

Recommendation Report Detailed Planning Analysis

Owner: Equity Three Holdings Inc.

3085 Hurontario Street

Table of Contents

1.	Community Comments.....	2
2.	Updated Agency and City Department Comments	2
3.	<i>Provincial Policy Statement, 2024 (PPS)</i>	5
4.	Consistency with PPS, 2024	5
5.	Region of Peel Official Plan.....	5
6.	Mississauga Official Plan (MOP)	6
7.	Revised Site Plan and Elevations.....	8
8.	Zoning.....	11
9.	"H" Holding Provision	13
10.	Site Plan	13
11.	Draft Plan of Subdivision	13
12.	Conclusions	13

1. Community Comments

Comments from the public were generally directed towards density and traffic. Below is a summary and response to the specific comments heard.

Comment

The proposal will result in traffic congestion and safety concerns in the area.

Response

In support of the proposed development, a traffic impact study (TIS) was submitted, which analyzed current and projected traffic volumes on the neighbouring street network as a result of the proposed development. The Transportation and Works Department has determined that the traffic volumes on the adjacent road network can be managed and accommodated within the original planned capacity. Further, as part of the approval of these applications, the applicant will be dedicating a new public road along the southerly property limit of the land, in addition to granting public vehicular and pedestrian access easements to the City throughout the site.

Comment

The proposal is too high and too dense.

Response

The subject property is located within Downtown Cooksville, within the Cooksville GO Major Transit Station Area. The site is in proximity to multiple modes of public transportation, being the HuLRT along Hurontario Street, the Cookville GO Station and

the planned Dundas Bus Rapid Transit (BRT). It is anticipated that development along this stretch of Hurontario Street is dense and provides for an efficient use of land. Staff are of the opinion that the proposal maintains the intent of the official plan policies to provide for a compatible built form while intensifying an underutilized parcel in the Downtown.

See Section 7 of this appendix for more detail on this issue.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were initially circulated to all City departments and commenting agencies on September 16, 2021. The latest resubmission was received and circulated to all on October 4, 2024. A summary of the comments is contained in the Information Report attached as Appendix 1. Below are updated comments.

City Transportation and Works Department

Comments updated January 24, 2025, state that based on a review of the materials submitted to date, staff are generally satisfied with the details provided in the reports, plans and studies in order to confirm the engineering feasibility of the development proposal.

Stormwater

A Functional Servicing and Stormwater Management Report, dated September 2024, prepared by Urbantech, was submitted in support of the proposed development. The report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or its impact on the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge are required.

In general, the applicant has demonstrated a satisfactory stormwater servicing concept, but further technical information is required to address staff comments. Technical comments include volume calculations/sizing details for the stormwater tank, a groundwater quality treatment mechanism for the groundwater contaminants on-site and the use of gravity discharge rather than pump discharge. Green roofs and rainwater harvesting have been proposed as low impact development (LID) features to address the site's water balance requirements.

Further technical information may be required to address staff comments related to catch basins and storm pipes if any proposed stormwater infrastructure is required within the future municipal right-of-way located at the southern limit of the property.

Traffic

A Traffic Impact Study, dated September 2024, prepared by BA Consulting Group Ltd. was submitted in support of the proposed development. Staff are generally satisfied from a feasibility perspective but will require additional information to ensure that City requirements are adequately addressed. The submitted study concluded that the proposed development is anticipated to generate 400 (35 in, 365 out) and 400 (255 in, 145 out) two-way site trips for the weekday AM and PM peak hours in 2028, respectively.

With the traffic generated by the proposed development, the study area intersections and proposed vehicular accesses are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Environmental Compliance

A Phase One Environmental Site Assessment (ESA) Update report, dated June 11, 2024, and Phase Two ESA Update report, dated July 5, 2024, both prepared by WSP Canada Inc., were submitted in support of the proposed development. The reports indicate no further environmental investigation is recommended.

Noise

A Noise and Vibration Impact Study, dated September 23, 2024, prepared by HGC Engineering, was submitted in support of the proposed development. The study evaluated the potential impact both to and from the proposed development and recommended mitigation measures to reduce any negative impacts. A detailed Noise Study will be required through the Site Plan approval process to confirm the sound level criteria associated with the mechanical equipment and ventilation systems for the proposed buildings satisfy the Ministry of the Environment, Conservation and Parks NPC-300 Environmental Noise Guideline.

Noise sources that may have an impact on the proposed development include road traffic from Hurontario Street and Kirwin Avenue, rail traffic from the future Hazel McCallion Line, and stationary noise sources south of the subject site. The submitted Noise Feasibility Study confirms that noise mitigation will be required, including ventilation requirements such as provisions for central air conditioning and noise mitigation barriers, the details of which will be confirmed through the Site Plan and building permit process.

City Community Services Department

Comments updated January 10, 2025, state that the subject property is located within the Downtown Cooksville Character Area, which is not meeting the parkland provision standard of 1.2 ha (2.9 ac.) per 1000 people and is deficient by 5.7 ha

(14.1 ac.) in the character area, as established in the 2022 Parks Plan.

However, the subject development site is within 500 m (1,640.4 ft.) walking distance of John C. Price Park (P-202), which is zoned **OS1** Open Space – Community Park and provides a community playground.

Notwithstanding the parkland deficit in this Character Area, due to the proximity of the subject site to an existing community park, and limited ability to secure a public park on site, Cash-in-Lieu of Parkland Dedication will be required for this development.

As such, the development will be subject to cash-in-lieu prior to the issuance of building permits, for each lot or block as required pursuant to Section 42 of the *Planning Act* and in accordance with City Policies and By-laws. Further, as noted in previous comments, any proposed privately owned public space (POPS) within the development is not eligible towards parkland dedication credits in keeping with the City's Parkland Conveyance By-law.

School Accommodation

In comments, dated January 21, 2025 and November 12, 2024, the Dufferin-Peel Catholic District School Board and Peel District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision

and distribution of educational facilities need not be applied for this development application.

3. Provincial Policy Statement, 2024 (PPS)

The Provincial Planning Statement (PPS) 2024 was released on August 20, 2024, and came into effect on October 20, 2024, replacing the Provincial Policy Statement 2020. This new document replaces both the Provincial Policy Statement 2020 and the Growth Plan for the Greater Golden Horseshoe, marking a significant shift in Ontario's land use planning by consolidating the two frameworks into a single, province-wide document. The update aims to streamline policies and place greater responsibility on municipalities to manage growth locally, with a focus on intensification, housing development, and transit-supportive communities. The new PPS provides direction on land use planning by ensuring that municipal decisions align with provincial interests such as promoting efficient land use, encouraging diverse housing options, and supporting sustainable development by coordinating land use with existing and planned public infrastructure.

Under the *Planning Act*, all planning decisions must be consistent with the PPS.

4. Consistency with PPS, 2024

The PPS 2024 introduces several policies relevant to this proposal. Policy 2.1.3 directs planning authorities to ensure sufficient land is available to accommodate a range of housing,

with an emphasis on intensification in built-up areas. Policies 2.2.1 and 2.3.1 focus on diversifying housing options and facilitating all types of residential intensification to support the achievement of a complete community. Policies 2.4.1 and 2.4.2 emphasize intensification in Major Transit Station Areas (MTSAs) and direct development towards strategic growth areas to optimize the use of land. Additionally, Policy 2.1.1 mandates that population and employment growth forecasts guide planning decisions.

The proposed development provides for residential intensification within a MTSA, while contributing to the range of housing options in the City. Its location within a MTSA allows the development to maximize transit-oriented living, reducing reliance on cars and enhancing the use of public infrastructure. The proposed development supports the general intent of the PPS.

5. Region of Peel Official Plan

On June 6, 2024, Bill 185, the Cutting Red Tape to Build More Homes Act, received Royal Assent, bringing significant changes to the planning framework in Ontario. This legislation reassigns planning responsibilities from seven upper-tier municipalities, including the Region of Peel, to their respective lower-tier municipalities. As a result, the Cities of Mississauga, Brampton, and the Town of Caledon will now oversee the administration of planning policies previously managed by the Region. Mississauga will begin the process of repealing the Regional Official Plan (ROP) and incorporating relevant policies into the Mississauga Official Plan as part of its upcoming Official Plan

Review project, streamlining local planning and policy implementation.

The proposed development does not require an amendment to the ROP, as it aligns with the relevant policies by providing a diverse range of housing options, thereby addressing the need for varied housing types and tenures in the community (Policy 5.9). Its location within a built-up area supports growth and intensification objectives, making efficient use of existing infrastructure and transit services (Policy 5.6). By providing for additional residential units, the development contributes to increasing housing affordability in the area (Policy 5.9). The project also promotes a healthy community through its proximity to public transit and services, reducing the need for car dependency (Policy 7.5). Additionally, the incorporation of energy-efficient design features supports the Region's goals for sustainability and climate resilience (Policy 3.7). As such, the proposed development gives adequate regard for the objectives of the ROP.

6. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan policies for the Downtown Cooksville Character Area, to permit four apartments having maximum building heights of 31, 33, 36 and 39 storeys. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan;***

and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?

- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has 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 been provided by the applicant?***

Planning staff have undertaken an evaluation of the relevant policies of the PPS and MOP, including those found in Section 19.5.1 against this proposed development application.

The following is an analysis of the key policies and criteria:

Directing Growth

The subject site is located in the Downtown Cooksville Character Area, along the Hurontario Street Intensification Corridor and within the Cooksville Go Major Transit Station Area. In accordance with MOP, the Downtown is an Intensification Area (S.5.3.1.4), that will development in a form and density that achieves a high quality urban environment (S.5.2.1.11) and contain the greatest concentration of activities and variety of uses (S.5.3.1.9).

The proposed development is intensifying an existing parcel of land in a form and density that is supported in the Downtown. The built form and open space areas in the development will be provide for a high quality urban environment for the residents and patrons of the development and is appropriate for its location in proximity to the Cooksville Go Station and along the HuLRT.

Compatibility with the Neighbourhood

The site is located within an Intensification Area. In accordance with the Intensification Area policies in MOP, the preferred location of tall buildings will be in proximity to existing and planning Major Transit Station Areas (S.9.2.1.8). Tall buildings in this area will address pedestrian scale through building articulation, massing and materials (S.9.2.1.15). Further, development will contribute to pedestrian orientated streetscapes and have an urban built form that is attractive, compact and transit supportive (S.9.2.1.20), while active uses will be required on principal streets with direct access to the public sidewalk (S. 9.2.1.23).

The proposed development is located within the Cooksville Go Major Transit Station Area and provides for a pedestrian scale development through the use of building articulation and open space elements. Towers 1 and 4 each contain podiums along the street frontages that corresponds to their street width and provides for stepbacks in the upper portions of the buildings to reduce the impact on the pedestrian. Ground floor commercial units are proposed along the Hurontario street frontage which will activate the street. Further, an upgraded urban condition

streetscape will be provided along the Kirwin Avenue frontage. The proposed buildings are attractive and compact which will support transit supportive initiatives in the area.

In accordance with MOP, appropriate height and built form transitions will be required between sites and their surrounding areas (S.9.2.1.10). The surrounding lands include high and medium density residential uses, retail commercial and office uses. It should be noted that there are other development applications and recent approvals in Downtown Cooksville and in proximity to the subject land that propose a built form that is similar to the proposed development. The proposal is compatible in built form and scale to existing and proposed surrounding development and is sensitive to the existing and planned context of the surrounding area.

Development will provide open space, including squares and plazas appropriate to the size, location and type of the development (S. 9.2.1.30). The development has been designed to accommodate a central courtyard between the buildings, and a large open space area at the corner of Hurontario Street and the new east/west street that is being dedicated through the development applications. This provides for porosity through the development and enhances the pedestrian experience.

Moreover, staff have evaluated the proposal against the Downtown Fairview, Cooksville and Hospital Built Form Standards and are of the opinion that the development is in keeping with the standards.

Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site. More specifically, the Region has indicated that Towers 1 and 2 (first phase) can be serviced via Hurontario street, while Towers 3 and 4 can be serviced via Kirwin Avenue once upgrades to the current infrastructure have been completed.

The site is currently serviced by the following MiWay Transit routes:

- Route 2 – Hurontario: direct connections to Square One and Port Credit Go Station
- Route 103 – Hurontario Express: direct connections to Trillium Hospital and Brampton

The site is approximately 200 m (656.2 ft.) from 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 Hurontario Light Rail Transit (HLRT) line, with a future LRT stop approximately 210 m (689 ft.) from the subject lands. Further, the lands are located approximately 260 m (853 ft.) from a planned Bust Rapid Transit (BRT) line along Dundas Street.

The area is well served by community facilities such as Richard Jones Park, John C. Price Park, and Sgt. David Yakichuk Park, all within a 650 m (2,132.6 ft.) radius of the subject lands. The Cooksville Library is location approximately 180 m (590.5 ft.) from the site.

For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan and the PPS.

7. Revised Site Plan and Elevations

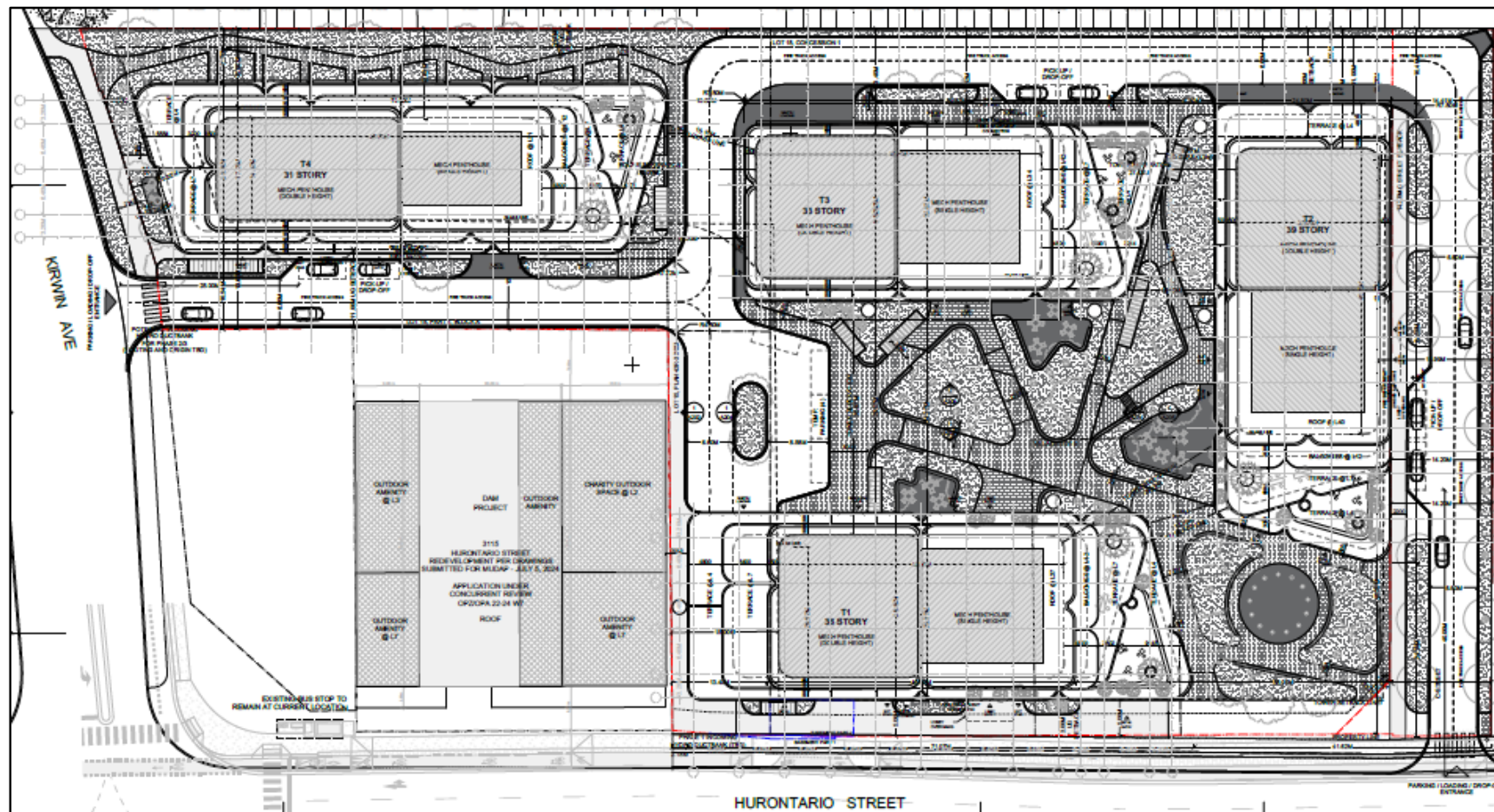
The applicant has provided a revised perspective drawings and concept plan as follows:



Perspective looking northwest from Hurontario Street



Grade level perspective looking northwest into site



Concept Plan

8. Zoning

The site is currently zoned **C4** (Mainstreet Commercial) and **D-1** (Development – Exception). A zoning by-law amendment is required to rezone the lands to **H-RA5-Exception** (Apartments – Exception) to accommodate four apartment buildings with heights of 31, 33, 36 and 39 storeys with ground floor commercial uses.

The proposal is characteristic of a RA5 (Apartments) zone. The proposed **H-RA5-Exception** (Apartment – Exception) is appropriate to accommodate the proposed development of the site.

Below is an updated summary of the proposed site specific zoning provisions:

Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
RA5 – Permitted Uses	Apartment; Long – Term Care Building; Retirement Building and limited non-residential uses including: Retail Store; Service Establishment; Financial Institution; Office; Medical Office - Restricted	Apartment; Long – Term Care Building; Retirement Building and additional non-residential uses including Retail Store; Service Establishment; Financial Institution; Office; Medical Office; Animal Care Establishment; Recreational Establishment;

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
		Restaurant; Take-Out Restaurant
Apartment Zones - Height	Notwithstanding any other provisions of this By-law mechanical appurtenances such as mechanical equipment and penthouse and shall not exceed 6.0 m (19.7 ft.) above the height limit otherwise applicable	Notwithstanding any other provisions of this By-law mechanical appurtenances such as mechanical equipment and penthouse and shall not exceed 7.5 m (24.6 ft.) above the height limit otherwise applicable
Maximum Floor Space Index (FSI)	2.9	7.75
Maximum Height	77.0 m (252.6 ft.) and 25 storeys	124.8 m (409.4 ft.) and 39 storeys
Minimum Front Yard	7.5 m (24.6 ft.)	4.2 m (13.8 ft.)
Minimum Exterior Side Yard	7.5 m (24.6 ft.)	5.0 m (16.4 ft.)
Minimum Interior Side Yard	4.5 m (14.7 ft.) to 9.0 m (29.5 ft.)	7.7 m (25.3 ft.)
Maximum Encroachment of a balcony located above the first storey , sunroom,	1.0 m (3.3 ft.)	2.0 m (6.6 ft.)

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
window, chimney , pilaster, cornice, balustrade, or roof eaves into a required yard		
Minimum above grade separation between buildings	3.0 m (9.8 ft.) – 15.0 m (49.2 ft.)	6.3 m (20.7 ft.)
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)
Minimum setback from a waste enclosure / loading area to a street line	10.0 m (32.8 ft.)	2.2 m (7.2 ft.)
Minimum landscaped area	40% of lot area	37% of lot area
Minimum depth of a landscape buffer along any other lot line	3.0 m (9.8 ft.)	1.0 m (3.3 ft.)

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
Minimum amenity area	5.6 m ² (60.3 ft ²) per dwelling unit	4.0 m ² (43.1 ft ²) per dwelling unit
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	Delete provision
Bicycle Parking Space Dimensions	<p>A bicycle parking space is to be provided in either the following sizes:</p> <p>(1) Minimum length of 1.8 m (5.9 ft.), a minimum width of 0.6 m (1.9 ft.) and a minimum vertical clearance from the ground of 1.9 m (6.2 ft.);</p>	<p>A bicycle parking space is to be provided in either the following sizes:</p> <p>(1) Minimum length of 1.8 m (5.9 ft.), a minimum width of 0.5 m (1.6 ft) and a minimum vertical clearance from the ground of 1.9 m (6.2 ft.);</p>
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.		

9. "H" Holding Provision

Should this application be approved by Council staff will request an "H" Holding Provision which can be lifted upon:

- Delivery of an executed Development Agreement with Municipal Infrastructure Schedules in a form and on terms satisfactory to the City of Mississauga ("City") and Region of Peel ("Region") to capture items including but not limited to: municipal infrastructure detailed design, securities, fees, and insurance;
- Delivery of a revised Functional Servicing and Stormwater Management Report, as it relates to outstanding comment provided in the Project Status Report (dated January 8, 2025), to the satisfaction of the City;
- Delivery of a revised Traffic Impact Study as it relates to outstanding comment provided in the Project Status Report (dated January 8, 2025), to the satisfaction of the City;
- Delivery of land dedications and easements to the satisfaction of the City;
- Delivery of a Confirmation Letter from an Engineer that the wells have been removed to the satisfaction of the City;

10. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

11. Draft Plan of Subdivision

The proposed plan of subdivision to create 1 block of land has been received and is currently under reviewed by City Departments and agencies and is found to be acceptable, subject to the inclusion of appropriate conditions, which will be completed at a future date.

12. Conclusions

In conclusion, City staff has evaluated the applications to permit four apartment buildings with heights of 31, 33, 36 and 39 storeys along with ground floor commercial uses against the *Provincial Policy Statement*, Region of Peel Official Plan and Mississauga Official Plan.

The applications are seeking to intensify an underutilized parcel within the Downtown Cooksville Character Area. The proposal is compatible with adjacent uses and provides for a built form that is transit supportive and supports a mix of housing choices in the City. The proposed buildings will provide an active façade on Hurontario Street and upgraded boulevards that will contribute to the walkability in the Downtown area.

Staff are of the opinion that the applications are consistent with and conform to Provincial, Regional and City planning instruments. Staff has no objection to the approval of this application, subject to the recommendations provided in the staff report.