning. We request further detail be provided.

As outlined in Figure 1 of the draft Amendment, a series of new pedestrian connections are to be provided across the Downtown Fairview, Cooksville and Hospital communities. We note that the draft Amendment continues to identify the Subject Lands as a desirable location for two (2) pedestrian connections. Collectively, these pedestrian connections are to facilitate mid-block connections and to provide safe, comfortable and convenient access across the Downtown Cooksville community. Provision of pedestrian connections in the desired locations would bisect the Subject Lands and significantly and adversely impact the development potential of the Subject Lands. Specifically, provision of the proposed pedestrian connections in the desired locations would result in significant reductions to the proposed built form and alter the proposed, optimal site design. Furthermore, the draft Built Form Standards contemplate pedestrian connections that have an ultimate corridor width of 12 metres, minimum 4 metre walkway widths and would require these lands to be unencumbered. The proposed connections would require additional land takings and the requirement for long-term public access easements to be



secured. We note that the proposed east-west connection is identified along a shared property line and would also require modifications to an existing rental complexes along Jaguar Valley Drive – which would be contrary to the City’s rental protection policy directions.

Based on the above, we request that the provision of pedestrian connections be removed and instead the provision of pedestrian pathways that support safe, comfortable and convenient movements across a Site be supported.


In Section 12.4.8 of the draft Amendment, a new area-specific policy (Site 6) is proposed. This proposed Site 6 policy states that a minimum of three (3) floors of non-residential uses will be required for buildings on lands designated Mixed Use or Residential High Density that have frontage on Hillcrest Avenue and Hurontario Street. We request that the Subject Lands be exempt from this policy. Exclusion of the Subject Lands from this policy requirement is appropriate given the proposed development has been planned and designed to facilitate a compact, higher density development with a refined, high-quality architectural design. Additionally, a range of non-residential uses are proposed and will be provided in a manner that accommodates a refined design, an optimal site design and is based on market demands.

Finally, we highlight that the draft Amendment seeks to implement Downtown Fairview, Cooksville and Hospital Built Form Standards (‘Standards’). We understand that these Standards, which serve as urban design guidelines, are to further implement the proposed built form and Character Area policies of the Mississauga Official Plan. We are concerned that the draft Standards which provide detailed design guidelines for developments occurring in the Downtown Fairview, Cooksville and Hospital Character Areas are restrictive and do not facilitate the best utilization of land, resources and infrastructure nor the creation of Cooksville as a vibrant, complete, 15-minute community.

In summary, we are concerned about the proposed Amendment and request that modifications be considered. Thank you for the opportunity to provide these comments. Our Client wishes to be included in the engagement for the Downtown Fairview, Cooksville and Hospital Policy Review initiative and wishes to be informed of updates and future meetings.

We look forward to being involved. Please feel free to contact the undersigned if there are any questions.

Yours very truly,  
**GLEN SCHNARR & ASSOCIATES INC.**

  
 Glen Broll, MCIP, RPP  
 Partner

cc. Owner  
 Frank Doracin





May 9, 2022

GSAI File: 1278-001

*(Via Email)*

Chairman and Members of Planning & Development Committee  
 c/o Megan Piercey, Legislative Coordinator  
 City of Mississauga  
 300 City Centre Drive  
 Mississauga, ON L5B 3C1

**RE: Downtown Fairview, Cooksville and Hospital Policy Review  
 33HC TAS LP; 33HC Corp.; 3168HS LP; 3168HS Corp.  
 25 Hillcrest Avenue and 3154 Hurontario Street, City of Mississauga**

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Glen Schnarr & Associates Inc. ('GSAI') are the planning consultants to 33HC TAS LP, 33HC Corp., 3168HS LP and 3168HS Corp. (collectively, the 'Owner') of the lands municipally known as 25 Hillcrest Avenue and 3154 Hurontario Street, in Cooksville, in the City of Mississauga (the 'Subject Lands' or 'Site').

On behalf of the Owner and further to our previous correspondence dated January 24, 2022, we are pleased to provide this Comment Letter in relation to the ongoing City of Mississauga Downtown Fairview, Cooksville and Hospital Policy Review initiative ('Initiative').

GSAI has been participating in the Initiative, as well as the concurrent City of Mississauga Official Plan Review and the Region of Peel Municipal Comprehensive Review (referred to as 'Peel 2051+') initiatives. We understand that when complete, the City's Downtown Fairview, Cooksville and Hospital Policy Review Initiative will culminate in an Official Plan Amendment ('OPA') that will modify the policy framework permissions for lands within the Downtown Fairview, Cooksville and Hospital communities, including the Subject Lands. We have reviewed the draft Official Plan Amendment (hereinafter the 'draft Amendment') and Built Form Standards, released on April 29, 2022 and offer the following comments.

The draft Amendment identifies the Subject Lands as being located within the Cooksville GO Major Transit Station Area ('MTSA'). We understand that in accordance with the Peel Regional Official Plan Amendment, adopted by Regional Council on April 28, 2022, the Cooksville GO MTSA is one of ten (10) Protected Major Transit Station Areas ('PMTSAs') identified across the Downtown areas of the City. Furthermore, as a Site within a PMTSA, the Subject Lands and other lands surrounding the Cooksville GO Station have maximum building height permissions of 3 to 30 storeys. We understand that should the Province of Ontario approve the Peel Regional Official Plan Amendment, these building height permissions cannot be appealed in accordance with the *Planning Act*, as amended.

Overall, the draft Amendment directs that the greatest heights within the Downtown Cooksville community are to be directed to lands in proximity to the Cooksville GO Station. As a Site immediately adjacent to the Cooksville GO Station, the Subject Lands meets this criteria. As such, the Subject Lands are an appropriate and desirable location for development with the greatest heights to be concentrated.

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In our opinion, the permitted building height range should be modified to permit heights up to 46 storeys on the Subject Lands given the Site is directly adjacent to the Cooksville GO Station, is in front of and within walking distance of existing and planned transit services, is situated in an area where intensification is to be directed and there is an absence of sensitive uses, parks or natural features that would be negatively impacted. Furthermore, building heights of up to 46 storeys in this location would uphold the City Structure hierarchy, while facilitating contextually appropriate infill development to occur. These building heights would also facilitate cost-effective delivery of housing units and sustainable development practices.

The draft Amendment continues to propose refinements to the local road pattern. More specifically, Figure 1 and Map 12-1.2: Downtown Fairview, Cooksville and Hospital Street Types direct that a new public park is to be provided on the Subject Lands, the Subject Lands are to be bisected by a future pedestrian pathway and the Subject Lands are to be surrounded by differing classifications of streets. For clarity, Map 12-1.2 continues to identify Hurontario Street and Hillcrest Avenue as an 'A1' Street, GO Access Road as a new 'B' Street and John Street as a 'C' Street. 'B' Streets are to be primarily residential in character (Policy 12.1.8.2.6), while 'C' Streets are to be tertiary streets intended to support a pedestrian environment, while also providing for vehicular access to on-site service, loading, parking and garbage storage areas. As currently contemplated, the provision of John Street as a 'C' Street and GO Access Road as a 'B' Street will impact the development potential of the Subject Lands. The provision of GO Access Road as a 'B' Street may also contribute to pedestrian-vehicular conflicts given the intended functions and users of this street. The draft Amendment continues to not provide sufficient detail regarding the anticipated ultimate Right-of-Way widths, alignments or cross-sections of these proposed roads.

As outlined in Figure 1 of the draft Amendment, new public parkland and a series of new pedestrian connections are to be provided across the Downtown Fairview, Cooksville and Hospital communities. We note that the draft Amendment continues to identify the Subject Lands as a desirable location for a new public park and a new pedestrian connection. Collectively, these features are to facilitate mid-block connections and to provide safe, comfortable and convenient access across the Downtown Cooksville community. Provision of a public park and pedestrian connection in the desired locations would bisect the Subject Lands and significantly and adversely impact the development potential of the Site. Furthermore, the draft Built Form Standards contemplate pedestrian connections that have an ultimate corridor width of 12 metres, minimum 4 metre walkway width and would require that these lands be unencumbered. The desired public parkland area is also required to be unencumbered. This would require additional land dedications, would impact an optimal site design and would adversely impact the ability to provide sufficient below-grade parking spaces. In our opinion, the appropriateness of a site for future parkland can and should be determined through the development review process. Additionally, provision of parkland in proximity to the Cooksville GO Station and within a proposed Major Transit Station Area ('MTSA') will impact the ability for any development proposal to achieve minimum density requirements as established in Provincial and Regional policies. Based on the above, we request that the provision of open space in lieu of parkland be supported and the provision of pedestrian connections that support safe, comfortable and convenient movements across the Site, but which do not require unencumbered land dedications, be supported.

In Section 12.8 of the draft Amendment, Special Site Policies are provided. We support the removal of



Special Site 2 policies which partially apply to the Subject Lands. We remain concerned about the proposed Special Site 6 policy. In particular, this proposed policy continues to state that a minimum of three (3) floors of non-residential uses will be required for buildings on lands designated Mixed Use and Residential High Density that have frontage on Hillcrest Avenue and Hurontario Street. Given both of these land use designations currently apply to the Subject Lands and given the Site's locational attributes and recognized development potential to support the creation of Cooksville as a healthy, vibrant, complete 15-minute community, we request that the Subject Lands be exempt from this policy. Exclusion of the Subject Lands from this policy requirement is appropriate given redevelopment of the Site will provide for an opportunity to incorporate a wide range of complimentary uses on the same lot while also facilitating a compact, higher density development with a refined, high-quality architectural design. Additionally, the provision of local employment opportunities through the provision of grade-related non-residential uses and new community uses and spaces on the Subject Lands will further support the direction of City Staff to facilitate this area of the City as a vibrant, comfortable, walkable main street area with a mixture of uses and high pedestrian activity. It will also support the creation of Cooksville as a complete 15-minute community, where residents and visitors are able to access facilities, services and amenities to meet daily needs within a comfortable walking distance. Additionally, the range of non-residential uses that can and should be provided should be planned to accommodate a refined design, an optimal site design and be based on market demands.

Finally, we highlight that the draft Amendment seeks to implement Downtown Fairview, Cooksville and Hospital Built Form Standards ('Standards'). We understand that these Standards, which serve as urban design guidelines, are to further implement the proposed built form and Character Area policies of the Mississauga Official Plan. We are concerned that the draft Standards which provide detailed design guidelines for developments occurring in the Downtown Fairview, Cooksville and Hospital Character Areas are restrictive and do not facilitate the best utilization of land, resources and infrastructure nor the creation of Cooksville as a vibrant, complete, 15-minute community.

In summary, we are concerned about the proposed Amendment and request that modifications be considered. Thank you for the opportunity to provide these comments. Our Client wishes to be included in the engagement for the Downtown Fairview, Cooksville and Hospital Policy Review initiative and wishes to be informed of updates and future meetings.

We look forward to being involved. Please feel free to contact the undersigned if there are any questions.

Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**

  
 Glen Broll, MCIP, RPP  
 Partner

cc. Owner