

**Detailed Information and Preliminary Planning Analysis**  
**Owner: 33HC TAS LP, 33HC Corp., 3168HS LP and 3168 HS Corp.**  
**25 and 33 Hillcrest Avenue, 3146, 3154 and 3168 Hurontario Street**

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## 1. Proposed Development

The applicant proposes to develop the property with five apartments towers, 46, 43, 43, 39 and 34 storeys, with 14,962 m<sup>2</sup> (161,050 ft<sup>2</sup>) of commercial floor area and 6,216 m<sup>2</sup> (66,905 ft<sup>2</sup>) of gross floor area for a multi floor community use. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: June 21, 2022 Deemed complete: September 16, 2022	
Developer/ Owner:	33HC TAS LP, 33HC Corp., 3168HS LP and 3168 HS Corp.	
Applicant:	Glen Schnarr & Associates	
Number of units:	2,224 units	
Proposed Gross Floor Area:	161,270.8 m <sup>2</sup> (1,735,904.4 ft <sup>2</sup> )	
Height:		
Building A	43 storeys /134.8 m (442.3 ft.)	
Building B	43 storeys /137.1 m (449.8 ft.)	
Building C	46 storeys /147.4 m (483.6 ft.)	
Building D	39 storeys /124.7 m (409.1 ft.)	
Building E	34 storeys /115.0 m (377.3 ft.)	
Floor Space Index:	7.5	
Anticipated Population:	5338* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	1779	1450
visitor spaces / non-residential	729	334
Total	2508	1784

### Development Proposal

Green Initiatives:	<ul style="list-style-type: none"> <li>• Rainwater harvesting</li> <li>• Green roofs</li> <li>• Bicycle parking</li> <li>• Bird friendly glazing</li> <li>• Erosion and sediment control</li> <li>• Bi-sorter recycling</li> </ul>
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### Supporting Studies and Plans

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

- Architectural drawings
- Civil engineering drawings
- Draft official plan amendment
- Draft zoning by-law amendment
- Environmental noise and vibration assessment
- Existing utility plan
- Functional servicing and stormwater management report
- Housing report
- Low impact development features letter
- Parcel registry
- Pedestrian wind assessment
- Phase one environmental site assessment
- Planning justification report
- Preliminary hydrogeological assessment
- Streetscape feasibility assessment
- Subsurface utility report

- Sun shadow study
- Transportation impact study
- Tree inventory and preservation plan report
- Trench location plan
- Urban design study

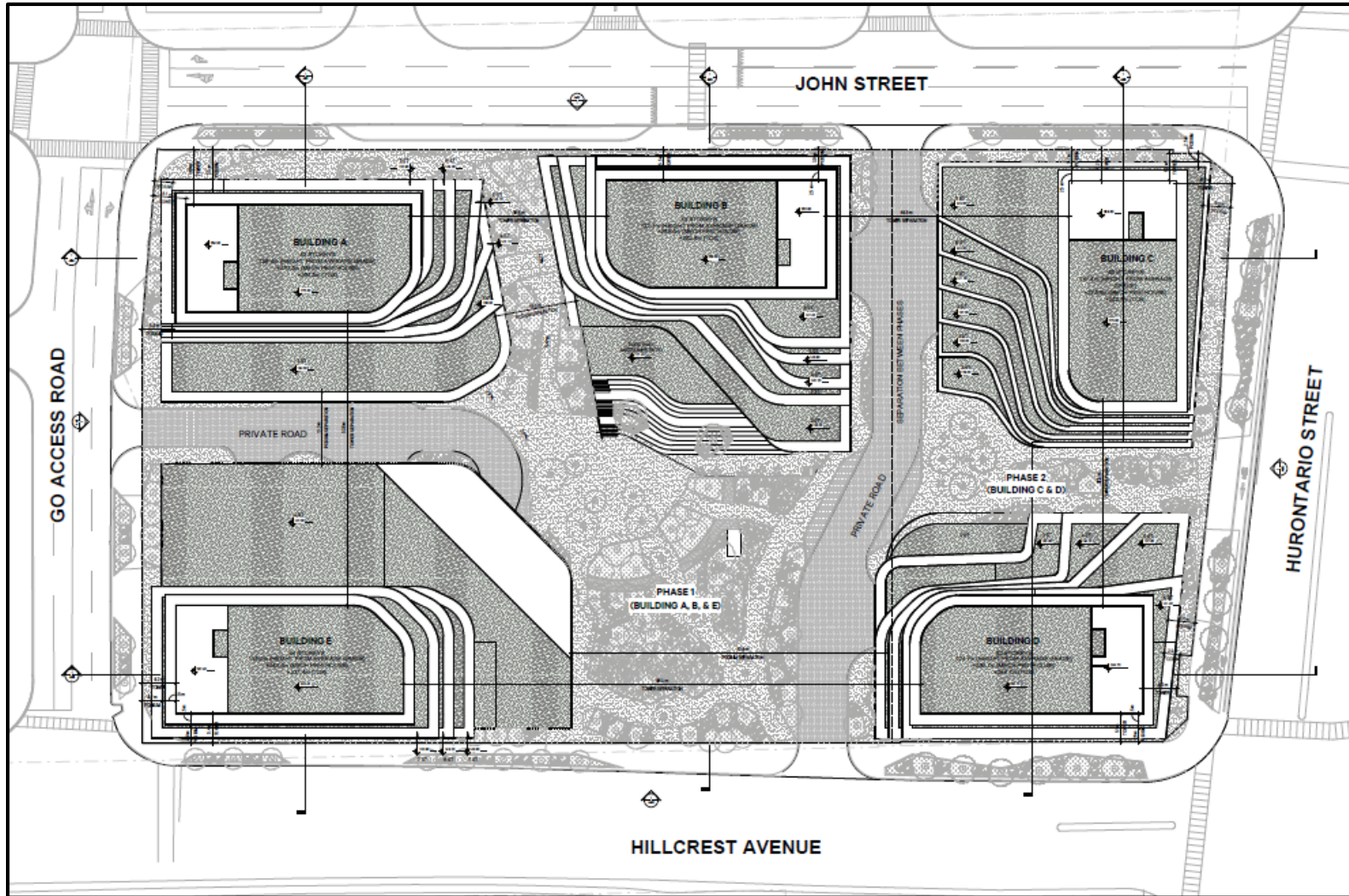
The application has not been reviewed by the Urban Design Advisory Panel. The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration. Panel's suggestions have been incorporated into staff comments.

### **Application Status**

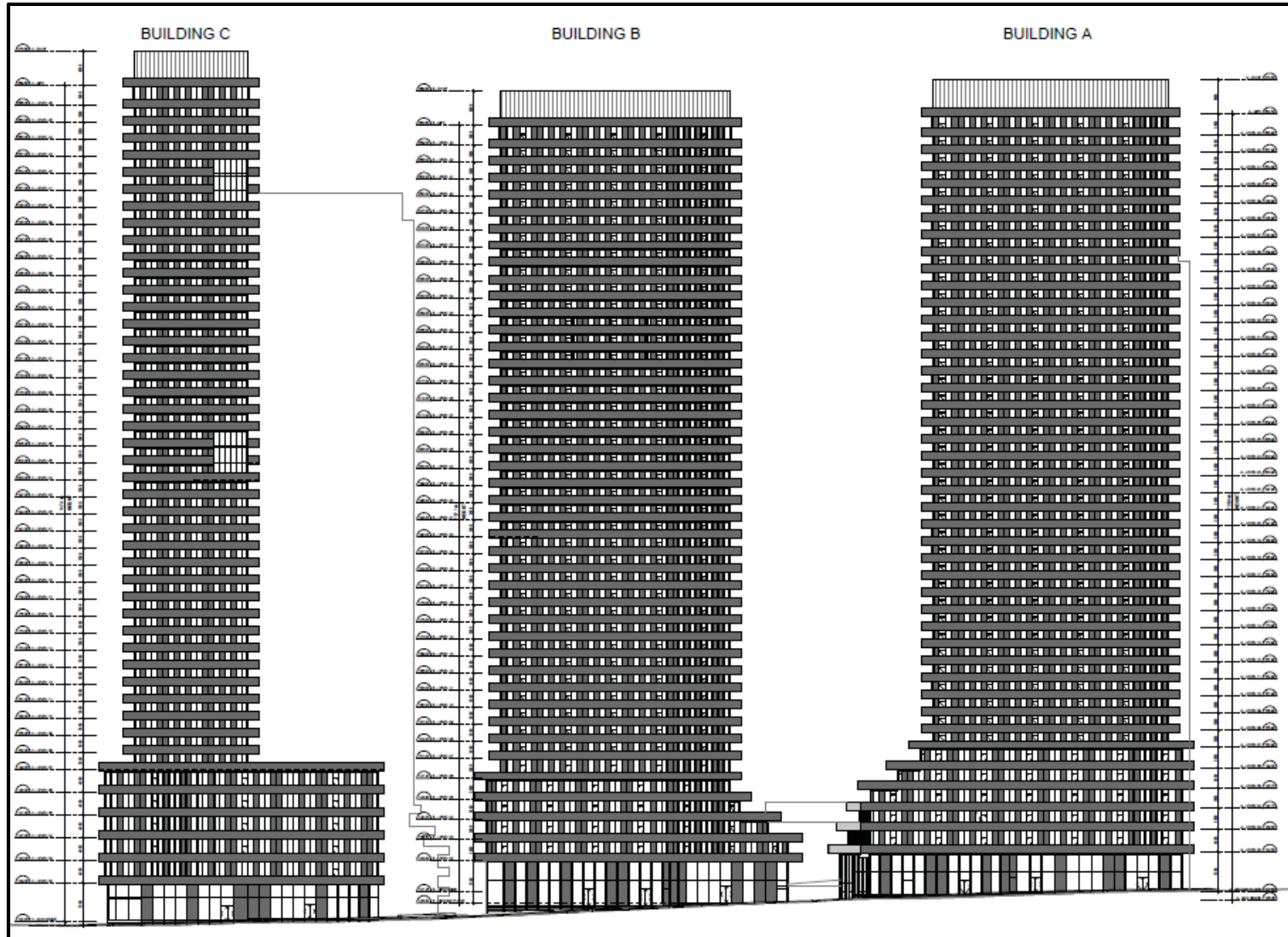
Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

A community meeting has not yet been held for the proposed development. Refer to Section 6 of this appendix for a summary of comments received from written submissions about these applications.

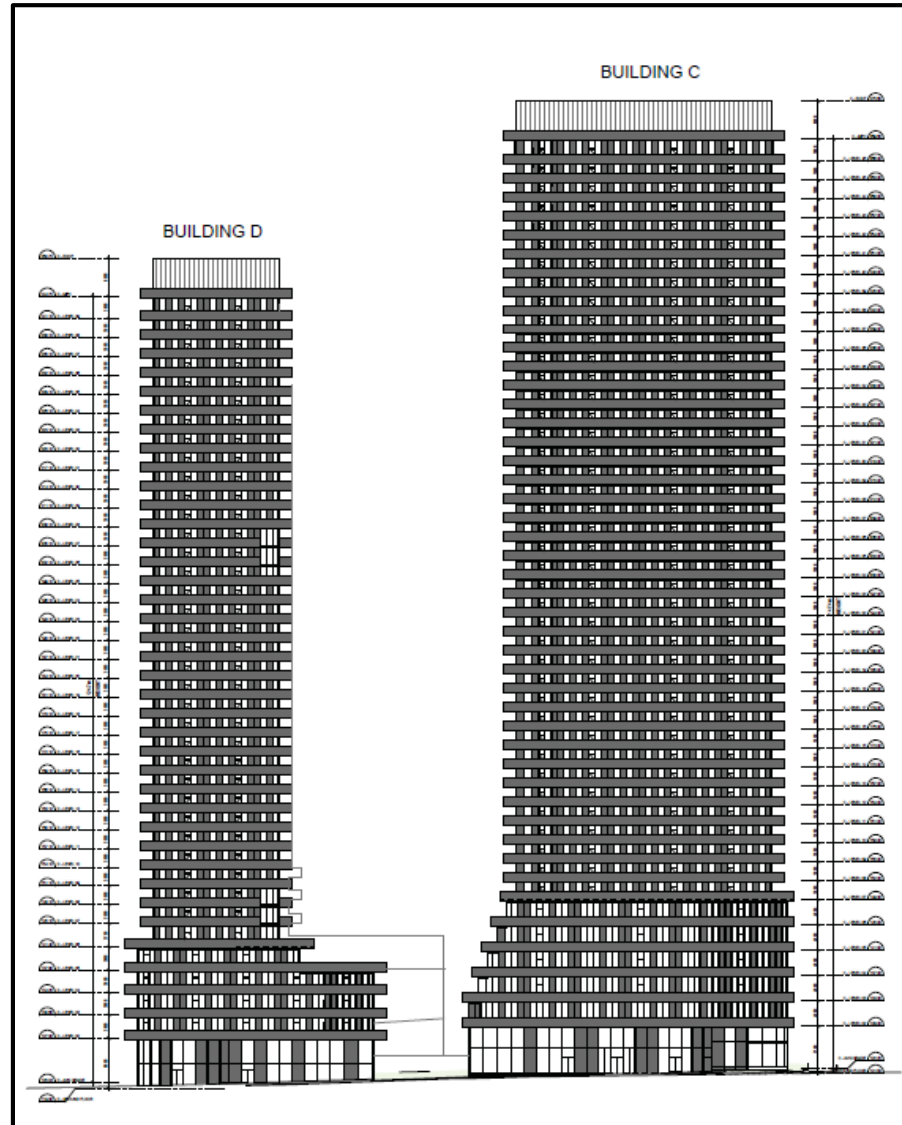
Concept Plan, Elevations and Renderings



Concept Plan



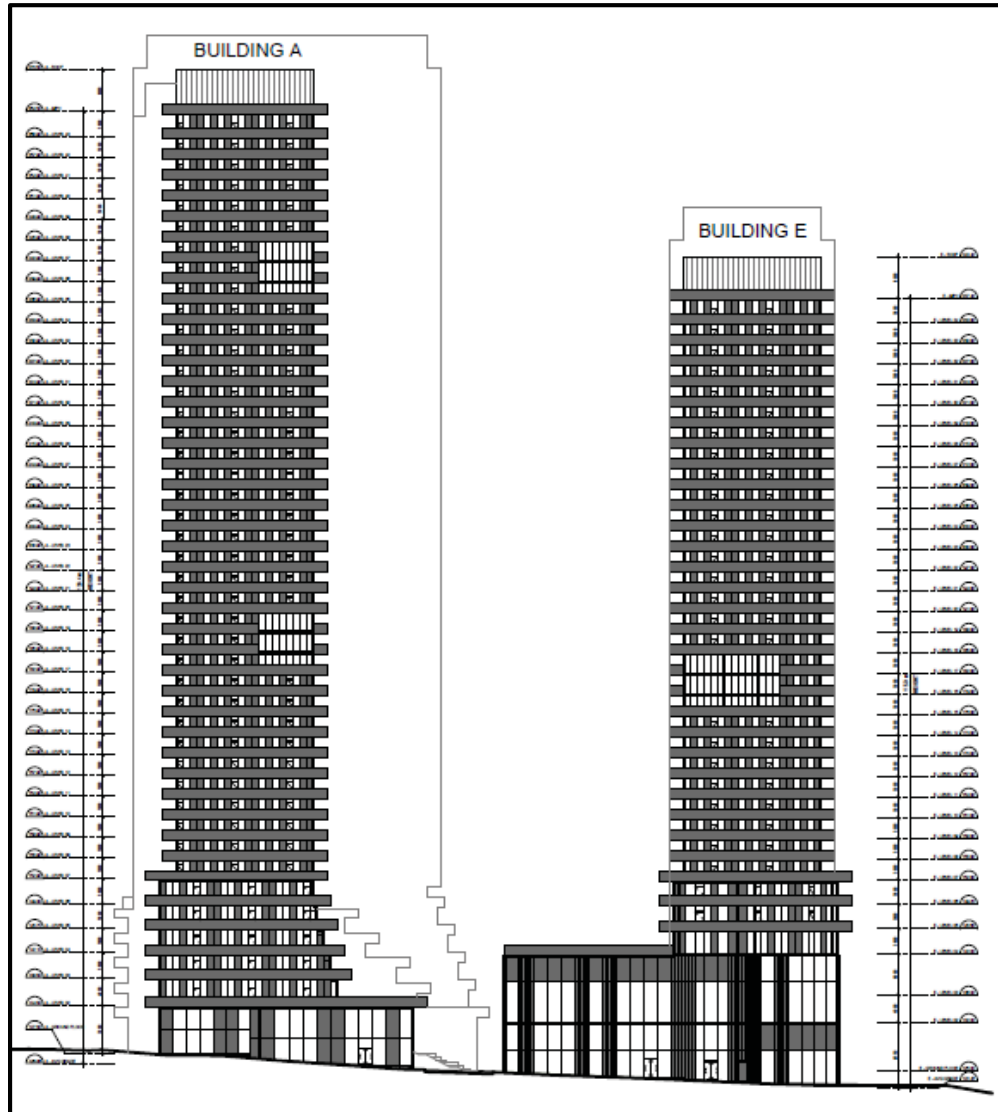
North Elevation



East Elevation



South Elevation



West Elevation





**Applicant's Rendering**

## 2. Site Description

### Site Information

The property is located within the Downtown Cooksville Character Area, within the Urban Growth Centre of the City, on the northwest corner of Hillcrest Avenue and Hurontario Street. The surrounding area contains a mix of low and high rise residential, retail commercial and office uses. The site is currently occupied by three, one storey commercial buildings and surface parking area.



Aerial Photo of 25 and 33 Hillcrest Avenue, 3146, 3154 and 3168 Hurontario Street

### Property Size and Use

Frontages:	
Hillcrest Avenue	188.0 m (616.8 ft.)
Hurontario Street	99.7 m (327.1 ft.)
Gross Lot Area:	2.1 ha (5.3 ac.)
Existing Uses:	surface parking area three, one storey commercial buildings



Image of existing conditions facing west

### Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **C4** (Mainstreet Commercial), **D** (Development) and **RA5-33** (Apartments – Exception). The **C4** zone permits a variety of retail commercial, service commercial, office uses, dwellings above the first storey of a commercial building and apartment dwellings. The **D** zone permits



legally existing uses within legally existing buildings. The **RA5-33** zone permits an office and accessory retail commercial uses.

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

### 3. Site Context

#### Surrounding Land Uses

North of the subject land is the Cooksville Go Station with its associated surface parking lots and railway corridor. To the east is a one storey building occupied by Scotiabank and a two storey building occupied by Softron Tax. To the south is a 12 storey apartment building and T.L Kennedy Secondary School. To the west is a surface parking area and a six storey parking garage associated with the Cooksville GO station and four apartment buildings with heights of 20 to 22 storeys.

The surrounding land uses are:

North: Cooksville Go Station  
 East: Commercial buildings  
 South: Apartment and Secondary School  
 West: Apartments and surface parking lots

#### Neighbourhood Context

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



Aerial Photo of 25 and 33 Hillcrest Avenue, 3146, 3154 and 3168 Hurontario Street

## Demographics

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

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

## Other Development Applications

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

- OZ/OPA 21-11 W7 – 3085 Hurontario Street – applications in process for a 9 storey apartment, a 30 storey apartment with a 7 storey podium and 33 and 35 storey apartments connected by a 9 storey podium.
- SP 21-102 W7 – 3009 Cook Street – application in process for a 28 storey apartment building.
- OZ/OPA 21-9 W7 – 189 Dundas Street West applications in process for three apartments, 32, 20 and 18 storeys in height.
- H-OZ 21/003 W7 and SP 20/52 W7 – 85-95 Dundas Street West and 98 Agnes Street – applications in process for an 18 storey apartment with ground floor commercial uses.
- OZ/OPA 20-22 W7 – 3420 and 3442 Hurontario Street is approved for a 33 and a 30 storey apartment building.

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

## Community and Transportation Services

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

Sgt. David Yakichuk Park (P263) is located approximately 300 m (984 ft.) from the subject development property, zoned **OS1** and contains a playground, which meets the 400 m (1,312 ft.) walking distance requirement. Notwithstanding the walking distance requirement, there remains the need for additional parkland in this Character Area to address the parkland deficiency of 5.7 ha (14 ac.).

The site is adjacent to the Cooksville GO station, which provides two-way peak train service and two-way off-peak bus service to downtown Toronto. The site is also located along a future Light Rail Transit (HLRT) line on Hurontario Street, with a future LRT stop approximately 57 m (187 ft.) from the subject land. The following major MiWay bus routes service the site:

- Route 2 – Hurontario
- Route 103 – Hurontario Express
- Route 53 – Kennedy
- Route 38 – Creditview

#### 4. Summary of Applicable Policies, Regulations and Proposed Amendments

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been

included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
<b>Provincial Policy Statement (PPS)</b>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<p><b>Region of Peel Official Plan (ROP)</b></p>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.6, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>

### Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

### Existing Designation

The lands are located within the Downtown Cooksville Character Area and are designated **Mixed Use** and **Residential High Density**. The **Mixed Use** designation permits commercial and residential uses. The **Residential High Density** designation permits apartment uses.

The subject property is located within a Major Transit Station Area (MTSA).

The three Downtowns (Fairview, Cooksville and Hospital) were recently reviewed by staff as part of a comprehensive review, resulting in a report that was approved by City Council, titled "Planning 15-Minute Cities: Downtown Fairview, Cooksville and Hospital Policy Review – Official Plan Amendments and Built

Form Standards". It was concluded that lands included in the three Downtown areas are meeting and/or exceeding the required residential intensification to meet provincial targets, as specified by the PPS, the Growth Plan and ROP, at the current heights permitted by MOP (i.e. maximum 25 storeys). Notwithstanding, in recognition of proximity to the junction of multiple transit routes (Cooksville Go Station and HuLRT), a maximum height of 30 storeys was identified for this area of Downtown Cooksville. The MOPA establishing a maximum height of 30 storeys for this area is awaiting Regional approval.

### Proposed Designation

The applicant is proposing to change a portion of the property from **Residential High Density** to **Mixed Use** to permit maximum building height of 46 storeys. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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





### Relevant Mississauga Official Plan Policies

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

	<b>General Intent</b>
<b>Chapter 5 Direct Growth</b>	<p>Most of Mississauga's future growth will be directed to Intensification Areas Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Sections 5.1.4 and 5.1.6)</p> <p>The Downtown is an Intensification Area. (S.5.3.1.3)</p> <p>The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare. (S.5.3.1.4)</p> <p>Development applications within the Downtown proposing a change to the designated land use, which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review. (S.5.3.1.5)</p> <p>The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown. (S.5.3.1.6)</p> <p>The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses. (S.5.3.1.9)</p> <p>Development in the Downtown will be in a form and density that achieves a high quality urban environment. (S. 5.3.1.11)</p> <p>The Downtown will be developed to support and encourage active transportation as a mode of transportation. (S. 5.3.1.13)</p> <p>Where Corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence. (S.5.4.2)</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses orientated towards the Corridor. (S.5.4.3)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. (S.5.4.4)</p> <p>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas. (5.5.7)</p>

	<b>General Intent</b>
<b>Chapter 7            Complete            Communities</b>	<p>In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ul style="list-style-type: none"> <li>a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;</li> <li>b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;</li> <li>c. encourage environments that foster incidental and recreational activity; and</li> <li>d. encourage land use planning practices conducive to good public health. (Section 7.1.3)</li> </ul> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> <li>a. the development of a range of housing choices in terms of type, tenure and price;</li> <li>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> <li>c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2)</li> </ul> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p>
<b>Chapter 9            Build A Desirable            Urban Form</b>	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (Section 9.1.2)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5)</p> <p>A high quality, compact urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of Intensification Areas form of surrounding areas. (Section 9.2.1.4)</p> <p>Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances. (Section 9.2.1.6)</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas. (Section 9.2.1.8)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (Section 9.2.1.10)</p>

	<b>General Intent</b>
	<p>Tall buildings will address pedestrian scale through building articulation, massing and materials. (Section 9.2.1.15)</p> <p>Principal streets should have continuous building frontage that provide continuity of built form from one property to the next with minimal gaps between buildings. (Section 9.2.1.17)</p> <p>Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. (Section 9.2.1.21)</p> <p>Development will face the street and have active facades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections (Sections 9.2.1.23, 24 and 25)</p> <p>Built form will relate to and be integrated with the street line, with minimal building setbacks where spatial enclosure and street related activity is desired. (Section 9.2.1.28)</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (Section 9.2.1.29)</p> <p>Development should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk. (Sections 9.2.1.31 and 32)</p> <p>Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure natural surveillance from public areas. (Section 9.2.1.37)</p> <p>Private open space and/or amenity areas will be required for all development. (Section 9.3.5.5)</p> <p>Residential developments of a significant size, except freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. (Section 9.3.5.6)</p> <p>Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered. (Section 9.3.5.7)</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: natural hazards, the size and distribution of building mass and height, front, side and rear yards, the orientation of buildings, structures, and landscapes on a property, views, the local vernacular and architectural character as represented by the rhythm, textures, and building materials, privacy and overlook, and function and use of buildings, structures and landscapes. (Sections 9.5.1.1 and 2)</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. (Section 9.5.1.3)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimate conditions are mitigated. (Section 9.5.1.9)</p>

	<b>General Intent</b>
	<p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures that attractiveness of the thoroughfare. (Section 9.5.1.11)</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by: a) providing walkways that are connected to the public sidewalk, are well lit, attractive and safe; b) fronting walkways and sidewalks with doors and windows and having visible active uses inside; c) avoiding blank walls facing pedestrian areas; and d) providing opportunities for weather protection, including awnings and trees. (S.9.5.2.2)</p>
<b>Chapter 11 General Land Use Designations</b>	<p>Lands designated Residential High Density will permit an apartment dwelling. (S.11.2.5.6)</p> <p>Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses. (S.11.2.6.1)</p> <p>Residential Uses will be combined on the same lot or same building with another permitted use but dwelling units will not be permitted on the ground floor. (S.11.2.6.4)</p>
<b>Chapter 12 Downtown</b>	<p>Proposals for heights less than three storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ul style="list-style-type: none"> <li>a. an appropriate transition in heights that respects the surrounding context will be achieved;</li> <li>b. the development proposal enhances the existing or planned development;</li> <li>c. the City Structure hierarchy is maintained; and</li> <li>d. the development proposal is consistent with the policies of this Plan (S.12.1.1.3).</li> </ul> <p>Within the Downtown, on lands designated Mixed Use, Downtown Core Commercial, Convenience Commercial or Office, ground floor retail or office uses will be provided (S.12.1.1.6).</p> <p>Notwithstanding the Residential High Density policies of this Plan, the maximum building height for lands designated Residential High Density will not exceed 25 storeys (S.12.1.2.2).</p>
<b>Chapter 19 Implementation</b>	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>• the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>• that a municipal comprehensive review of the land use designation or a five year review is not required;</li> <li>• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>• a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)</li> </ul>

## Mississauga Zoning By-law

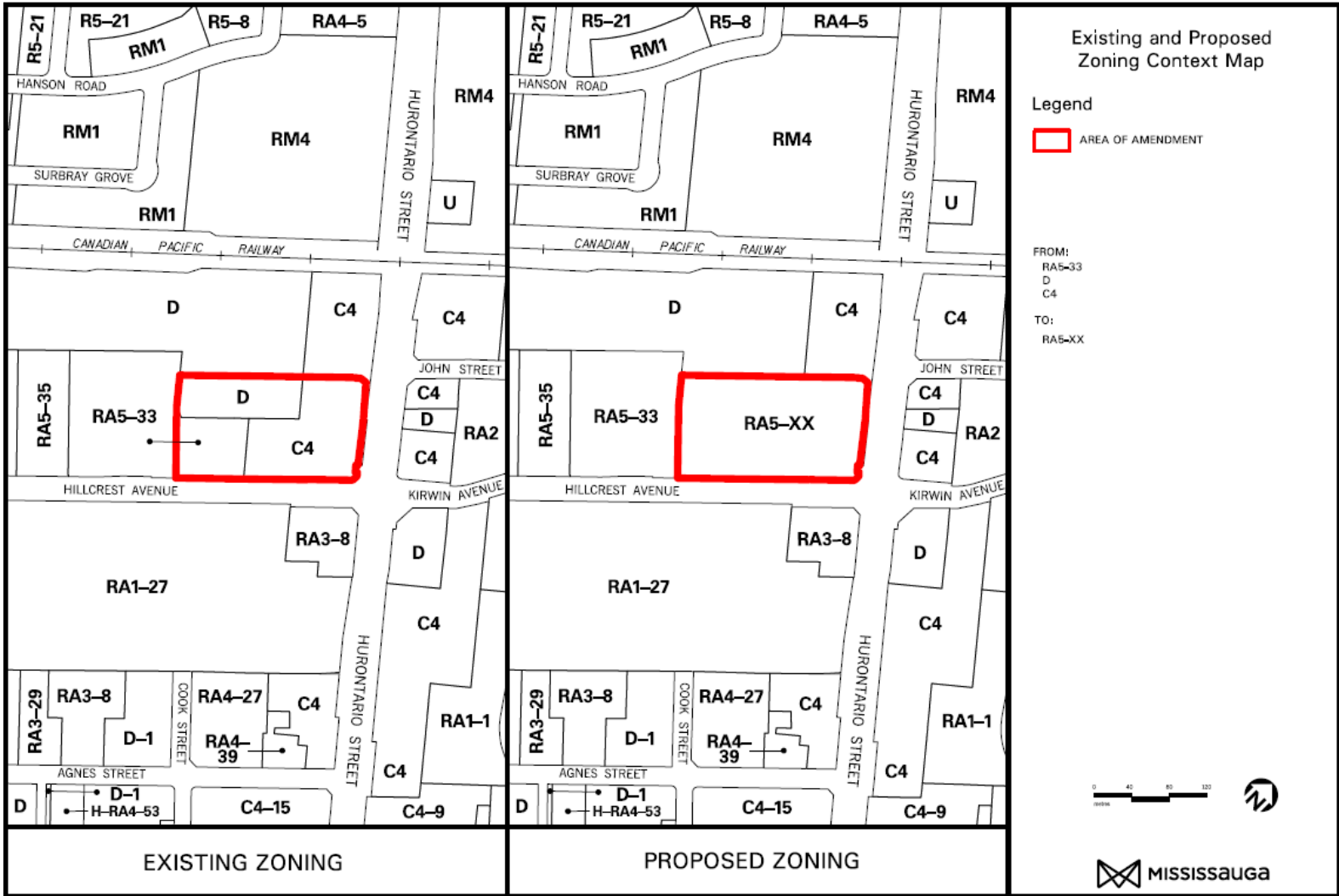
### Existing Zoning

The subject property is currently zoned **C4** (Mainstreet Commercial), **D** (Development) and **RA5-33** (Apartments – Exception). The **C4** zone permits a variety of retail commercial, service commercial, office uses, dwellings above the first storey of a commercial building and apartment dwellings. The **D** zone permits legally existing uses within legally existing buildings. The **RA5-33** zone permits an office and accessory retail commercial uses.

### Proposed Zoning

The applicant is proposing to rezone the property to **RA5 – Exception** (Apartments – Exception) to permit five apartments, 46, 43, 43, 39 and 34 storeys, with 14,962 m<sup>2</sup> (161,050 ft<sup>2</sup>) of commercial floor area and 6,216 m<sup>2</sup> (66,905 ft<sup>2</sup>) of gross floor area for a multi floor community use.

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



Excerpt of Zoning Map 21

### Proposed Zoning Regulations

Zone Regulations	Existing RA5 Base Zone Regulations	Existing RA5-33 Exception Zone Regulations	Existing C4 Zone Base Zone Regulations	Proposed RA5-Exception Zone Regulations
<p>Minimum Separation Distance from Residential Zones</p> <p>All <b>buildings</b> and <b>structures</b> containing a <b>use</b> in Table 2.1.2.1.1 - Minimum Separation Distance from Residential Zones, shall comply with the applicable minimum separation distance required.</p>	<p><b>Restaurant</b> 60.0 m (196.9 ft.)</p> <p><b>Take-out Restaurant</b> 60.0 m (196.9 ft.)</p>	<p><b>Restaurant</b> 60.0 m (196.9 ft.)</p> <p><b>Take-out Restaurant</b> 60.0 m (196.9 ft.)</p>	<p>N/A</p>	<p>Delete lines 1.0 and 3.0 of Table 2.1.2.1.1 as related to a <b>Restaurant</b> and a <b>Take-out Restaurant</b></p>
<p>Minimum depth of a <b>landscape buffer</b> measured from a <b>lot line</b> that is a <b>street line</b> relating to a <b>Day Care</b></p>	<p>4.5 m (14.7 ft.)</p>	<p>N/A</p>	<p>N/A</p>	<p>Delete line 3.5 of Table 2.1.9.4</p>
<p>Minimum Centreline Setback</p> <p>For a designated right-of-way width of 35 m (114.8 ft.)</p> <p>For a designated</p>	<p>17.5 m (57.4 ft.) plus required <b>yard</b> / setback;</p> <p>13.0 m (42.7 ft.) plus</p>	<p>N/A</p>	<p>17.5 m (57.4 ft.) plus required <b>yard</b> / setback;</p> <p>13.0 m (42.7 ft.) plus</p>	<p>Delete lines 13 and 16 of Table 2.1.14.1</p>



Zone Regulations	Existing RA5 Base Zone Regulations	Existing RA5-33 Exception Zone Regulations	Existing C4 Zone Base Zone Regulations	Proposed RA5-Exception Zone Regulations
right-of-way width of 26 m (85.3 ft.)	required <b>yard</b> / setback		required <b>yard</b> / setback	
Rooftop Balcony	A rooftop balcony shall be set back 1.2 m (3.9 ft.) from all exterior edges of a building or structure	N/A	A rooftop balcony shall be set back 1.2 m (3.9 ft.) from all exterior edges of a building or structure	Delete provision
<b>Parking Space Dimensions</b>	The minimum width of a <b>parking space</b> , other than an <b>accessible parking space</b> or <b>parallel parking space</b> , shall be increased to 2.75 m (9.0 ft.) where the length of one side of the <b>parking space</b> abuts a <b>building, structure</b> or part thereof, except for a <b>building, structure</b> or part thereof, that extends 1.0 m (3.2 ft.) or less into the front and/or rear of the <b>parking space</b>	N/A	The minimum width of a <b>parking space</b> , other than an <b>accessible parking space</b> or <b>parallel parking space</b> , shall be increased to 2.75 m (9.0 ft.) where the length of one side of the <b>parking space</b> abuts a <b>building, structure</b> or part thereof, except for a <b>building, structure</b> or part thereof, that extends 1.0 m (3.2 ft.) or less into the front and/or rear of the <b>parking space</b>	Delete provision
Required Number of <b>Parking Spaces</b> for Residential	<b>Apartment</b> 0.8 resident spaces per unit	N/A	N/A	<b>Apartment</b> 0.62 resident spaces per one bedroom unit

Zone Regulations	Existing RA5 Base Zone Regulations	Existing RA5-33 Exception Zone Regulations	Existing C4 Zone Base Zone Regulations	Proposed RA5-Exception Zone Regulations
Uses	0.2 visitor spaces per unit			0.72 resident spaces per two bedroom unit  0.8 resident spaces per three bedroom unit  0.15 visitor spaces per unit
Required Number of Parking Spaces for Visitor and Non-Residential Uses	A shared parking arrangement may be used for the calculation of required residential visitor/non-residential parking in accordance with the following, the greater of (1) Visitor spaces per unit in accordance with applicable regulations contained in Table 3.1.2.1 of this By-law; or (2) Parking required for all non-residential <b>uses</b> , located in the same <b>building</b> or on the same <b>lot</b> as the residential <b>use</b>		A shared parking arrangement may be used for the calculation of required residential visitor/non-residential parking in accordance with the following, the greater of (1) Visitor spaces per unit in accordance with applicable regulations contained in Table 3.1.2.1 of this By-law; or (2) Parking required for all non-residential <b>uses</b> , located in the same <b>building</b> or on the same <b>lot</b> as the residential <b>use</b>	334 shared visitor and non-residential parking spaces
Required Number of	3 loading spaces plus 1	N/A	3 loading spaces plus	Delete Provision

Zone Regulations	Existing RA5 Base Zone Regulations	Existing RA5-33 Exception Zone Regulations	Existing C4 Zone Base Zone Regulations	Proposed RA5-Exception Zone Regulations
Loading Spaces  Where the <b>GFA-non-residential</b> of a building is greater than 14,000 m <sup>2</sup> (150,694.7 ft <sup>2</sup> )	additional space for each 9,300 m <sup>2</sup> (100,104.4 ft <sup>2</sup> ) <b>GFA-non-residential</b> or portion thereof		1 additional space for each 9,300 m <sup>2</sup> (100,104.4 ft <sup>2</sup> ) <b>GFA-non-residential</b> or portion thereof	
Apartment Zones – Accessory Uses	Additional <b>uses</b> are limited to: <b>retail store, service establishment, financial institution, office and medical office – restricted</b>			Additional <b>uses</b> shall be limited to: <b>Community Centre, Day Care, Education and Training Facility, Financial Institution, Library, Office, Service Establishment, Retail Store, Recreational Establishment, Restaurant, Take-Out Restaurant and Veterinary Clinic</b>
Apartment Zones – Accessory Uses	An additional <b>use</b> shall be contained within an <b>apartment building</b> .			Delete provision
Permitted Uses	<b>Apartment,</b> Long-Term Care Building, Retirement Building	<b>Office</b> Retail Commercial uses accessory to an office	<b>Retail Store,</b> <b>Restaurant,</b> <b>Convenience, Take-out Restaurant,</b> <b>Veterinary Clinic,</b> <b>Animal Care Establishment,</b> <b>Funeral</b>	<b>Apartment,</b> Long-Term Care Building; Retirement Building <b>Community Centre, Day Care, Education and Training Facility,</b> <b>Financial Institution,</b> <b>Library, Office, Service</b>

Zone Regulations	Existing RA5 Base Zone Regulations	Existing RA5-33 Exception Zone Regulations	Existing C4 Zone Base Zone Regulations	Proposed RA5-Exception Zone Regulations
			<b>Establishment, Service Establishment, Commercial School, Financial Institution, Medical Office, Office, Overnight Accommodation, Recreational Establishment, Entertainment Establishment, Private Club, University/College, Parking Lot, Apartment, Dwelling unit located above the first storey of a commercial building</b>	<b>Establishment, Retail Store, Recreational Establishment, Restaurant, Take-Out Restaurant and Veterinary Clinic</b>
<b>Maximum Floor Space Index (FSI)</b>	2.9	N/A	N/A	7.7
<b>Maximum Height</b>	77.0 m (252.6 ft.) and 25 storeys	20 storeys	<b>Sloped Roof:</b> 16.0 m (52.5 ft.) and 3 storeys <b>Flat Roof:</b> 12.5 m (41.0 ft.) and 3 storeys	147.4 m (483.6 ft.) and 46 storeys
<b>Minimum Front and Exterior Side Yards</b>	For that portion of the dwelling with a <b>height:</b>	N/A	0.0 m (0.0 ft.)	For that portion of the dwelling with a <b>height:</b>

Zone Regulations	Existing RA5 Base Zone Regulations	Existing RA5-33 Exception Zone Regulations	Existing C4 Zone Base Zone Regulations	Proposed RA5-Exception Zone Regulations
	<p>less than or equal to 13.0 m (42.7 ft.):</p> <p>7.5 m (24.6 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p>8.5 m (27.9 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>9.5 m (31.2 ft.)</p> <p>For that portion of the dwelling within a height greater than 26.0 m (85.3 ft.)</p> <p>10.5 m (34.4 ft.)</p>			<p>less than or equal to 13.0 m (42.7 ft.):</p> <p>Front - 2.7 m (8.9 ft.) Ext. Side – 2.4 m (7.9 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p>Front - 2.7 m (8.9 ft.) Ext. Side – 2.4 m (7.9 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>Front - 2.7 m (8.9 ft.) Ext. Side – 2.4 m (7.9 ft.)</p> <p>For that portion of the dwelling within a height greater than 26.0 m (85.3 ft.)</p> <p>Front - 6.2 m (20.3 ft.) Ext. Side – 2.4 m (7.9 ft.)</p>
<b>Minimum Interior Side Yard</b>	<p>For that portion of the dwelling with a height:</p> <p>less than or equal to 13.0</p>	N/A	<b>Lot</b> abutting a Residential Zone: 4.5 m (14.8 ft.)	<p>For that portion of the dwelling with a height:</p> <p>less than or equal to 13.0</p>

Zone Regulations	Existing RA5 Base Zone Regulations	Existing RA5-33 Exception Zone Regulations	Existing C4 Zone Base Zone Regulations	Proposed RA5-Exception Zone Regulations
	<p>m (42.7 ft.):</p> <p>4.5 m (14.8 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p>6.0 m (19.7 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>7.5 m (24.6 ft.)</p> <p>Greater than 26.0 m (85.3 ft.):</p> <p>9.0 m (29.5 ft.)</p>		<p><b>Lot</b> abutting a C4 zone: 0.0 m (0.0 ft.)</p> <p><b>Lot</b> abutting any other Zone: 4.5 m (14.8 ft.)</p>	<p>m (42.7 ft.):</p> <p>2.3 m (7.5 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p>2.3 m (7.5 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>2.3 m (7.5 ft.)</p> <p>Greater than 26.0 m (85.3 ft.):</p> <p>4.8 m (15.7 ft.)</p>
<b>Minimum Rear Yard</b>	<p>For that portion of the dwelling with a height:</p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p>7.5 m (24.6 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p>	N/A	<p><b>Lot</b> abutting a Residential Zone: 4.5 m (14.8 ft.)</p> <p><b>Lot</b> abutting a C4 zone: 0.0 m (0.0 ft.)</p> <p><b>Lot</b> abutting any other Zone: 4.5 m (14.8 ft.)</p>	<p>For that portion of the dwelling with a height:</p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p>3.2 m (10.5 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p>

Zone Regulations	Existing RA5 Base Zone Regulations	Existing RA5-33 Exception Zone Regulations	Existing C4 Zone Base Zone Regulations	Proposed RA5-Exception Zone Regulations
	10.0 m (32.8 ft.)  Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):  12.5 m (41.0 ft.)  Greater than 26.0 m (85.3 ft.):  15.0 m (49.2 ft.)			3.2 m (10.5 ft.)  Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):  3.2 m (10.5 ft.)  Greater than 26.0 m (85.3 ft.):  5.9 m (19.4 ft.)
Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required <b>yard</b>	1.0 m (3.2 ft.)	N/A	N/A	1.8 m (5.9 ft.)
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	1.0 m (3.2 ft.)	N/A	N/A	1.8 m (5.9 ft.)

Zone Regulations	Existing RA5 Base Zone Regulations	Existing RA5-33 Exception Zone Regulations	Existing C4 Zone Base Zone Regulations	Proposed RA5-Exception Zone Regulations
Minimum above grade separation between buildings	<p>For that portion of a dwelling with a height less than or equal to 13.0 m (42.7 ft.):</p> <p>3.0 m (9.8 ft.)</p> <p>For that portion of a dwelling with a height greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p>9.0 m (29.5 ft.)</p> <p>For that portion of a dwelling with a height greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>12.0 m (39.4 ft.)</p> <p>For that portion of a dwelling with a height greater than 26.0 m (85.3 ft.):</p> <p>15.0 m (49.2 ft.)</p>	N/A	N/A	Delete provision
Minimum setback	3.0 m (9.8 ft.)	N/A	N/A	1.0 m (3.2 ft.)



Zone Regulations	Existing RA5 Base Zone Regulations	Existing RA5-33 Exception Zone Regulations	Existing C4 Zone Base Zone Regulations	Proposed RA5-Exception Zone Regulations
from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line				
<p>Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.</p>				

### Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement (2020)*, Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional

and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028 <https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

A Housing Report was submitted in support of the proposal. However, the report did not provide any additional provisions to

provide for the range of housing options contemplated in the City's Housing Reports Terms of Reference.

## 5. School Accommodation

### The Peel District School Board

Student Yield	School Accommodation		
197 Kindergarten to Grade 6 31 Grade 7 to Grade 8 28 Grade 9 to Grade 12	Floradale Public School	Queen Elizabeth Senior Public School	T.L. Kennedy Secondary School
	Enrolment: 642 Capacity: 711 Portables: 0	Enrolment: 300 Capacity: 262 Portables: 2	Enrolment: 785 Capacity: 1476 Portables: 0

### The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
37 Kindergarten to Grade 8 31 Grade 9 to Grade 12	Father Daniel Zanon Elementary School	Father Michael Goetz Catholic Secondary School
	Enrolment: 275 Capacity: 470 Portables: 0	Enrolment: 1079 Capacity: 1530 Portables: 0

## 6. Community Questions and Comments

A community meeting has not been held by Ward 7 Councillor, Dipika Damerla, as of the writing of this report. However, it is anticipated that a community meeting will be held in the near future.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- Can the existing parks and community services accommodate the proposed population from the development?
- Can the existing road network accommodate the increase in traffic volume?
- Will the proposed buildings block sunlight and decrease property values for neighboring residents?

## 7. Development Issues

The following is a summary of comments from agencies and departments regarding the applications:

Agency / Comment Date	Comments
Region of Peel (November 14, 2022)	<p>An existing 300 mm (11.8 in.) diameter water main and an existing 250 mm (9.8 in.) diameter sanitary sewer is located on Hillcrest Avenue. An existing 500 mm (19.6 in.) diameter water main and an existing 300mm (11.8 in.) diameter sanitary sewer is located on Hurontario Street.</p> <p>Table 4 of the recently adopted Peel 2051 Regional Official Plan identifies Peel-wide new housing unit targets on rental, density, and affordability. These targets are based on need as determined through the Peel Housing and Homelessness Plan and the Regional Housing Strategy. It is appreciated that the applicant has demonstrated a strong contribution towards the density target by proposing apartment units. However, while the anticipated unit mix includes larger family-sized one-plus-den, two bedroom and three bedroom units, the applicant is encouraged to explore opportunities to include more two bedroom and three bedroom units. The applicant is also encouraged to provide units at prices that are affordable to low or moderate income households and are consistent with the definition of affordable housing outlined in the Glossary section of the Peel 2051 Regional Official Plan and the Provincial Policy Statement to contribute to the affordability target. Information is needed on pricing and affordability period (i.e., 25 years or more). It is anticipated that units identified to address moderate income needs will be predominantly provided by the private sector. Partnerships between the applicant, the Region of Peel, the City of Mississauga, and/or the non-profit sector could be explored to provide units that are affordable to low income households. As part of the applicant’s contribution to the affordability housing target, the applicant may also consider a contribution of units to the Region and/or a non-profit housing provider to be used for affordable housing. Regional staff would be interested in working with applicant to establish terms of such a contribution involving the Region of Peel and/or connecting the applicant with a non-profit housing provider. The applicant is encouraged to explore the opportunity of co-locating a licensed childcare centre as part of this development, such as in the mixed use spaces, where feasible. Regional staff can meet with applicants to clarify housing objectives and policies as needed. We encourage applicants to contact Regional staff to engage in an active dialogue about how development proposals can be adjusted to better respond to Regional housing policies. We look forward to working with applicants to review opportunities to contribute to Peel-wide new housing unit targets and identify options (including partnerships) that are most relevant to the proposed development.</p> <p>Prior to zoning approval, a satisfactory Functional Servicing Report (FSR) is required. We have received the FSR dated</p>

Agency / Comment Date	Comments
	<p>May 12, prepared by Urantech/S.Hader P.Eng. The Report is complete and will be sent for modelling. We recommend the developer prepare a phasing plan and servicing concept to continue the analysis.</p>
<p>Dufferin-Peel Catholic District School Board          (September 27, 2022)</p>	<p>Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.</p> <p>The applicant shall agree in the Development and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots:</p> <ul style="list-style-type: none"> <li>(a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.</li> <li>(b) That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."</li> </ul>
<p>Peel District School Board          (December 7, 2022)</p>	<p>The Peel District School Board requires that the following clause be placed in any agreement of purchase and sale and entered into with respect to any lots on this plan, within a period of five years from the date of registration of the development agreement:</p> <ul style="list-style-type: none"> <li>(a) Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools.</li> <li>(b) The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board.</li> </ul> <p>The developer shall agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school facilities, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy.</p> <p>Given the proposed development is located adjacent to TL Kennedy Secondary School, PDSB requests that secure fencing be installed and that day-to-day operation of the school and student safety will not be impacted by construction or movement of construction materials.</p>
<p>City Community Services Department – Park Planning Section          (October 21, 2022)</p>	<p>Community Services Department notes that the subject property is located on the north side of Hillcrest Avenue adjacent to Cooksville Go Station within the Downtown Cooksville Character Area. The 2022 Parks Plan identifies a 5.7 hectare (14.08 acre) parkland deficiency in this character area. Downtown Cooksville Character Area has a minimum parkland provision target of 12% of total area. Currently, the Downtown Cooksville Character Area is deficient in parkland by 5.8%. Furthermore, the 2019 Future Directions Parks &amp; Forestry Master Plan and the 2022 Parks Plan establishes a walking</p>

Agency / Comment Date	Comments
City Community Services	<p>distance requirement of 400 metres, unimpeded by major pedestrian barriers, to a City owned playground from residential areas located within strategic growth areas.</p> <p>In the view of foregoing, a need for a public park has been required to be incorporated into this development to address the parkland deficit in this character area, which would also relieve pressure on the existing park system and facilities. In addition to the 2022 Parks Plan and the 2019 Future Directions Parks &amp; Forestry Master Plan, various Official Plan Policies outlined below support the need for a park on the subject site.</p> <ul style="list-style-type: none"> <li>• OPA 145 Section 12.1.8.1.2 Downtown Cooksville will develop with a high quality, well-designed and expanded network of public parkland and open space that is green, safe, attractive, and supports a range of social and recreation activities. Parkland may also provide gathering spaces and connections to existing and future parks and open spaces, commercial developments, community infrastructure and to surrounding neighbourhoods.</li> <li>• OPA 145 Section 12.1.8.1.3 as part of the development application review process, the City will determine the location, configuration and size of new and/or expanded parkland blocks, and the requirement for land dedication.</li> <li>• OPA 145 Section 12.1.8.1.4 through development applications, opportunities to increase the provision of open space will be explored. These open spaces will be complementary to the public parkland system.</li> <li>• OPA 146 Summary Downtown Cooksville Character Area states that the City will look for opportunities to further increase public open space through new developments.</li> </ul> <p>Staff also note that the proposed POPS in this development is not supported. An unencumbered park, with the following minimum characteristics, should be incorporated to meet City's parkland needs:</p> <ul style="list-style-type: none"> <li>• Have adequate frontage on at least one public street.</li> <li>• Have a shape and size appropriate to meet parkland need.</li> <li>• Have complimentary adjacent built form and uses.</li> <li>• Address user comfort through framed spaces, comfortable edges and desirable environmental factors (such as sun and wind).</li> <li>• Satisfy CPTED principles by having desirable views to, through and from the park.</li> </ul> <p>The applicant is also proposing a joint Community Center and Library use on the subject site as part of their development. Community Services Department is continuing to investigate and discuss the feasibility of a facility on this site with the applicant.</p> <p>Upon confirmation of required parkland dedication, and pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws, prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes may be required.</p> <p>Streetscape Plans for frontages on John Street, Hillcrest Avenue and Go Transit Access are required. Plans are to be prepared at a max. 1:200 scale and include all above and below ground utilities, sidewalks and driveway locations,</p>

Agency / Comment Date	Comments
<p>Department – Arborist Streetscape (November 10, 2022)</p> <p>City Community Services Department – Arborist – Private Property (October 18, 2022)</p> <p>City Community Services Department – Public Art Coordinator (September 29, 2022)</p>	<p>vegetation, easements, proposed lot lines, road and boulevard width. Cross-sections and elevations should be provided where applicable. Plans must show planting locations and a plant list. The plans are to be prepared by a certified landscape architect. The developer will be responsible for the cost and construction of the streetscape corridor and the boulevard works and shall enter into the appropriate agreements with the City outlining these works which will be detailed through comments by the Community Services, Transportation and Works, and Planning and Building Departments.</p> <p>The Amended Boulevard Treatment will be determined through the Removal of "H" Holding Provision application (HOZ), should Council approve this development application and include a holding provision.</p> <p>A tree removal application is to be submitted at the Site Plan process. The applicant is advised that Tree Removal Permission is required as per the Private Tree Protection By-law 21-22 to remove one or more trees 15 cm (5.9 in.) DBH or greater per lot per calendar year. The City of Mississauga Forestry Dept. does not accept electronic tree permit application submissions. If applicable, the applicant is to submit a completed Tree Removal Application, Arborist Report, Site Plan and Base Fee to the Forestry Dept. for the proposed tree removal. The Tree Removal application will be reviewed in conjunction with the Site Plan application. The approval of the Tree Permission application is required prior to the earliest of the Demolition Permit/the Erosion and Sediment Control Permit/Site Plan approval. The Tree Removal Permit will be issued once clearance is provided by Planning and Building indicating the drawings are approved, securities provided and the protective hoarding is installed, inspected and approved by a Planning and Building representative. Further information is available at: <a href="http://www.mississauga.ca/portal/residents/parks-private-trees-properties">www.mississauga.ca/portal/residents/parks-private-trees-properties</a> or by calling 311.</p> <p>This site is located within the Cooksville Cultural District. The City of Mississauga strongly encourages the inclusion of public art in developments that are greater than 10,000 m<sup>2</sup> (107,639 ft<sup>2</sup>) in gross floor area, with the exception of non-profit organizations and social housing. Developers are encouraged to include public art as part of their development and/or contribute an agreed upon amount of their gross construction costs to the City's Public Art Reserve Fund for the inclusion of public art near the subject site. The dollar value of the public art contribution should be determined by the City's Planning and Building Department, together with the Public Art Program when calculating the value of construction for building permit fees on relevant projects.</p>
<p>City Transportation and Works Department (December 21, 2022)</p>	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements. Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><u>Stormwater</u></p> <p>A Functional Servicing and Stormwater Management Report prepared by Urbantech, dated May 2022, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include new infrastructure and/or on-site stormwater management controls. The applicant is proposing to construct a private storm sewer to service the development lands, with a connection to the City of Mississauga's infrastructure, as well as on-site stormwater management controls for the post development discharge. The applicant is required to provide further technical information to: demonstrate the feasibility of</p>

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	<p>the proposed storm sewer; and demonstrate that there will be no impact on the existing drainage system including how groundwater will be managed on site</p> <p><u>Traffic</u>            An Urban Transportation Considerations study (TIS), prepared by BA Consulting Group and dated May 2022, was submitted in support of the proposed development and a full review was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided. The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation &amp; Works Department: Provide an updated Traffic Impact Study addressing all staff comments; Review the driveway accesses to ensure the adjacent roads and the internal driveway can operate efficiently; Provide the future property line due for the required land dedications; Provide satisfactory plans for access to the future road network including right of way widths and road configuration; Address any traffic concerns from the Community related to the proposed development.</p> <p><u>Environmental Compliance</u>            A Phase One Environmental Site Assessment (ESA) report, dated May 5, 2022 and prepared by Terrapex Environmental Ltd., was submitted in support of the proposed development. The Phase One ESA report indicates that further investigation is required to assess areas of potential environmental concern on the site. The applicant is required to provide the following documents for further review: A letter of reliance for the Phase One ESA report; A Phase Two ESA report with a letter of reliance; A written document, prepared by a Professional Engineer that includes a plan to decommission the wells or proof of decommissioning; A written document, prepared by a Qualified Person that provides a statement regarding the geotechnical and environmental suitability of the on-site fill materials; A Temporary Discharge to Storm Sewer Commitment Letter; and A letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use.</p> <p>As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the rezoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks.</p> <p><u>Noise</u>            An Environmental Noise &amp; Vibration Assessment prepared by SLR Consulting Ltd., dated May, 2022 was received for review. The study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic, rail traffic from the nearby LRT service, and stationary sources, including the adjacent Cooksville GO station. Noise mitigation will be required, and a revised noise study is required as part of the next submission to address staff comments.</p> <p><u>Engineering Plans/Drawings</u>            The applicant has submitted a number of technical plans and drawings, which are to be revised as part of subsequent submissions, in accordance with City standards.</p>

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City Transportation and Works Department – Municipal Parking (October 19, 2022)	<p>Staff recommended rates are those within the City's Zoning By-law 0117-2022; these newly updated rates have been carefully researched, and are tailored to Mississauga's context, reflecting the City's existing and most recent parking needs. Staff have concerns with the proposed residential, visitor, and community parking rates as they are lower than the newly in-effect Zoning By-law 0117-2022, and are not supportive of the Parking Regulations Study recommendations. Additionally, the parking justification submitted is not satisfactory; data and surveys need to be recent, since the restrictions and mandates have lifted, and travel patterns have changed from pre-COVID and COVID times. Should the applicant wish to pursue a reduction in parking spaces, the submission of a satisfactory Parking Utilization Study (PUS) is required. Additionally, the survey data submitted is out of date encompassing either pre-COVID data or COVID data. As of the first quarter of the 2022 year, restrictions and mandates have lifted and updated surveying data is required. The consultant should confirm the survey methodology with staff prior to conducting parking surveys. Details can be reviewed in the City's Parking Terms of Reference for parking justification requirements.</p>
Light Rail Transit Office (October 24, 2022)	<p>Any proposed above and below grade utilities along the shared property line with Hurontario Street and the Hillcrest ROW will need to be co-ordinated with HuLRT infrastructure. Ensure there are no stairwells, vents, etc within close proximity to the Hurontario LRT property line.</p> <p>There appears to be some grading and boulevard layout inconsistencies between this development and the HuLRT project therefore, additional co-ordination is required. Please feel free to contact the HuLRT team at the City of Mississauga if you need any assistance co-coordinating with Metrolinx/Mobilinx.</p> <p>The Mobilinx design for this area of the HuLRT corridor is currently at 100% design stage so must inform the design of the Hurontario Street boulevard and the condition along shared property lines with this development. Remove any reference to proposed streetscape works within the Hurontario Street ROW and at the intersection of Hillcrest &amp; John Street shown on the Tree Inventory &amp; Preservation Plan. Depending on the timing of this project, the HuLRT condition may indicate a retaining wall condition to address existing grades.</p> <p>Please be advised that higher order transit is planned for Hurontario Street in the form of light rail transit (LRT) operating between Port Credit GO and Brampton's Gateway Station with completion anticipated in 2024. Metrolinx representatives have been circulated this development application and will be providing comments separately regarding this submission. Please confirm all required clearances and/or agreements requested by Metrolinx have been addressed prior to development agreement approval and/or site plan approval where applicable.</p> <p>In order to accommodate the Cooksville GO Stop located just north of John Street, the road width may need to be expanded within the ROW south of John Street, which results in a constrained boulevard condition consisting mainly of a cycle path at the curb, narrow pole zone and sidewalk adjacent to the property line. Opportunities to expand the pedestrian realm onto private property along the Hurontario Street frontage is encouraged.</p>
Canadian Pacific Railway (September 27, 2022)	<p>CP recommends that the below condition be inserted in all property and tenancy agreements and offers of purchase and sale for all dwelling units in the proposed building(s):</p> <p>Canadian Pacific Railway and/or its assigns or successors in interest has or have a railway right-of-way and/or yard located adjacent to the subject land hereof with operations conducted 24 hours a day, 7 days a week, including the shunting of trains and the idling of locomotives. There may be alterations to, or expansions of, the railway facilities and/or operations in</p>



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	<p>the future, which alterations or expansions may affect the living environment of the residents in the vicinity. Notwithstanding the inclusion of any noise and/or vibration attenuating measures in the design of the development and individual dwellings, Canadian Pacific Railway will not be responsible for complaints or claims arising from the use of its facilities and/or its operations on, over, or under the aforesaid right-of- way and/or yard.</p>
<p>Metrolinx (October 27, 2022)</p>	<p><u>Hurontario LRT Comments:</u>          The existing driveway at Hurontario between John Street and Hillcrest Avenue will be reinstated as per needed to eliminate the driveway.</p> <p>As per existing condition, there is a grade difference from boulevard to private property. Existing retaining wall will be removed and reinstated closer to the property line.</p> <p>The applicant should be advised that Metrolinx and its contractors will be utilizing the Hurontario Street right of way, and its intersections, during the project's construction period. Based on the location of the subject property, there is potential for construction coordination and traffic staging conflicts: Should construction of the Hurontario LRT and the proposed development occur simultaneously, Metrolinx will require the developer to submit schedule or staging plans to coordinate access to both parties.</p> <p><u>GO Heavy Rail Comments:</u>          The subject property is located within 300 m of Canadian Pacific (CP) Rail's Galt Subdivision, which carries Milton GO train service. See comments below:</p> <ul style="list-style-type: none"> <li>- As CP Rail is owner of the railway corridor in proximity to the subject lands to the south, they are the authority to provide comments on matters related to rail safety. Metrolinx suggests that CP Rail is circulated the application for review.</li> <li>- Metrolinx is in receipt of the Environmental Noise and Vibration Assessment prepared by SLR Consulting Inc. dated May 2022. Metrolinx has no comments on the Environmental Noise and Vibration Assessment. We note that Metrolinx warning clause has been included in the report and that the study is to the satisfaction of Metrolinx's requirements.</li> <li>- The Owner shall grant Metrolinx an environmental easement for operational emissions, which is to be registered on title for all uses within 300 m (984.3 ft.) of the rail right-of- way. Included is a copy of the form of easement for the proponent's information. Proponent may contact Leah.ChishimbaSimwanza@Metrolinx.com with questions and to initiate the registration process. Registration of the easement will be required prior to clearance of site plan approval. (It should be noted that the registration process can take up to 6 weeks). Based on the applicant's response in the DARC Comments Matrix, Metrolinx acknowledges that the applicant shall grant an environmental easement prior to Site Plan Approval.</li> </ul> <p>The applicant is advised to consider in their design and construction of the proposed development the following:</p> <ul style="list-style-type: none"> <li>- Additional safety and customer experience measures that could be implemented (e.g. warnings, pavement treatments, radii reduction where feasible, mirrors, etc.) to provide the best community experience to access to the GO station and LRT Station.</li> </ul>

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	<ul style="list-style-type: none"> <li>- <u>Public Protection</u>: Public / ridership protection is paramount in the context of public / passenger protection against all construction activity and the protection of safe access and egress to and from all means of public transit access points and parking. Metrolinx should be consulted and circulated on public / passenger protection plans.</li> <li>- <u>Constructability / Staging</u>: Construction staging, vehicle, laydown and general constructability to be considered to ensure no impact to Metrolinx and ridership / public traffic patterns - Metrolinx should be circulated on construction staging and traffic management / protection plans. Metrolinx Approvals: Metrolinx to be consulted and circulated for technical review / approvals on all development/construction activity which has the potential to impact Metrolinx property and or operations.</li> </ul> <p>As seen in the 'Overall Site Plan' drawing, the Private Road access from John street as well as GO Access Road will require the applicant to enter into an easement agreement with Metrolinx as Metrolinx owns both the streets' ROW.</p> <p>As the development plans advance, ensure traffic and transportation studies address the development's private (i.e. car) traffic impacts on the surrounding intersections and road network. In particular, peak arrivals/departures from the Cooksville GO parking structure and bus terminal should be considered against arrivals/departures from the development.</p> <p>There is a lay-by shown on the north-west side of the development (south side of John Street), directly south of the bus terminal and PPUDO access roads. Consider relocating this to another location (perhaps internal to the development) where it will present less of a conflict with Cooksville GO access points.</p> <p>Ensure that the development is well-connected with Cooksville GO through marked and/or signalized pedestrian crossings of John Street and the GO Access Road.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Alectra Utilities</li> <li>- Arborist – City Property</li> <li>- Fire Department</li> <li>- City Community Services Department – Heritage</li> <li>- Trillium Health Partners</li> <li>- Conseil Scolaire Viamonde</li> <li>- Enbridge</li> <li>- Greater Toronto Airport Authority</li> <li>- Rogers Cable</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Bell Canada</li> <li>- Legal Services</li> <li>- City Community Services Department - Landscape Architecture</li> </ul>

## Development Requirements

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

## 8. Community Benefits Charge

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

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

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

## 9. Next Steps

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

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

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