

REVISED

Planning and Development Committee

Date: November 9, 2020
Time: 6:00 PM
Location: Council Chambers, Civic Centre, 2nd Floor
300 City Centre Drive, Mississauga, Ontario, L5B 3C1
And Online Video Conference

Members

Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Ron Starr	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11 (Chair)
Councillor Carolyn Parrish	Ward 5 (ex-officio)
Councillor Pat Saito	Ward 9 (ex-officio)

Participate Virtually and In Person

Advance registration is required to participate in person and/or make comment in the virtual public meeting. Please email deputations.presentations@mississauga.ca no later than Friday, November 6, 2020 at 4:00 p.m. Any materials you wish to show the Committee during your presentation must be provided as an attachment to the email. Links to cloud services will not be accepted. You will be provided with directions on how to participate from Clerks' staff.

Participate Via Telephone

Residents without access to the internet, via computer, smartphone or tablet, can participate and/or make comment in the meeting via telephone. To register, please call Angie Melo at 905-615-3200 ext. 5423 no later than Friday, November 6, 2020 at 4:00 p.m. You must provide your name, phone number, and application number if you wish to speak to the Committee. You will be provided with directions on how to participate from Clerks' staff.

Contact

Angie Melo, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5423
angie.melo@mississauga.ca

PUBLIC MEETING STATEMENT: In accordance with the *Ontario Planning Act*, if you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Local Planning and Appeal Tribunal (LPAT), and may not be added as a party to the hearing of an appeal before the LPAT.

Send written submissions or request notification of future meetings to:

Mississauga City Council Att: Development Assistant
c/o Planning and Building Department – 6th Floor
300 City Centre Drive, Mississauga, ON, L5B 3C1
Or Email: application.info@mississauga.ca

1. **CALL TO ORDER**

2. **DECLARATION OF CONFLICT OF INTEREST**

3. **MINUTES OF PREVIOUS MEETING**

3.1. Planning and Development Committee Draft Minutes - October 19, 2020

4. **MATTERS TO BE CONSIDERED**

4.1. RECOMMENDATION REPORT (WARD 7)

Sign Variance application to permit two (2) oversize and illuminated fascia signs erected on the second storey of the building

Location: Red Door Dental Office, 3121 Hurontario Street

Applicant: Steve Crawford

File: SGNBLD 17-05951 VAR W7

4.2. PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan amendment and rezoning applications to permit 4 four-storey townhomes 2207 Dixie Road, northeast corner of Dixie Road and Venta Avenue

Owner: 272694 Ontario Ltd. (c/o Fountain Hill Construction and Consulting)

File: OZ 20/002 W1

4.3. THIS ITEM WAS REMOVED

~~PUBLIC MEETING INFORMATION REPORT (WARD 1)~~

~~Official Plan amendment and rezoning applications to permit 42 stacked townhomes on a private condominium road with underground parking~~

~~1575 Hurontario Street, east side of Hurontario Street and south of South Service Road~~

~~Owner: 10422967 Canada Corp (Dream Maker Inc.)~~

~~File: OZ 17/021 W1~~

4.4. PUBLIC MEETING RECOMMENDATION REPORT (WARD 5)

Official Plan amendment, rezoning and subdivision applications to permit six condominium apartment buildings with heights of 19, 24, 25, 35, 35 and 37 storeys which will contain 2,433 condominium apartment units and retail and office uses, 16 three storey condominium townhomes, public park, and public and condominium roads

91 and 131 Eglinton Avenue East and 5055 Hurontario Street, North side of Eglinton Avenue East, East of Hurontario Street

Owner: 91 Eglinton Limited Partnership (Liberty Development Corporation)

Files: OZ 18/016 W5 and T-M18005 W5

5. **ADJOURNMENT**

City of Mississauga

Corporate Report



Date: October 16, 2020 To: Chair and Members of Planning and Development Committee	Originator's file: SGNBLD 17-05951 VAR W7
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: November 9, 2020

Subject

RECOMMENDATION REPORT (WARD 7)

Sign Variance application to permit two (2) oversize and illuminated fascia signs erected on the second storey of the building

Location: Red Door Dental Office, 3121 Hurontario Street

Applicant: Steve Crawford

File: SGNBLD 17-05951 VAR W7

Recommendation

1. That the report dated October 16, 2020 from the Commissioner of Planning and Building regarding variances to the Sign By-Law under File SGNBLD 17-05951 VAR (W7), Red Door Dental Office, 3121 Hurontario Street, be received for information.
2. That the request to permit two (2) oversize and illuminated fascia signs erected on the second storey of the building, with a sign face area of 3.2 m² (34.44 ft.²) and 2.38 m² (25.62 ft.²) respectively, be refused.

Background

In 2017, the applicant requested a variance to the Sign By-Law to permit two (2) illuminated fascia signs to be erected on the second storey of the building, with sign face areas of 3.2 m² (34.44 ft.²) and 2.38 m² (25.62 ft.²) on the north and west building elevations, respectively. The two storey building accommodates the Red Door Dental Office. The Planning and Building Department refused the sign variance application in April of 2017. At that time, the applicant was advised of the decision to refuse the application and the option to appeal that decision to Planning and Development Committee (PDC). No appeal period was specified in the notification of refusal. In August 2020, more than three years after the sign variance application was refused, the applicants confirmed their intent to appeal the decision to Planning and Development Committee.

In February 2020, Council amended the Sign By-Law to include a twenty (20) day appeal period from the date of notice to refuse a sign variance application. Applicants are to confirm their intent to appeal the decision to Planning and Development Committee (PDC) within the appeal

Proposal

The applicants have requested a variance to the Sign By-law to permit two (2) illuminated fascia signs erected on the second storey of the building, with a sign face area of 3.2 m² (34.44 m²) and 2.38 m² (25.62 ft.²), respectively. See Appendices 1, 2 and 3.



Image of Existing Conditions

Analysis

Fascia Signs, where permitted within the Cooksville Special Sign District can only be installed within the limits of the first storey of a building. Depending on the zone in which a property is located, the Sign By-Law classifies signs into the following two categories:

- 1) Residential and Open Space Signs
- 2) Non-Residential Signs (Commercial, Office and Employment Signs)

Signs located in a **D** (Development) Zone regardless of the uses permitted on the property by the Zoning By-law, are classified by the Sign By-Law as Residential and Open Space Signs. Fascia signs for businesses located on a property with a Residential and Open Space sign classification are to be non-illuminated, with a maximum sign face area of 0.4 m² (4.3 ft.²) each and can only be installed within the limits of the first storey of the building. This property is located on an Intensification Corridor with anticipated Light Rail Transit surrounded by a mix of transit supportive uses with a strong ground floor pedestrian oriented retail/commercial presence. Therefore, planning staff determined that it would be appropriate to allow fascia signs that would be permitted on properties with the Non-Residential Sign Classification in the Cooksville Special Sign District in this instance. This means that non-illuminated fascia signs could be installed within the limits of the first storey of the building, with a maximum sign area of 15% of the first storey of each building face. This will result in fascia signs that respect the pedestrian scale, the scale of the building and the planned architectural character of the corridor.

The applicant rejected the option of installing non-illuminated fascia signs within the limits of the first storey of the building and has requested that the matter be considered by Planning and Development Committee.

Financial Impact

The recommendation contained herein does not have any financial impact to the City of Mississauga

Conclusion


The requested variance to permit two (2) illuminated fascia signs on the second storey of the building, with a sign face area of 3.2 m² (34.44 ft.²) and 2.38 m² (25.62 ft.²), respectively should be refused. The fascia signs as proposed on the second storey of the building, do not respect the planned pedestrian scale, character and urban design vision for the Downtown Cooksville Character Area and the Hurontario LRT Corridor.

Attachments

Appendix 1: Site Plan

Appendix 2: West Elevation

Appendix 3: North Elevation



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Erinma Chibututu, Urban Designer

Site Plan



775 Pacific Rd. Unit 35 - Oakville, ON L6L 6M4
 TEL: 905.338.7446 FAX: 905.338.7437
 www.aboutsigns.ca vinyl@aboutsigns.ca

SHOP DRAWING

About Signs contact: Steve Crawford
 Designer: Diego Franz

Project Name: Red Door Dental
 Location: 3121 Hurontario St,
 Mississauga, ON L5A 2G9
 Date: April 26th 2017



*from Mississauga maps

Sign ① West Elevation - 6.4m to the property line

Sign ② North Elevation - 9m to the property line

A001-Site Plan

West Elevation



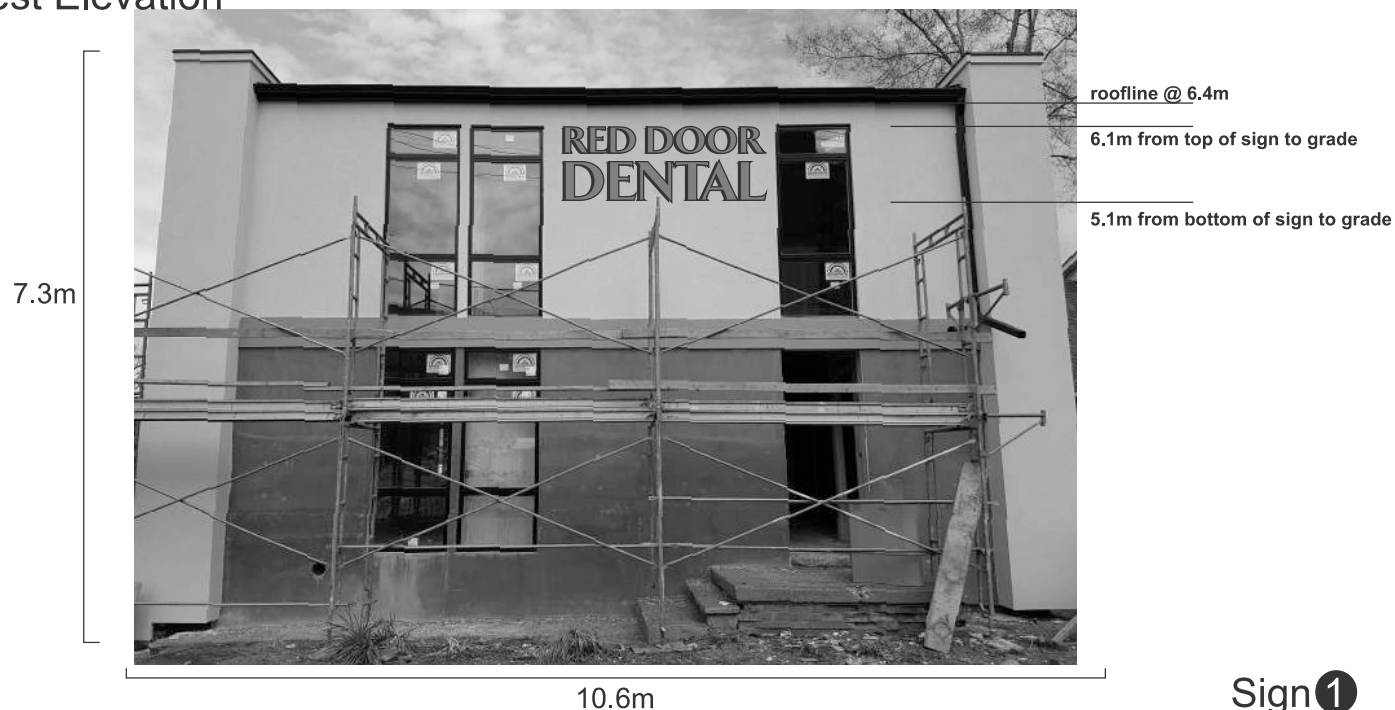
775 Pacific Rd. Unit 35 - Oakville, ON L6L 6M4
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SHOP DRAWING

About Signs contact: Steve Crawford
Designer: Diego Franz

Project Name: Red Door Dental
Location: 3121 Hurontario St,
Mississauga, ON L5A 2G9
Date: April 26th 2017

Sign 1 West Elevation



S001-Elevation

Sign 1

Facade = 7.3m x 10.6m = 77.38m²
Sign = 0.96m x 2.48m = 2.38m²
Sign coverage = 3%



775 Pacific Rd. Unit 35 - Oakville, ON L6L 6M4
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SHOP DRAWING

About Signs contact: Steve Crawford
 Designer: Diego Franz

Project Name: Red Door Dental
 Location: 3121 Hurontario St,
 Mississauga, ON L5A 2G9
 Date: April 26th 2017

Sign ② North Elevation

7.3m



roofline @ 6.4m

6.1m from top of sign to grade

5m from bottom of sign to grade

8.5m



S002-Elevation

Sign ②

Facade = 7.3m x 8.5m = 62m²
 Sign = 2.9m x 1.1m = 3.2m²
 Sign coverage = 5.1%

City of Mississauga

Corporate Report



Date: October 16, 2020 To: Chair and Members of Planning and Development Committee	Originator's file: OZ 20/002 W1
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: November 9, 2020

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan amendment and rezoning applications to permit 4 four-storey townhomes

2207 Dixie Road, northeast corner of Dixie Road and Venta Avenue

Owner: 272694 Ontario Ltd. (c/o Fountain Hill Construction and Consulting)

File: OZ 20/002 W1

Recommendation

That the report dated October 16, 2020, from the Commissioner of Planning and Building regarding the applications by 272694 Ontario Ltd. (c/o Fountain Hill Construction and Consulting) to permit 4 four-storey townhomes, under File OZ 20/002 W1, 2207 Dixie Road, be received for information.

Background

On February 13, 2020 the applications were deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

The applications were appealed by the applicant to the Local Planning Appeal Tribunal (LPAT) for non-decision on September 15, 2020. Nonetheless, the applicant has verbally indicated that they intend to submit additional information identified through the City's first circulation. A case management conference has not yet been scheduled.

It is important to acknowledge that the *Planning Act* provides only 120 days for Council to render a decision. Because Mississauga's Council prides itself at ensuring appropriate engagement with the community on development applications, meeting this timeline is almost impossible assuming a community meeting, a public meeting, and a final recommendation

meeting are to be conducted within the stated timeframe. The challenges with the timeline are typically accepted by applicants who prefer to see the process through before exercising their right to appeal to LPAT.

PROPOSAL

The official plan amendment and rezoning applications are required to permit 4 four-storey townhomes. The applicant is proposing to amend the official plan designation from **Residential Low Density I** to **Residential Medium Density**. The zoning by-law will also need to be amended from **R3-75** (Detached Dwellings – Exception) to **RM4-Exception** (Townhouses – Exception) to implement this development proposal. The townhomes will be standard condominiums, with commonly owned driveways, parking and landscaped open space areas. Driveway access to the units will be provided from Venta Avenue.

During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

Comments

The property is located at the northeast corner of Dixie Road and Venta Avenue within the Sherway West area of the Lakeview Neighbourhood Character Area. The site is currently occupied by a detached bungalow with a number of trees located on the property and on the public boulevard.



Aerial image of 2207 Dixie Road



Applicant's rendering of the proposed townhome elevation fronting Dixie Road

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review. Additional information and details are found in Appendix 1, Section 5.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 8.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

Most agency and City department comments have been received and in general reflect issues of a technical nature; however, a key issue to be addressed pertains to compatibility of the proposed development with the character of the area and Mississauga Official Plan policies. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and public comments reviewed. Council will need to provide direction to Legal Services with respect to the City's position on the project for the LPAT hearing when the Recommendation Report is presented to a future Planning and Development Committee meeting.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Paul Stewart, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: 272694 Ontario Ltd. (c/o Fountain Hill Construction and Consulting)

2207 Dixie Road

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1. Site History

- Based on available aerial photography, the subject site was developed with a detached home prior to the construction of the surrounding subdivisions in the 1950s and 1960s.
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **R3** (Detached Dwellings-Typical Lots) which permits detached dwellings.
- November 14, 2012 – Mississauga Official Plan came into force except for those sites/policies which have been appealed. The subject lands are designated Residential Low Density I in the Lakeview Neighbourhood Character Area.
- June 24, 2015 – Council approved city initiated zoning amendments which rezoned the lands to **R3-75** (Detached Dwelling – Exception Zone) and established a maximum height for a flat roof of 7.5 m (24.6 ft.) and then later established a maximum height – highest ridge sloped roof of 9.5 m (31.2 ft.) along with maximum height of eaves and dwelling depth requirements. These amendments were prepared for large portions of Ward 1 and do not preclude a more detailed examination on a site-by-site basis.
- March 16, 2017 – The Committee of Adjustment approved consent and minor variance applications that severed the rear portion of the property and permitted a detached dwelling fronting Venta Avenue. The retained lot was the subject of a subsequent minor variance application, approved on September 14, 2017, to permit enlargement of

the corner day light triangle and reduction in the required lot area. The retained lot is the subject of the development proposal.

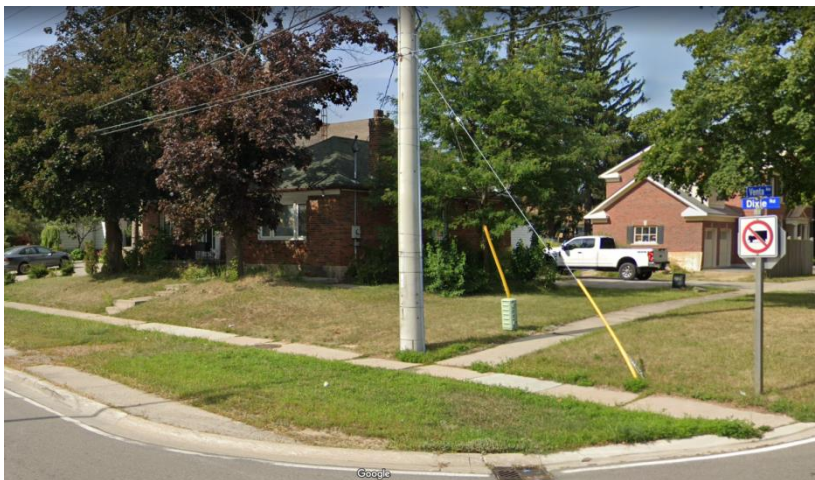
2. Site and Neighbourhood Context

Site Information

The property is located at the northeast corner of Dixie Road and Venta Avenue within the Sherway West area of the Lakeview Neighbourhood Character Area. The site is relatively flat and is currently occupied by a vacant detached bungalow, with a number of trees located on the property and on the public boulevards.

The site has frontage on Dixie Road which is a Regional Arterial Road with interchanges at the Queen Elizabeth Way to the south and Highway 403 to the north. Venta Avenue is a local road that serves the neighbourhood. The property is within approximately 800 m (2,625 ft.) of the Dixie GO Station. The sight triangle at the corner of Dixie Road and Venta Road is under municipal ownership in order to ensure there are no obstructions and that motorists can see oncoming traffic.

Property Size and Use	
Frontage:	25.0 m (82.0 ft.)
Depth:	30.4 m (99.7 ft.)
Gross Lot Area:	0.07 ha (0.17 ac.)
Existing Uses:	One storey detached dwelling



Existing conditions facing northeast

Surrounding Land Uses

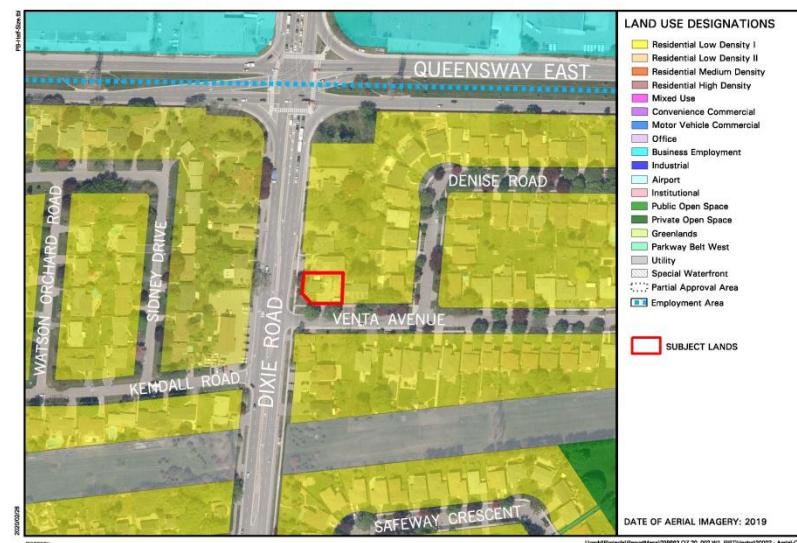
The area is predominately residential with the lots that front onto Dixie Road tending to be wider and deeper than those created in the adjacent subdivisions.

Lands immediately to the north of the property were subject to a severance application to create an additional residential lot in 2005. The Committee of Adjustment refused to grant the severance on grounds it was not suitable for residential development and it was not compatible with the character of the area. The Ontario Municipal Board subsequently approved the severance and the building permit for the residential detached dwelling was issued in 2012.

In addition to residential uses, a number of properties fronting Dixie Road have been granted permission from the Committee of Adjustment to allow office uses, including Dixie Dental (three lots to the north) and the Dixie Road Medical Building across the street. The Committee of Adjustment also authorized the operation of a chiropractic clinic on the subject property in 2002.

The surrounding land uses are generally:

- North: Detached homes, and north of the Queensway, the Dixie Employment Area
- East: Detached homes
- South: Detached homes, hydro corridor
- West: Detached homes



Aerial photo of 2207 Dixie Road

The Neighbourhood Context

The subject property is located on the edge of an established residential area characterized by detached homes on mature tree lined streets situated on relatively wide lots that were developed in the 1950s and 1960s.

Development along Dixie Road predates the surrounding subdivisions and the character is more varied given different building setbacks, amount of landscaping, land uses (residential/office) and parking (amount/location).

Dixie Road is identified as a Corridor in Mississauga Official Plan.



Aerial Photo Of 2207 Dixie Road Immediate Vicinity

Demographics

Based on the 2016 census, the existing population of the Lakeview Neighbourhood Character Area was 21,520 people with a median age of 45 (compared to the City's median age of 40). 67% of the neighbourhood population are of working age (15 to 64 years of age), with 14% children (0-14 years) and 18% seniors (65 years and over).

The existing population for the Sherway West area was 1,590 people in the year 2016, which represents a 2.2% decline from the year 2011 when there were 1,625 people in the area.

Other Development Applications

There are no active development applications in the immediate vicinity of the subject property; however, in the broader area along Dixie Road, the following applications have been approved or are in process:

- A development application for 26 detached homes on a condominium road and public road was approved for lands that front Primate Road, Wealthy Place, and Dixie Road (north of the Queen Elizabeth Way) in November 2019.
- A development application for 22 detached homes on a condominium road was submitted in 2019 for lands that front Cormack Crescent which is in close proximity to Dixie Road (south of the Queen Elizabeth Way).

Community and Transportation Services

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

The area is well served by City of Mississauga parks and green spaces: Laughton Heights Park, and Fred Halliday Park are within approximately 500 m (1,640 ft.) radius of the site. Laughton Heights Park is the closest at less than 300 m (984 ft.) from the subject property and includes a playground, basketball net/multi-use pad, outdoor fitness equipment and two tennis courts.

The site is within approximately 800 m (2,625 ft.) of the Dixie GO Station which provides one way rush hour train service on the Milton line. The site, however, is not within the draft Dixie GO Station Major Transit Station Area, prepared by the Region of Peel, which determined that the Queensway represented the southern boundary of the MTSA.

Bus service is available in off-peak periods.

The following major MiWay bus routes currently service the site:

- Route 4 – Sherway Gardens
- Route 5 – Dixie

The Route 5 Bus provides access to the Dixie GO station, 0.8 km (.5 mi) to the north and the Long Branch GO station, 4.0 km (2.5 mi) to the southeast.

Dixie Road is a Regional Arterial Road with a designated right-

of-way of 45 m (148 ft.). The roadway is four lanes wide plus turning lanes and a centre median in front of the subject property. There is an existing multi-use trail along the west side of Dixie Road and Mississauga Official Plan identifies it as a primary on-road long term cycling route.

3. Project Details

The applications are to amend the official plan and zoning by-law to permit four townhouse dwellings that are each four storeys in height. The townhouses will form a standard condominium with commonly owned driveways, parking spaces, and landscape open space areas.

Development Proposal	
Applications submitted:	Received: January 17, 2020 Deemed complete: February 13, 2020
Applications appealed to the Local Planning Appeal Tribunal (LPAT)	September 15, 2020
Developer/ Owner:	272694 Ontario Ltd. (c/o Fountain Hill Construction and Consulting)
Applicant:	Glenn Schnarr & Associates
Number of units:	4 units
Existing Gross Floor Area:	Existing detached dwelling will be demolished
Proposed Gross Floor Area:	853 m ² (9,182 ft ²)
Proposed Gross Floor Area Per Dwelling:	Interior Units : 208 m ² (2,240 ft ²) Exterior Units: 218 m ² (2,350 ft ²)
Height:	4 storeys

Development Proposal		
Lot Coverage:	45%	
Floor Space Index:	1.2	
Landscaped Area:	33%	
Road Type:	Townhouses will front on Dixie Road, however, vehicular access will be provided by a driveway to Venta Avenue.	
Anticipated Population:	12* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	8	8
visitor spaces	<u>1</u>	<u>1</u>
Total	9	9
Accessible Visitor Parking Spaces	1	0
Green Initiatives:	<ul style="list-style-type: none"> • Permeable Pavement • Native vegetation plantings • Stormwater quality control measures 	

- List of Low Impact Design Features
- Arborist Report/Tree Inventory/Tree Preservation Plan
- Traffic Operations Study
- Functional Servicing & Stormwater Management Report
- Concept Site Grading
- Phase 1 Environmental Site Assessment
- Draft Official Plan and Zoning By-law Amendments
- Survey and Easements

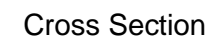
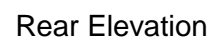
Supporting Studies and Plans

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>:

- Planning Justification Report
- Aerial Context Map
- Preliminary Site Plan
- Building Elevations/ Building Sections and Details
- Preliminary Floor Plans
- Sun/Shadow Impact Study
- Acoustical Feasibility Study

[illegible]

Site Plan



4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

The site is designated **Residential Low Density I** which permits detached, semi-detached, and duplex homes. The Lakeview Local Area Plan permits a maximum height of 3 storeys on the site.

Proposed Designation

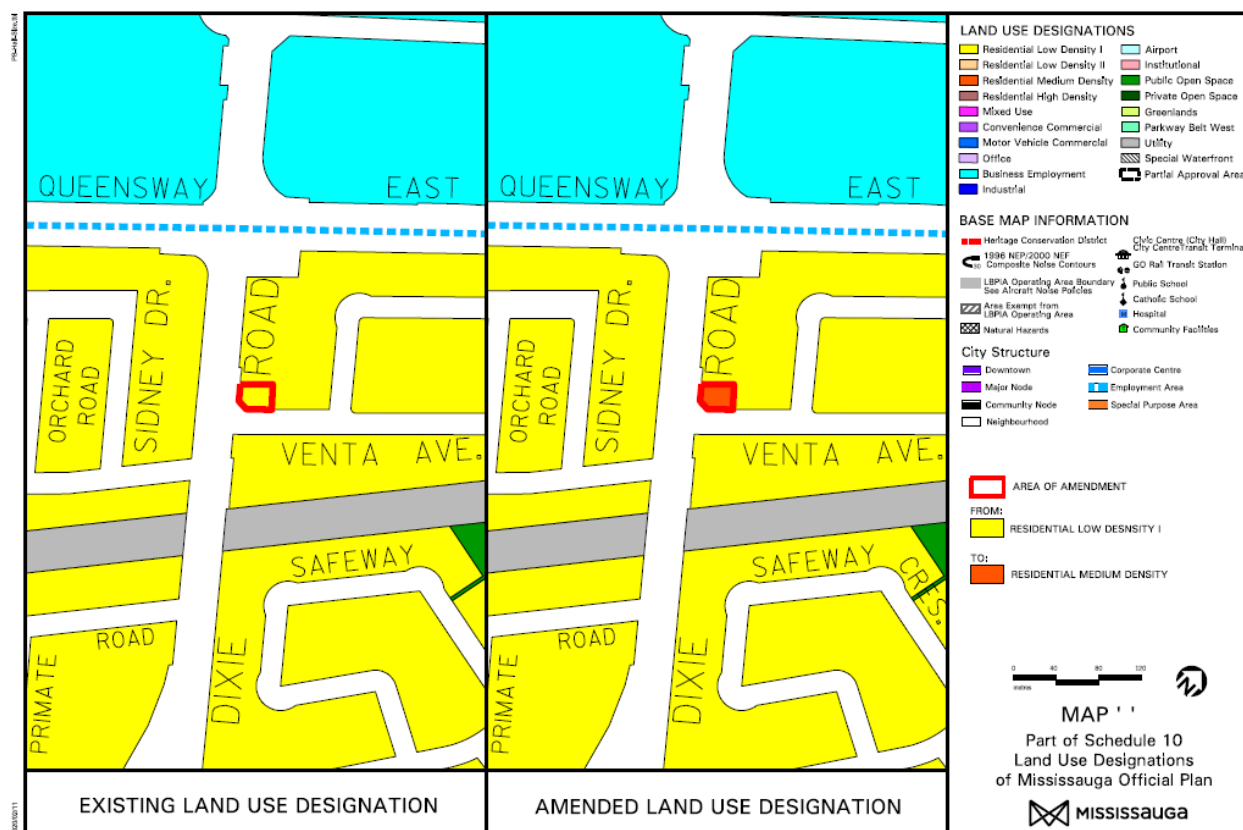
The **Residential Medium Density** designation is proposed for Schedule 10 Land Use Designations to allow for the townhouses.

A maximum height of 4 storeys is proposed for the site which will require an amendment to Map 3 Lakeview Local Area Plan Height Limits.

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

Note: Detailed information regarding relevant Official Plan policies are found in Section 5.

Excerpt of Lakeview Neighbourhood Character Area



Mississauga Zoning By-law

Existing Zoning

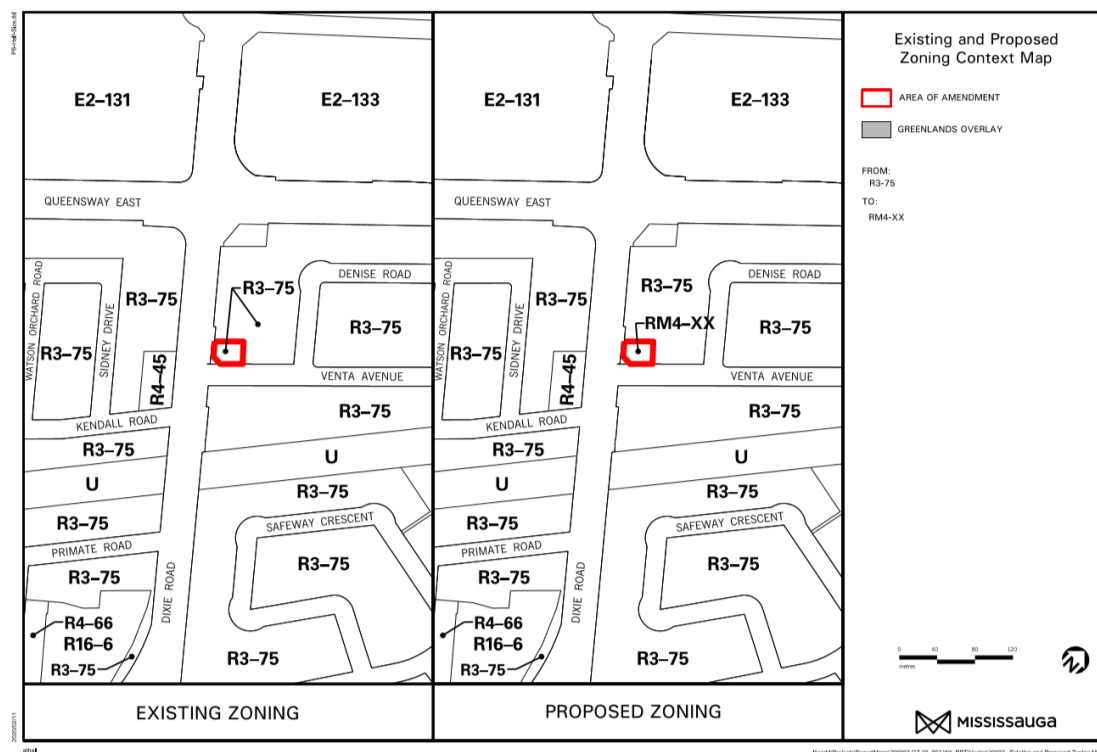
The subject site is currently zoned **R3-75** (Detached Dwellings – Exception), which permits:

- detached homes with a minimum lot frontage of 15 m (49 ft.) for an interior lot and 19.5 m (64 ft.) for a corner lot
- maximum height – highest ridge sloped roof: 9.5 m (31 ft.)
- maximum height – flat roof 7.5 m (25 ft.)
- maximum height of eaves – 6.4 m (21 ft.)
- maximum dwelling unit depth – 20 m (66 ft.)

Proposed Zoning

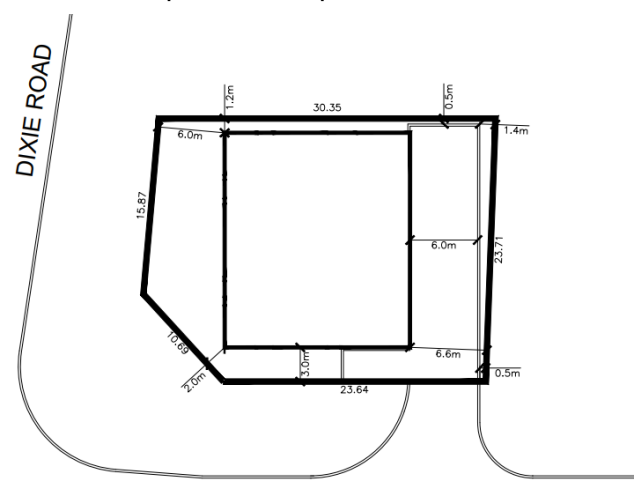
The applicant is proposing **RM4-Exception** (Townhouses – Exception), which permits condominium townhouses along with amendments to the RM4 base zone standards.

Through processing of the application staff may recommend a more appropriate zoning.



Proposed Zoning Regulations

Zone Regulations	RM4 Zone Regulations	Proposed Amended RM4 – Exception Zone Regulations
Minimum lot area per dwelling unit	200 m ² (2,153 ft ²)	175 m ² (1,884 ft ²)
Minimum lot frontage	30.0 m (98 ft.)	23.0 m (75 ft.)
Minimum dwelling unit width	5.0 m (16.4 ft.)	4.5 m (14.8 ft.)
Minimum landscaped area	40% of lot area	33% of lot area
Minimum lot line setbacks		
<ul style="list-style-type: none"> from the front, side and/or rear wall of a townhouse, inclusive of stairs, to a street line 	7.5 m (24.6 ft.)	6.0 m (19.7 ft.)
<ul style="list-style-type: none"> from the front and/or side wall of a townhouse to all other street lines 	4.5 m (14.8 ft.)	2.0 m (6.6 ft.) to daylight triangle 3.0 m (9.8 ft.) to Venta Road
<ul style="list-style-type: none"> from the side wall of a townhouse to a lot line that is not a street line 	2.5 m (8.2 ft.)	1.2 m (3.9 ft.)
<ul style="list-style-type: none"> from the rear wall of a townhouse to a lot line that is not a street line 	7.5 m (24.6 ft.)	6.6 m (21.7 ft.)
Minimum internal setbacks		
<ul style="list-style-type: none"> from a front and/or side wall of townhouse to a condominium road, sidewalk or visitor parking space 	4.5 m (14.8 ft.)	0.7 m (2.3 ft.)
<ul style="list-style-type: none"> from a garage face to a condominium road or sidewalk 	6.0 m (19.7 ft.)	0 m (0 ft.)
<ul style="list-style-type: none"> from a rear wall of townhouse to a condominium road or walkway 	7.5 m (24.6 ft.)	0 m (0 ft.)
Maximum Projections		
<ul style="list-style-type: none"> of an awning attached to the front wall of a townhouse beyond the buildable area as shown on Schedule RM4-XX 	0.6 m (2.0 ft.)	1.0 m (3.3 ft.)
Maximum height ¹⁾	10.7 m (35.1 ft.) and 3 storeys	11.2 m (36.7 ft.) and 4 storeys
Minimum width of a condominium road/aisle	7.0 m (23 ft.)	6.0 m (19.7 ft.)
Tandem parking spaces within an attached garage	Zoning does not specifically permit	Tandem parking spaces within an attached garage shall be permitted

Zone Regulations	RM4 Zone Regulations	Proposed Amended RM4 – Exception Zone Regulations
Maximum driveway width	3.0 m (9.8 ft.)	3.6 m (11.8 ft.)
Minimum setback between a visitor parking space and a street	4.5 m (14.8 ft.)	0.5 m (1.6 ft.)
Minimum building setback from the centerline of a 40.0 m designated right-of-way	22.5 m (73.8 ft.) + required setback of 7.5 m (24.6 ft.)	18.6 m (61 ft.) + proposed setback of 6.0 m (19.7 ft.)
Minimum number of required accessible parking spaces	1	0
<p>1) Height means, with reference to the height of a townhouse, the vertical distance between the context grade and the mean height level between the eaves and highest point of the flat roof where there is a flat roof on top of a sloped roof.</p> <p>Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.</p>		
<p>Proposed Exception Schedule</p>  <p>The diagram illustrates a proposed building layout on a lot. The lot is bounded by DIXIE ROAD to the north and VENTA AVENUE to the south. The building footprint is a rectangle with a central square. The setbacks from the lot boundaries are as follows: 6.0m from the north boundary, 3.0m from the south boundary, 1.2m from the west boundary, 0.5m from the east boundary, 1.4m from the north boundary, 23.71m from the east boundary, 0.5m from the south boundary, 23.64m from the west boundary, 2.0m from the south boundary, 10.89m from the west boundary, and 15.87m from the north boundary. The building dimensions are 30.35m by 23.64m.</p>		

5. Summary of Applicable Policies

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	Selected Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>The PPS, 2020 came into effect on May 1, 2020 (PPS Part II)</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>Healthy, liveable and safe communities are sustained by promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (PPS 1.1.1 e)</p> <p>Communities are sustained by improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society (PPS 1.1.1 f)</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 shall be based on densities and a mix of uses which efficiently use land, resources, infrastructure, and public service facilities. (PPS 1.1.3.2.a and b)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Planning authorities shall prepare for the impacts of a changing climate by promoting compact form and a structure of nodes and corridors (PPS 1.8.1 a)</p>
Growth Plan for the Greater Golden	The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area.	Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas

Policy Document	Legislative Authority/Applicability	Selected Key Policies
Horseshoe (Growth Plan)	All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)	<p>with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</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>Within all major transit station areas (generally defined as an approximate 500 to 800 metre radius of a station), development will be supported, where appropriate, by providing a diverse mix of uses to support transit. (Growth Plan 2.2.4.9 a). The Region of Peels draft MTSA boundary for the Dixie GO station did not include the subject site within the MTSA boundary.</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>
Region of Peel Official Plan (ROP)	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>The ROP identifies the subject lands as being located within Peel's Urban System</p> <p>General objectives of ROP, as outlined in Section 5.3, 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>

Relevant Mississauga Official Plan Policies

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, Parkway Belt West Plan 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) and Provincial Policy Statement 2020.

The subject site is within an 800 m (2,625 ft.) radius of the Dixie GO Station. The Region of Peel is currently studying all Major Transit Station Areas to determine appropriate boundaries and ensure land uses and built form are appropriate. Until then, the current Mississauga Official Plan policies in effect continue to apply and will be used to review and development proposals for the site.

The lands are located within the Lakeview Neighbourhood and are designated **Residential Low Density I**. The **Residential Low Density I** designation permits detached homes, semi-detached homes, and duplex homes.

The applicant is proposing to change the designation to **Residential Medium Density** to permit townhouse dwellings. 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.

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

	Specific Policies	General Intent
Chapter 4 Vision	Section 4.4.3 Section 4.4.6 Section 4.4.7 Section 4.5	Mississauga Official Plan subscribes to key guiding principles, including preserving the character and livability of communities, providing a range of housing and the creation of distinct and vibrant communities. Mississauga Official Plan policies implement the guiding principles.
Chapter 5 Direct Growth	Section 5.1.2 Section 5.1.3 Section 5.1.4 Section 5.1.6 Section 5.1.7 Section 5.3 Section 5.3.5.1 Section 5.3.5.2 Section 5.3.5.3 Section 5.3.5.5 Section 5.3.5.6 Section 5.4.4	Mississauga will ensure there is adequate land capacity to accommodate growth that will be directed to appropriate locations with most of the growth 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. Mississauga will protect and conserve the character of stable residential Neighbourhoods. Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. Residential intensification within Neighbourhoods will generally occur through infilling.

	Specific Policies	General Intent
	Section 5.4.5	<p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres. Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p>
Chapter 6 Value The Environment	Section 6.10.3 Section 6.10.3.2 Section 6.10.3.3 Section 6.10.3.5	<p>As intensification occurs in the Downtown, Major Nodes, Community Nodes and along Corridors, road noise will increasingly be of concern. Careful attention must be paid to site planning and building design techniques to mitigate noise levels consistent with an urban environment.</p> <p>Residential development or development that includes outdoor living areas will not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed limits specified by the applicable Provincial Government environmental noise guideline. A detailed noise impact study will be required to demonstrate that every effort has been made to achieve the sound level limits specified by the applicable Provincial Government environmental noise guideline, for an outdoor living area (55 dBA or less). Only in cases where the required noise attenuation measures are not feasible for technical, economic, aesthetic or administrative reasons would excess noise above the limit (55 dBA) be acceptable, with a warning clause to prospective purchasers, consistent with the applicable Provincial Government environmental noise guideline. In these situations, any excess noise above the limit will not be acceptable if it exceeds 60 dBA.</p> <p>Development with a residential component such as dwellings, or any development which includes bedrooms, sleeping quarters, living rooms or reading rooms which will be subject to high levels of traffic noise, will only be permitted if it includes structural features which result in interior noise levels that comply with the indoor standards specified by the applicable Provincial Government environmental noise guideline.</p> <p>Where the acoustical analysis indicates that anticipated sound levels in the outdoor living area would exceed the outdoor sound level limits stipulated by the applicable Provincial Government environmental noise guideline by up to five dBA, Mississauga will require tenants and purchasers to be notified of such. Notice will also be required when road noise necessitates central air conditioning or the provision for central air conditioning to achieve the indoor noise levels limits stipulated by the Provincial Government environmental noise guideline.</p>

	Specific Policies	General Intent
Chapter 7 Complete Communities	Section 7.1.6 Section 7.1.10 Section 7.2.1 Section 7.2.2 a Section 7.2.3	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p> <p>When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area.</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.</p> <p>Mississauga will provide opportunities for the development of a range of housing choices in terms of type, tenure and price;</p> <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.</p>
Chapter 8 Multi-Modal City	8.4.1	Off-street parking facilities will provide for the needs of people with disabilities
Chapter 9 Build A Desirable Urban Form	Section 9.1.1 Section 9.1.3 Section 9.1.5 Section 9.1.10 Section 9.2.2 Section 9.2.2.3 Section 9.2.2.6 Section 9.3.1.7 Section 9.4 Section 9.4.3 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.3 Section 9.5.1.5 Section 9.5.1.9 Section 9.5.1.12 Section 9.5.2.4 Section 9.5.2.6 Section 9.5.3 Section 9.5.4	<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.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</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.</p> <p>The city vision will be supported by site development that: a. respects the urban hierarchy; b. utilizes best sustainable practices; c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; and e. employs design excellence.</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will: a. respect existing lotting patterns; b. respect the continuity of front, rear and side yard setbacks; c. respect the scale and character of the surrounding area; d. minimize overshadowing and overlook on adjacent neighbours; e. incorporate stormwater best management practices; f. preserve mature high quality trees and ensure replacement of the tree canopy; and g. be designed to respect the existing scale, massing, character and grades of the surrounding area.</p>

	Specific Policies	General Intent
		<p>Development on Corridors will be encouraged to: a. assemble small land parcels to create efficient development parcels; b. face the street, except where predominate development patterns dictate otherwise; c. not locate parking between the building and the street; d. site buildings to frame the street; e. support transit and active transportation modes; f. consolidate access points and encourage shared parking, service areas and driveway entrances; and g. provide concept plans that show how the site can be developed with surrounding lands.</p> <p>Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.</p> <p>Mississauga is committed to accessibility through barrier free universal design.</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development.</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.</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 microclimatic conditions are mitigated.</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.</p> <p>Development proponents will be required to demonstrate the successful application of universal design principles and compliance with legislated standards.</p>
Chapter 11 General Land Use Designations	11.2.3 11.2.5.3 11.2.5.5	<p>The subject site is designated Residential Low Density I.</p> <p>In addition to the Uses Permitted in all Designations, lands designated Residential Low Density I will also permit the following uses:</p> <ul style="list-style-type: none"> • Detached dwelling; • Semi-detached dwelling; and

	Specific Policies	General Intent
		<ul style="list-style-type: none"> Duplex dwelling <p>The development application proposes to redesignate the subject site to Residential Medium Density which permits all forms of townhouse dwellings.</p>
Chapter 16 Neighbourhoods	16.1.1.1 16.1.2.1	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements (the Lakeview Local Area Plan includes a height limit of 3 storeys for this site)</p> <p>To preserve the character of lands designated Residential Low Density I and Residential Low Density II, the minimum frontage and area of new lots will be evaluated in the context of the existing lot pattern in the surrounding area.</p>
Chapter 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendments as follows:</p> <ul style="list-style-type: none"> 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; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; 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.

Relevant Lakeview Local Area Plan Policies

	Specific Policies	General Intent
Chapter 1.0	Section 1.0	There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Lakeview. In these cases, this Area Plan elaborates on, or provides exceptions to, the policies or schedules of the principal document.
Chapter 5.0 Vision	Section 5.0 Section 5.2.2	<p>Neighbourhoods in Lakeview are stable and offer a variety of housing choices. It is recognized that some change will occur, and development should provide appropriate transition to the existing stable areas, and protect the existing character and heritage features</p> <p>Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area</p>

	Specific Policies	General Intent
Chapter 6.0 Direct Growth	Section 6.1.1 Section 6.1.2 Section 6.1.3	<p>Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites.</p> <p>Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types.</p> <p>Intensification will be sensitive to the existing character of the residential areas and the planned context.</p>
Chapter 10 Complete Communities	Section 10.1.1 Section 10.1.2 Section 10.1.2.1 b Section 10.3.3	<p>Development should reflect one to two storey residential building heights and will not exceed three storeys.</p> <p>This residential area will be maintained while allowing for infill which enhances and is compatible with the character of the area.</p> <p>Future redevelopment of properties will address appropriate transition to adjacent residential uses</p> <p>For the development of standard and common element condominium townhouse dwellings, the following will be addressed, among other items: a. they can fit into the existing lotting pattern of the community; b. they provide an appropriate transition from low built form to higher built forms; c. they have an appropriate minimum lot depth to accommodate elements such as landscaping and parking; d. they are located on, or in proximity to transit routes; and e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a streetscape that is compatible with adjacent neighbourhoods.</p>
Appendix 1 Built Form Standards	Section 1.2 Section 2.2.3.2	<p>Building a desirable urban form is a key principle of the Mississauga Official Plan. The Standards is intended to provide further guidance of the policies in the Mississauga Official Plan and the Lakeview Local Area Plan. The Standards establishes and illustrates general requirements to achieve a high quality urban form, site development and public realm.</p> <p>For new Townhouse Standard Condominiums the following criteria will apply:</p> <ol style="list-style-type: none"> The maximum height for a townhouse dwellings will be 10.7 m; The minimum unit width of a townhouse unit will be 6.0 m; The minimum front yard setback from a street will be 6.0 m; The maximum number of townhouses in a consecutive row will be 8 units; The maximum stairs to the front door of any unit is 3 risers from the established grade of the dwelling unit; Garages will not project beyond the main face of the dwelling unit. They will be flushed, recessed or may be located at the rear of the unit; The garage of any townhouse unit will not be more than 50% of the width of the unit; The driveway width of a townhouse unit will not be more than 50% of the front yard or 1.0 m wider than the width of the garage whichever is smaller; All units will have a designated parking space in front of their unit or located underground; Visitor parking will be centrally located, not visible from a public road and will be well screened from existing and proposed dwellings; Condominium townhouse developments greater than 20 units will provide a centrally located private amenity space; A minimum of 3.0 m will be required between blocks of units. A minimum of 4.5 m will be required between

	Specific Policies	General Intent
		<p>blocks of units that have a walkway;</p> <p>m. Hydro and gas metre walls should be required to be located internal to the site and will not be visible from the street;</p> <p>n. No service/loading, mailboxes or garbage area will be located along the frontage of the public road or visible from the public road;</p> <p>o. Entrances to new development will not be through established or existing lots, but will be from major roads and routes. The entrances to new developments will be flanked by dwellings within the new development itself</p> <p>p. Fencing requirements will be minimized with built form acting as the prominent feature along all frontages. All fencing is to be returned within a maximum of 3.0 m of the rear corner of the dwelling; and</p> <p>q. End units exposed to an external or internal road will be required to have upgraded elevations.</p>

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>1 Kindergarten to Grade 5 1 Grade 6 to Grade 8 1 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Westacres Public School</p> <p>Enrolment: 291 Capacity: 248 Portables: 2</p> <p>Allan A. Martin Sr. Public School</p> <p>Enrolment: 498 Capacity: 524 Portables: 2</p> <p>Cawthra Park Secondary School</p> <p>Enrolment: 1,309 Capacity: 1,044 Portables: 5</p>	<p>Student Yield:</p> <p>1 Kindergarten to Grade 8 1 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St. Edmunds</p> <p>Enrolment: 351 Capacity: 237 Portables: 3</p> <p>St. Paul Secondary School</p> <p>Enrolment: 489 Capacity: 807 Portables: 0</p>

7. Community Comments

As of the date of this report, no community meetings have been held; however, staff attended a meeting with executives of the Sherway Homeowner's and Recreation Association on March 4, 2020 to discuss the proposed development and associated planning process.

Written comments have also been received by the Planning and Building Department. The following represent a general summary of the comments provided to date:

- The proposed townhouses do not fit into the neighbourhood structure and are too dense given the low density single detached home character of the area
- The proposed townhouses at four storeys are too tall given the predominately two storey heights in the area
- The proposal will establish a bad precedent, resulting in "lot splitting" and four storey townhouses being developed throughout the established low density neighbourhood
- Venta Avenue cannot withstand the increased volume of traffic getting in and out onto Dixie Road

A virtual community meeting is also scheduled for October 21, 2020. Issues raised at that meeting will be reported on and addressed in the recommendation report.

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (March 26, 2020 and September 16, 2020 September 21, 2020)	<p>A Regional Official Plan Amendment is not required.</p> <p>The Region shall require the use of Low Impact Development approaches where no site specific constraint exists. Stormwater management techniques shall be implemented to the satisfaction of the Region of Peel.</p> <p>The Region will provide curbside collection of garbage, recyclable materials, bulky items, source separated organics and yard waste subject to the following conditions being met and labeled on the site plan, prior to the City's Recommendation report:</p> <ul style="list-style-type: none"> • Each dwelling unit must have its own identifiable collection point; • The collection point must be along the curb, adjacent to the driveway, and must be directly accessible to the waste collection vehicle and free of obstructions such as parked cars; • Each collection point must be at least 3 metres by 1 metre • The sidewalk will need to be set-back to allow frontage for the set-out carts as the collection vehicle is not permitted to collect across sidewalks • Each dwelling unit must have its own identifiable waste storage area sufficient in size for garbage, recycling, and source separated organics carts, overflow waste, yard waste, and bulky items. <p>Landscaping, signs, fences or other encroachments are not permitted within the Region's easements and/or right-of-way limits.</p> <p>Traffic engineering has reviewed the Operations Study prepared by Nexttrans and has no comment.</p> <p>The Region agrees with the Noise Feasibility Study analysis provided noise mitigation features and appropriate warning clauses outlined in the study are implemented.</p> <p>The Region recommends that adequate setbacks are to be provided to accommodate street trees.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (March 31, 2020)	<p>The Dufferin-Peel Catholic 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.</p> <p>The Peel District School Board responded that City of Mississauga Resolution 152-98 applies to this application, therefore prior to final approval, the City of Mississauga shall be advised by the School Board that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board for this plan.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require</p>

Agency / Comment Date	Comments
	certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.
City Community Services Department – Park Planning Section (March 25, 2020)	<p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required 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 Bylaws.</p> <p>Warning clauses are to be included in the Development Agreement pertaining to tree planning and street tree contributions and payment of cash-in-lieu of parkland.</p>
City Community Services Department – Fire and Emergency Services (April 23, 2020)	Fire has reviewed the application and from an emergency response perspective there are no concerns. Fire hydrants are not indicated on the drawings. If hydrant coverage does not meet requirements of bylaw 1036-81 then additional fire hydrants will be required.
City Community Services Department – Forestry (February 26, 2020)	Tree preservation and protection will be addressed as part of site plan approval process. Tree removal application is required for injury or removal of trees and will be addressed through site plan approval process.
City Transportation and Works Department (February, March and April 2020)	<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.</p> <p>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 Report (FSR), prepared by Skira & Associates and dated September 2019, 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 improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to have a storm sewer connect to both Venta Avenue and Dixie Road to service the development lands, with an outlet to the Etobicoke Creek and Applewood Creek, as well as on-site stormwater management controls for the post development discharge. Approval of the proposed plan is also required from Region of Peel as Dixie Road is a Regional Road.</p>

Agency / Comment Date	Comments
	<p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • demonstrate the feasibility of the proposed storm sewer; • demonstrate that there will be no impact on the City's/ Region existing drainage system including how groundwater will be managed on-site, and • identify the type of Soil and the groundwater level. <p><u>Traffic</u> A traffic impact study (TIS), prepared by Nextrans Consulting Engineers. and dated November 2019, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff is not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • Provide an updated Traffic Impact Study addressing all staff comments; • Provide turning templates to evaluate residential parking spaces; • Provide a queue analysis for the driveway entrance to the intersection of Dixie and Venta to ensure both Venta Avenue and the internal driveway can operate efficiently; • Provide an alternative for waste collection and storage; <p><u>Environmental Compliance</u> A Phase 1 Environmental Site Assessment (ESA), dated July 29, 2019 by Brown Associates Limited, was submitted in support of the proposed development. The purpose of the report is to identify if actual or potential environmental sources of contamination may be present in soil or groundwater as a result of current or former activities on the site, to determine if further investigation is required. The report concludes that no significant environmental concerns were identified and that no further investigative work is required. However, the applicant is required to provide additional information in support of that conclusion. In addition, current land use is not clear and should be clarified by a qualified person. A Record of Site Condition may be required in accordance with O. Reg. 153/04.</p> <p><u>Engineering Plans/Drawings</u> The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards. Staff has concerns as the private roadway does not appear to be consistent with the City Standard for a condominium road. All matters pertaining to Dixie Road (i.e. access, drainage requirements, reserves, widenings, etc.) shall be determined to the satisfaction of Regional Municipality of Peel as this road is under their jurisdiction.</p> <p><u>Noise</u> The Noise 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. Noise mitigation will be required. The applicant is required to update the report with additional information to further evaluate the feasibility of any proposed mitigation measures to address noise and in accordance with City and MECP Standards.</p>

Agency / Comment Date	Comments
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"> - Enbridge - Rogers Cable - Mississauga Heritage Division - Conseil Scolaire Viamonde
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Alectra Utilities - Hydro One Networks - Conseil Scolaire de District Catholique Centre-Sud - Bell Canada - Canada Post Corporation - GTAA

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?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks, and built form?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic and parking impacts?
- Resolution of outstanding engineering issues raised by the Transportation and Works Department pertaining, including: grading, noise, environmental, and traffic.

Development Requirements

There are engineering matters including: grading, engineering,

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.

9. Section 37 Community Benefits (Bonus Zoning)

Section 37 community benefits (bonus zoning) is not considered applicable for the current proposal as the proposal does not meet the eligibility requirements of Corporate Policy 07-03-01- Bonus Zoning pertaining to size of development as the proposed gross floor area is 853 m² (9,182 ft²) and the policy requires 5 000 m² (53,821 ft²).

City of Mississauga

Corporate Report



<p>Date: October 16, 2020</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's files: OZ 18/016 W5 and T-M18005 W5</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Meeting date: November 9, 2020</p>

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 5)

Official Plan amendment, rezoning and subdivision applications to permit six condominium apartment buildings with heights of 19, 24, 25, 35, 35 and 37 storeys which will contain 2,433 condominium apartment units and retail and office uses, 16 three storey condominium townhomes, public park, and public and condominium roads 91 and 131 Eglinton Avenue East and 5055 Hurontario Street, North side of Eglinton Avenue East, East of Hurontario Street

Owner: 91 Eglinton Limited Partnership (Liberty Development Corporation)

Files: OZ 18/016 W5 and T-M18005 W5

Recommendation

1. That the applications under File OZ 18/016 W5, 91 Eglinton Limited Partnership, 91 and 131 Eglinton Avenue East and 5055 Hurontario Street to amend Mississauga Official Plan (MOP) and to change the zoning as follows:
 - a. Amend Map 13-4 to delete the existing floor space index (FSI) range between 1.9 – 2.9;
 - b. Redesignate the subject lands east of Thornwood Drive from **Residential Medium Density** to **Residential High Density** to permit the proposed 25 storey apartment building at the southeast quadrant of the site;
 - c. Amend Schedule 10 Land Use Designations from **Residential High Density** and **Residential Medium Density** to **Public Open Space** to permit a public park in the northeast portion of the site;
 - d. Amend Schedules 1 Urban System, 1a Urban System – Green System, 4 Parks and Open Spaces by adding land to the Public and Private Open Spaces;
 - e. Delete the subject property from **Residential High Density – Special Site 2** of the Uptown Major Node Character Area and add **Residential High Density – Special Site 8** to the Uptown Major Node Character Area to permit a maximum

floor space index (FSI) of 5.6, a minimum of 1 300 m² (13,993 ft²) of retail commercial and office space, and three apartment buildings with heights of 35, 35 and 37 storeys;

- f. To change the zoning from **D** (Development) to **RA5-Exception** (Apartments) to permit a maximum of 2,500 condominium apartment units and 20 three storey condominium townhomes; to **RM6-13** (Townhouses on a CEC – Road) to permit the completion of the townhome project on abutting lands with 4 three storey common element condominium (CEC) townhomes and to **OS1** (Open Space – Community Park) to permit a public park

be approved subject to the conditions referenced in the staff report dated October 16, 2020 from the Commissioner of Planning and Building.

2. That the draft plan of subdivision under File T-M18005 W5, be approved subject to the conditions referenced in the staff report dated October 16, 2020 from the Commissioner of Planning and Building.
3. That the applicant agrees to satisfy all the requirements of the City and any other external agencies concerned with the development.
4. That the "H" holding symbol is to be removed from the **RA5-Exception** (Apartment) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters, as outlined in the report dated October 16, 2020 from the Commissioner of Planning and Building, have been satisfactorily addressed.
5. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase.

Report Highlights

- The applications are to amend the policies of the official plan, change the zoning by-law and permit a plan of subdivision to allow six condominium apartment buildings with heights of 19, 24, 25, 35, 35 and 37 storeys which will contain 2,433 condominium apartment units and retail and office uses, 16 three storey condominium townhomes, public park, and public and condominium roads
- The applicant has made revisions to the proposal to address issues raised at the Public Meeting and by staff, including a reduction in building heights from 28, 33, 35, 40, 40, and 45 storeys
- Staff are satisfied with the changes to the proposal and find them to be acceptable from a planning standpoint, and recommend that the applications be approved.

Background

A public meeting was held by the Planning and Development Committee on March 4, 2019, at which time an Information Report:

https://www7.mississauga.ca/documents/committees/pdc/2019/2019_03_04_PDC_Agenda.pdf

was received for information. Recommendation PDC-0018 -2019 and PDC-0019-2019 were then adopted by Council on March 27, 2019.

PDC-0018-2019

1. That staff be directed to further process the application without the extension of Belbin Street as a public road connecting with Eglinton Avenue East.
2. That the applicant be required to convey public access easements over the private roadway and adjacent sidewalk, as agreed to by staff, Alectra and the applicant, as a condition of condominium registration, for future pedestrian and vehicular access over these lands at such time as the redevelopment of the plaza site takes place.

PDC-0019-2019

1. That the report dated January 29, 2019, from the Commissioner of Planning and Building regarding the applications by Liberty Development Corporation to permit six apartment buildings with 2,688 units and heights of 28, 33, 35, 40, 40 and 45 storeys, 14 three storey condominium townhomes, 4 three storey common element condominium townhomes, and a public park, under Files T-M18005 W5 and OZ 18/016 W5, 91 and 131 Eglinton Avenue East and 5055 Hurontario Street, be received for information.
2. That the two oral submissions be received.

There were some technical matters that needed to be resolved before the Planning and Building Department could make a recommendation on the applications. Given the amount of time since the public meeting, full notification was provided.

Comments

REVISED DEVELOPMENT PROPOSAL

The applicant has made modifications to the proposed concept plan including:

- Reducing the proposed building heights from 28, 33, 35, 40, 40, and 45 to 19, 24, 25, 35, 35 and 37 storeys
- Decreasing the number of apartment units from 2,668 to 2,433
- Adding a minimum of 1 300 m² (13,993 ft.²) of required non-residential gross floor area
- Reconfiguring the site and increasing the amount of public park from 0.32 ha (0.8 ac.) to 0.46 ha (1.13 ac.) to address concerns regarding the shadow impact on the public park
- Reducing the proposed maximum floor space index (FSI) from 5.96 to 5.6
- Providing a commitment for an affordable housing contribution of either \$15 million, or 5% of total units proposed (up to 125 affordable ownership units) on site (mix of 1 and 2 bedroom unit types), or a partnership with a non-profit housing provider to deliver 5% of total units proposed (up to 125 affordable ownership or rental units), or that a combination of these contributions be made in a form and on terms satisfactory to the City.

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan, zoning change and plan of subdivision. All property owners within 120 m (393 ft.) were notified of the applications on February 7, 2019. Twenty written submissions were received. Supporting studies were posted on the City's website at

<http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on March 4, 2019. Two members of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

No community meetings were held for the subject application.

PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan.

An official plan amendment is required to permit six condominium apartment buildings with heights of 19, 24, 25, 35, 35 and 37 storeys which will contain a maximum of 2,500* condominium apartment units and retail and office uses, a maximum of 20* three storey condominium townhomes, public park, and public and condominium roads. Specifically, the amendment is needed to:

- redesignate the lands east of Thornwood Drive from **Residential Medium Density** to **Residential High Density**
- redesignate the lands from **Residential High Density** and **Residential Medium Density** to **Public Open Space** to permit a public park in the northeast portion of the site
- remove the subject property from **Residential High Density - Special Site 2** of the Uptown Major Node Character Area and to add **Residential High Density - Special Site 8** to the Uptown Major Node Character Area to

- permit three apartment buildings with heights of 35, 35 and 37 storeys
- require a minimum of 1 300 m² (13,993 ft²) of retail, commercial and office space
- to permit a maximum of FSI of 5.6

*The applicant's current proposal includes 2,433 apartment units and 16 three storey condominium townhomes; however, the proposed official plan amendment and rezoning allow for a maximum of 2,500 apartment units and 20 three storey townhomes to allow for flexibility and future market demand changes.

The subject property is located in the Uptown Major Node, which is an area of the City's urban structure that is intended to intensify while providing a mix of uses at a higher density. To ensure a better transition to neighbouring properties stepped podiums have been introduced along all property lines. In addition, a public park has been located along the north side of the subject property, which will provide for a better transition to adjacent properties and will serve as an additional amenity to surrounding residents. The location of the public park will also help to mitigate any unacceptable shadow impacts on the surrounding residential properties. Three storey townhomes are also proposed on the north portion of the subject property, as well as along the east property line, to transition to surrounding land uses, and in the case of the northern property line, complete the row of existing townhomes. The lands to the north of the site have received site plan approval and/or are occupied by three and three and a half storey townhomes. Semi-detached and detached homes are located to the east of the site.

There is a 20 storey apartment building at the northwest corner of Eglinton Avenue East and Forum Drive (220 Forum Drive), approximately 138 m (453 ft.) to the east of the site. Commercial plazas containing restaurants, banks, a grocery store (Oceans) and a variety of retail and service commercial uses are located to the west and south of the site (across Eglinton Avenue East). Vacant lands zoned for apartment buildings with maximum heights of 20 and 25 storeys are also located to the south of the subject property (across Eglinton Avenue East).

While the proposed 37 storey building is taller than the surrounding land uses, it is the same height as the existing apartment building at the southwest corner of Kingsbridge Garden Circle and Tucana Court (45 Kingsbridge Garden Circle), located approximately 364 m (1,194 ft.) southwest of the subject property. The proposed 37 storey apartment building has been appropriately placed at the southwest corner of the subject property, closest to the intersection of Hurontario Street and Eglinton Avenue East and public transit. Proposed building heights decrease to the north and east to achieve a more appropriate transition to existing and planned land uses.

UPTOWN NODE CAPACITY REVIEW SUMMARY

Given the number of active and preliminary development applications in the Uptown Major Node, a capacity review study was undertaken to determine the cumulative impact of this growth on the provision of infrastructure and services. Findings suggest the area is served by transportation options, and a range of goods and services. However, on-going review and improvements to mitigate impacts of increased development will likely benefit future residents.

Specifically, the study indicates that the Uptown Major Node currently has a parkland and playground deficiency, and there is an immediate need for a new Peel District School Board elementary school to serve the area. Moreover, if growth continues along its current trajectory, it

is likely that increased pressure will be placed on the Node's road network, libraries and community facilities.

On July 27, 2020, Council authorized staff (PDC 0027-2020 from Planning and Development Committee) to develop an Official Plan Amendment (OPA) that includes a Block and Road Plan to help address these matters, along with permission to consult the community and hold a public meeting. Staff are exploring ways that an OPA can work within a provincial framework to secure future parkland and playgrounds, as well as to ensure this parkland is provided as part of an interconnected system of greenspace. Where a park cannot be secured, pocket parks and POPS (Privately Owned Publicly Accessible Spaces) could be considered.

Strategic Plan

The applications are consistent with the Connect pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

In summary, the proposed development has been redesigned to be more sensitive to the existing and planned character of the neighbourhood and provides an appropriate transition to adjacent commercial and residential uses. The proposed official plan amendment, rezoning and draft plan of subdivision are acceptable from a planning standpoint and should be approved.

Prior to the passage of the implementing official plan amendment and zoning by-law by Council, the applicant will be required to execute a Section 37 agreement to the satisfaction of the City.

Attachments

- Appendix 1: Information Report
- Appendix 2: Detailed Planning Analysis
- Appendix 3: City Conditions of Approval



Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Caleigh McInnes, Development Planner

City of Mississauga

Corporate Report



Date: 2019/02/08

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:

T-M18005 W5 and
OZ 18/016 W5

Meeting date:
2019/03/04

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 5)

Applications to permit six condominium apartment buildings with 2,668 units and heights of 28, 33, 35, 40, 40 and 45 storeys, 14 three storey condominium townhomes, 4 three storey common element condominium townhomes, and a public park

91 and 131 Eglinton Avenue East and 5055 Hurontario Street

North side of Eglinton Avenue East, East of Hurontario Street

Owner: Liberty Development Corporation (91 Eglinton Limited Partnership)

File: T-M18005 W5 and OZ 18/016 W5

Bill 139

Recommendation

That the report dated January 29, 2019, from the Commissioner of Planning and Building regarding the applications by Liberty Development Corporation to permit six apartment buildings with 2,668 units and heights of 28, 33, 35, 40, 40 and 45 storeys, 14 three storey condominium townhomes, 4 three storey common element condominium townhomes, and a public park, under Files T-M18005 W5 and OZ 18/016 W5, 91 and 131 Eglinton Avenue East and 5055 Hurontario Street, be received for information.

Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

PROPOSAL

Official plan amendment and rezoning applications have been submitted to permit six apartment buildings with 2,668 units and heights of 28, 33, 35, 40, 40 and 45 storeys, 14 three storey condominium townhomes, 4 three storey common element condominium townhomes on abutting lands, a public park, and public and private roads. A draft plan of subdivision has also been submitted to create 8 blocks including one for the park, two for the development and the proposed extension of Thornwood Drive as well as reserves and the widening of Eglinton Avenue East. In order to accommodate this proposal, Mississauga Official Plan (MOP) will require the following changes:

- Amend Map 13-4 to delete the existing floor space index (FSI) range between 1.9 – 2.9
- Amend **Residential High Density – Special Site 2** of the Uptown Major Node Character Area to permit building heights in excess of 25 storeys
- Amend Schedule 10 Land Use Designations from **Residential High Density** to **Public Open Space** and **Residential Medium Density** to permit a public park and townhomes, and from **Residential Medium Density** to **Residential High Density** to permit a proposed 28 storey apartment building and townhomes at the southeast quadrant of the site

The zoning by-law will also need to be amended from **D** (Development) to **RA5-Exception** to permit the condominium apartment buildings and 14 three storey condominium townhomes, **RM6-13** to permit the completion of a townhome project on abutting lands with 4 three storey common element condominium (CEC) townhomes and **OS1** (Open Space – Community Park) to permit a public park.

During the ongoing review of these applications, staff may recommend different land use designations and/or provisions and/or zoning categories and regulations to implement this proposal or a modified proposal.

Applicant's rendering of the proposed development



Comments

The property is located on the north side of Eglinton Avenue East, east of Hurontario Street within the Uptown Node Neighbourhood Character Area. The site is currently occupied by a detached dwelling. The surrounding neighbourhood contains commercial plazas to the west and south across Eglinton Avenue East. There are townhomes, semi-detached and detached homes to the north and townhomes to the east of the site.

Aerial image of 91 and 131 Eglinton Avenue East and 5055 Hurontario Street



LAND USE POLICIES AND REGULATIONS

The relevant policies of Mississauga Official Plan are consistent with the *Provincial Policy Statement* (PPS), *Growth Plan for the Golden Horseshoe* (Growth Plan) and *Region of Peel Official Plan* (ROP). The *Greenbelt Plan* and *Parkway Belt Plan* policies do not apply. The conformity of this proposal with the policies of Mississauga Official Plan (MOP) is under review.

Additional information and details are found in Appendix 1, Section 5.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 8.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.


Conclusion

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues addressed. Major issues include:

- Confirmation of the adequacy of the existing sewer and waste services
- Impacts on traffic
- Confirmation of the street network including the Belbin Street extension
- Ensuring appropriate transition in heights
- Provision of affordable housing
- Mix of uses on the site including addressing the provincial policies requiring that people and jobs be provided on site
- NAV Canada clearance regarding potential impact on the runway approach procedures
- Location of the proposed park and/or the shadow impacts of the proposed apartment buildings on the park

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Caleigh McInnes, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Liberty Development Corporation

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1. Site History

There is one detached dwelling located on the subject property.

- 1950-1975 – The lands were historically used as an orchard. Two single-storey storage barns, a two storey barn and a wood shed were present
- 1975 – A detached home was built on the property
- March 5, 2003 – The Region of Peel approved the Mississauga Plan policies for the Hurontario District, designating the subject lands as **Residential Medium Density I** and **Residential High Density II**
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which were appealed. The subject lands were zoned **D** (Development) which only permits legally existing uses
- December 12, 2012 – City Council enacted By-law 0276-2012 to amend Mississauga Official Plan (MOPA 3) from **Residential Medium Density I** and **Residential High Density II** to **Residential High Density: Special Site 2** and **Residential Medium Density**

2. Site and Neighbourhood Context

The property is located on the north side of Eglinton Avenue East, east of Hurontario Street, within the Uptown Major Node Character Area. The site is currently occupied by a detached home. The Uptown Major Node is centred on the Hurontario Street and Eglinton Avenue intersection and is undergoing significant transition and growth.

A future Light Rail Transit (LRT) stop is proposed at the intersection of Hurontario Street and Eglinton Avenue East, west of the subject property. Land uses within the node consist of apartment buildings, retail and office commercial, and some vacant parcels. Generally, there is a transition from high density development to medium and low density residential buildings further from the Hurontario/Eglinton intersection.

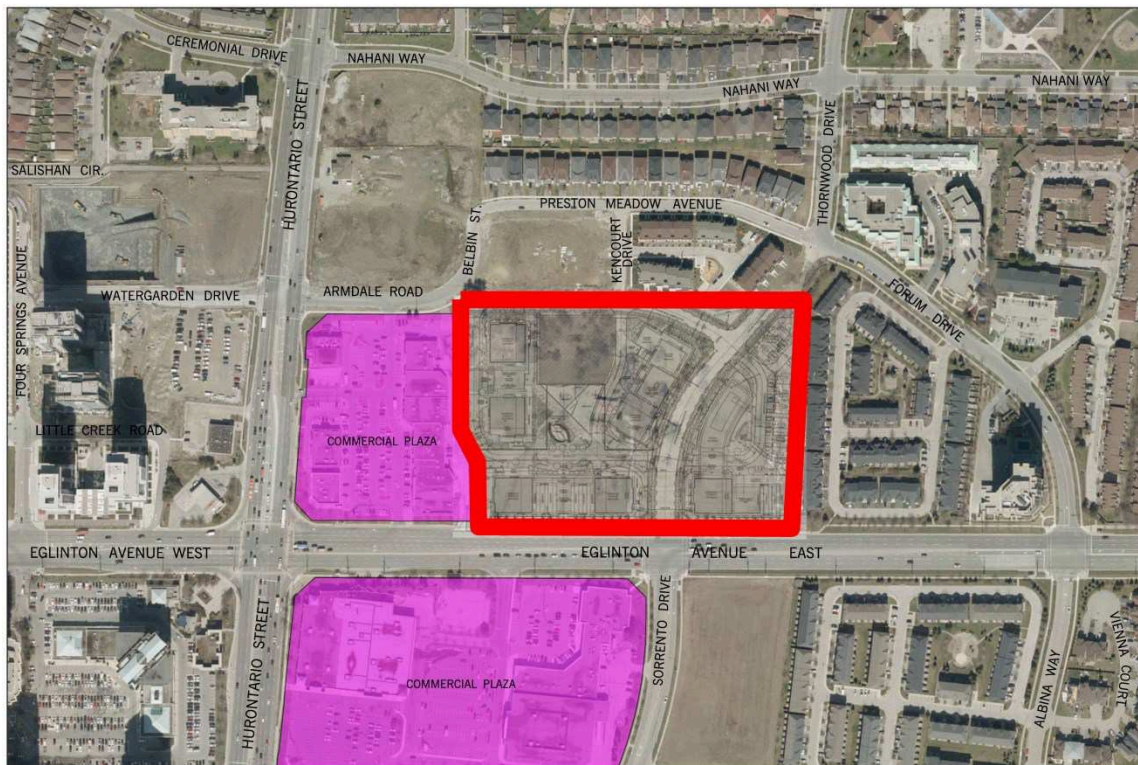
The population of this Major Node is forecast to more than double between 2011 (9,465) and 2041 (19,700), with a population density of 96.54 people/ha. Seventy percent of the population within this area are working age (15 to 64 years of age), 17% are children (0-14 years) and 13% are seniors (65 years and over). There are slightly fewer children and more seniors living in the Uptown Major Node Character Area when compared to the City as a whole. On average, the total number of persons within a household in this area is 2. Approximately 87% of the population living in apartments of five storeys or higher, which is significantly greater than the City's average (25%). The mix of housing tenure for the node is 2,665 units (67%) owned and 1,290 units (33%) rented, with a vacancy rate of approximately 0.8%.

The node contains the Emerald Centre (west side of Hurontario Street, south of Eglinton Avenue West), Cityside Shopping Centre (northeast corner of Hurontario Street and Eglinton

Avenue East), Mississauga Marketplace Plaza (southeast corner of Hurontario Street and Eglinton Avenue East) and 30 Eglinton West Commercial Centre (southwest corner of Hurontario Street and Eglinton Avenue West). These plazas provide a range of services including a grocery store, drug store, medical offices, gym, Service Ontario, and restaurants. The Frank McKechnie Community Centre and Library are located on Bristol Road East, east of Hurontario Street, approximately 1.5 km (0.93 miles) northeast of the site.

There are several Miway bus routes (19, 19A, 19B, 19C, and 103) that provide access directly to the Downtown Transit Terminal, which connect to the Cooksville GO Station and to the Transit Way. There are also bus routes on Eglinton Avenue (35 and 35A) which provide access to the Islington (TTC) Station.

Aerial Photo



Property Size and Use	
Frontages:	
5055 Hurontario Street	120 m (394 ft.) via Armdale Road
91 Eglinton Avenue East	223 m (732 ft.)
131 Eglinton Avenue East	27 m (89 ft.)
Depth:	183 m (600.4 ft.)
Total Gross Lot Area:	4.83 ha (11.93 ac.)
Existing Uses:	One storey detached home

The surrounding land uses are:

- North: Three and three and a half storey townhomes and vacant lands zoned for three apartment buildings with maximum heights of 21, 27 and 30 storeys
- East: Three storey townhomes and a 20 storey apartment building
- South: A commercial plaza across Eglinton Avenue East and vacant lands zoned for apartments with maximum heights of 20 and 25 storeys. The plaza contains restaurants, banks, and a grocery store (Oceans)
- West: A commercial plaza containing restaurants and a variety of shops

Image of existing conditions looking northeast from across Eglinton Avenue East



Other Development Applications

There is an active site plan for two apartment buildings with heights of 15 and 34 storeys on the north side of Watergarden Drive, directly east of Four Springs Avenue. There are also active development applications for five apartment buildings containing 2,095 units with heights of 30, 35, 38, 50 and 50 storeys on the west side of Hurontario, north and south of Watergarden Drive.

There is a 33 storey apartment building (under construction), at the southeast corner of Hurontario Street and Nahani Way.

Community Services

Sandalwood Park is located on the north side of Nahani Way, east of Thornwood Drive, which is less than 378 m (1,240 ft.) from the subject lands. There is also a proposed park on the west side of Hurontario along Cooksville Creek. Given the limited number of parks within the immediate area and the proposed density and units being requested, Community Services has requested a park on the subject lands to serve this development and immediate area.

Nahani Way Public School is located on the north side of Nahani Way, east of Thornwood Drive. Bristol Road Middle School is located on the south side of Bristol Road East, east of Hurontario Street, and Applewood Heights Secondary School is located on the north side of Bloor Street west of Tomken Road.

3. Project Details

The existing Uptown Major Node official plan policies require a minimum floor space index (FSI) of 1.9 and a maximum of 2.9 on the portion of the subject lands located west of the proposed Thornwood Drive extension. An FSI of 2.9 would allow almost three times the amount of building gross floor area as compared to the size of the lot.

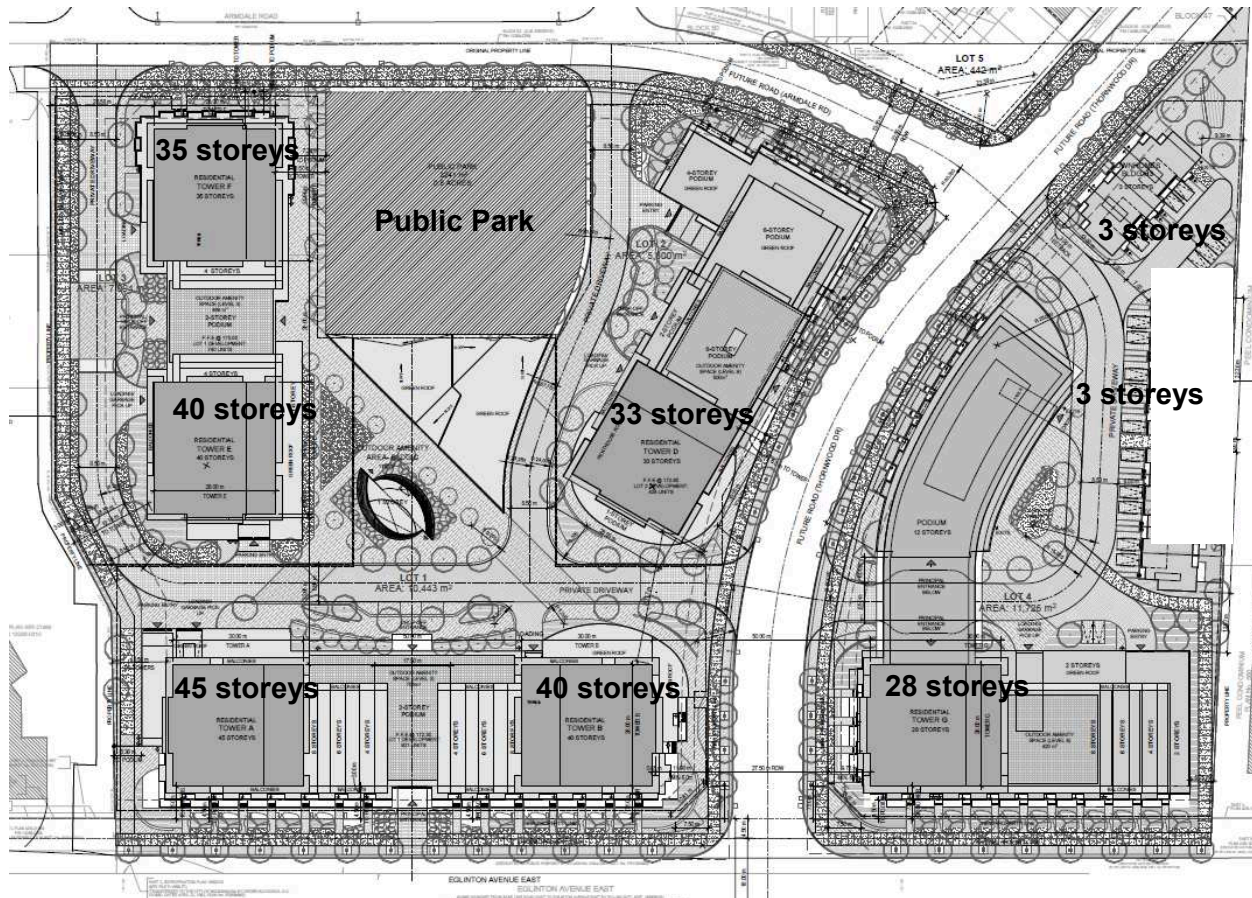
The applications are to permit six apartment buildings containing 2,668 units with heights of 28, 33, 35, 40, 40 and 45 storeys and permissive zoning to allow the ground floor to be converted to office and retail commercial uses. They are proposing fourteen three storey condominium townhomes and 4 three storey common element condominium townhomes to align with those on abutting lands to the north. A public park is also proposed on the subject property. A maximum floor space index (FSI) of 5.96 is proposed.

Development Proposal		
Applications submitted:	Received: October 5, 2018 Deemed complete: October 12, 2018	
Developer/ Owner/Applicant:	Liberty Development Corporation	
Number of units:	2,668	
Proposed Residential Gross Floor Area:	211 707.29 m ² (2,278,798 sq.ft.)	
Proposed Non-Residential Gross Floor Area:	0 m ² (0 sq.ft.) – The applicant is requesting that the proposed zoning by-law include provisions to allow for the conversion of ground floor space to commercial use in the future.	
Total Gross Floor Area (GFA)	211 707.29 m ² (2,278,798 sq.ft.)	
Height:	28, 33, 35, 40, 40 and 45 storeys	
Lot Coverage:	45.28%	
Floor Space Index:	5.96	
Landscaped Area:	37.83%	
Net Density:	1,212 people/ha	
Anticipated Population:	5,855 people* *Average household sizes for all units (by type) based on the 2016 Census	
Parking: resident spaces visitor spaces	Required 3,532 533	Proposed 2,558 334

Development Proposal		
commercial spaces	0	0
total	4,065	2,892
Green Initiatives:	<ul style="list-style-type: none"> • Rainwater harvesting • Green roofs • Enhanced grass swale and bioretention • Permeable pavement • Enhanced topsoil • Soft landscaping and pedestrian comfort strategies 	

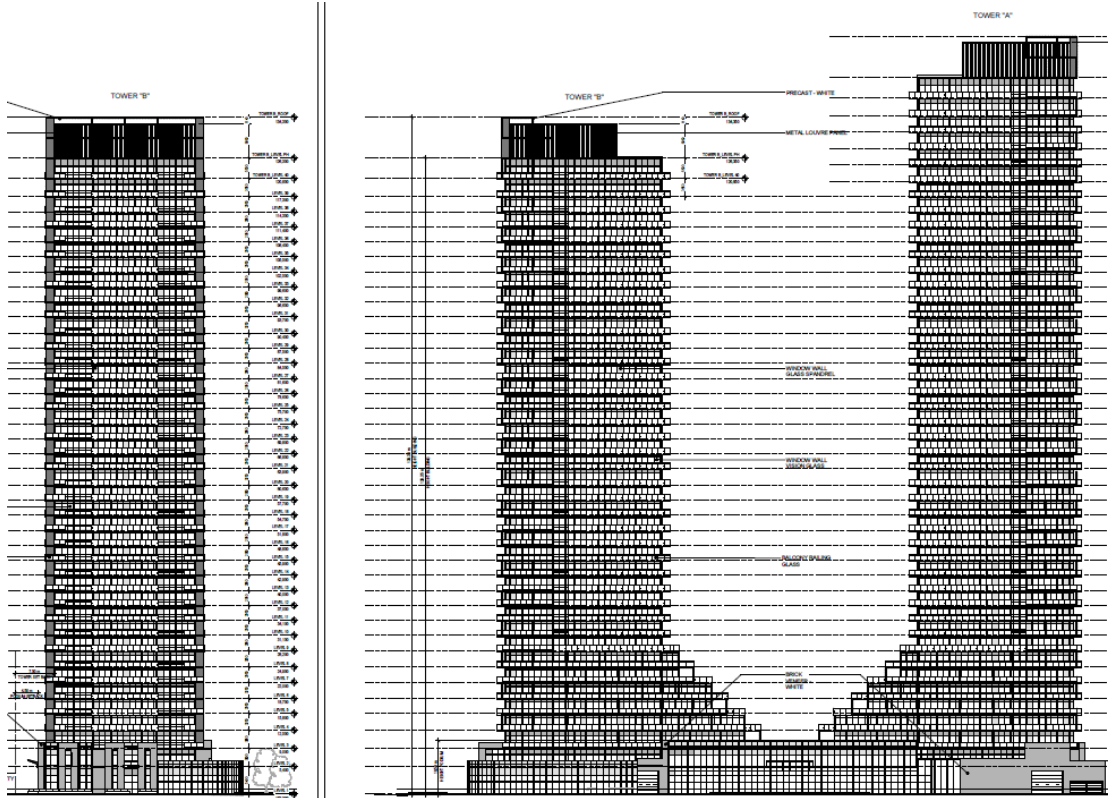
Concept Plan and Elevations

Site Plan

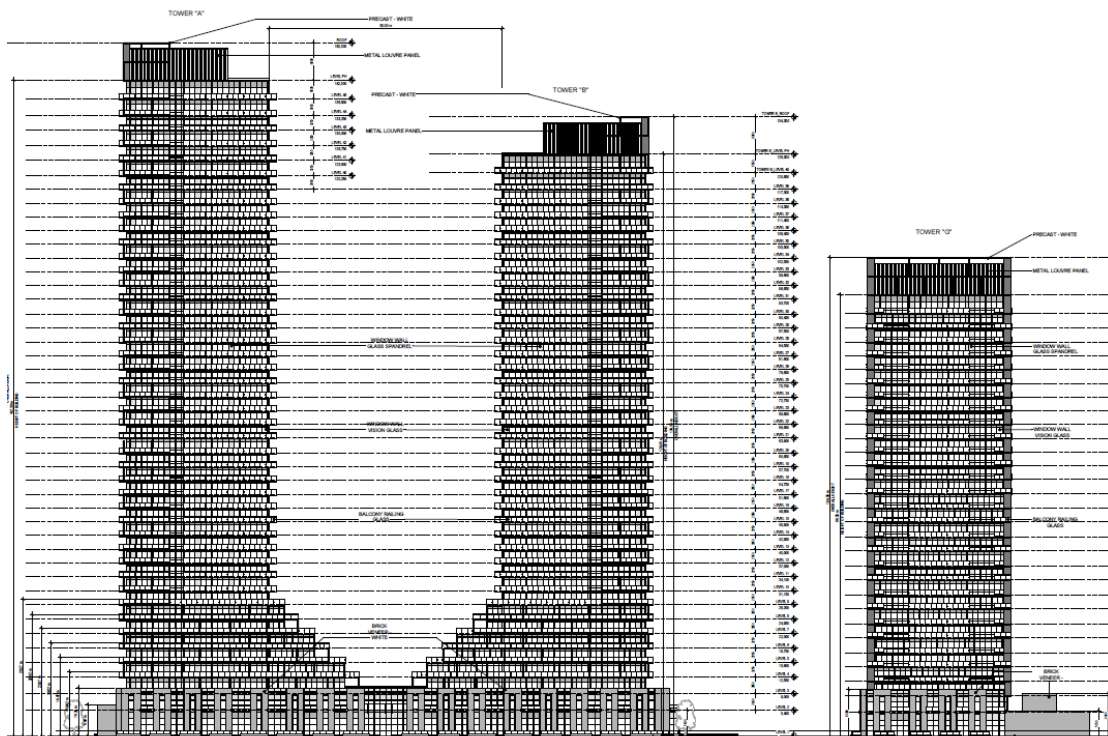


Elevations

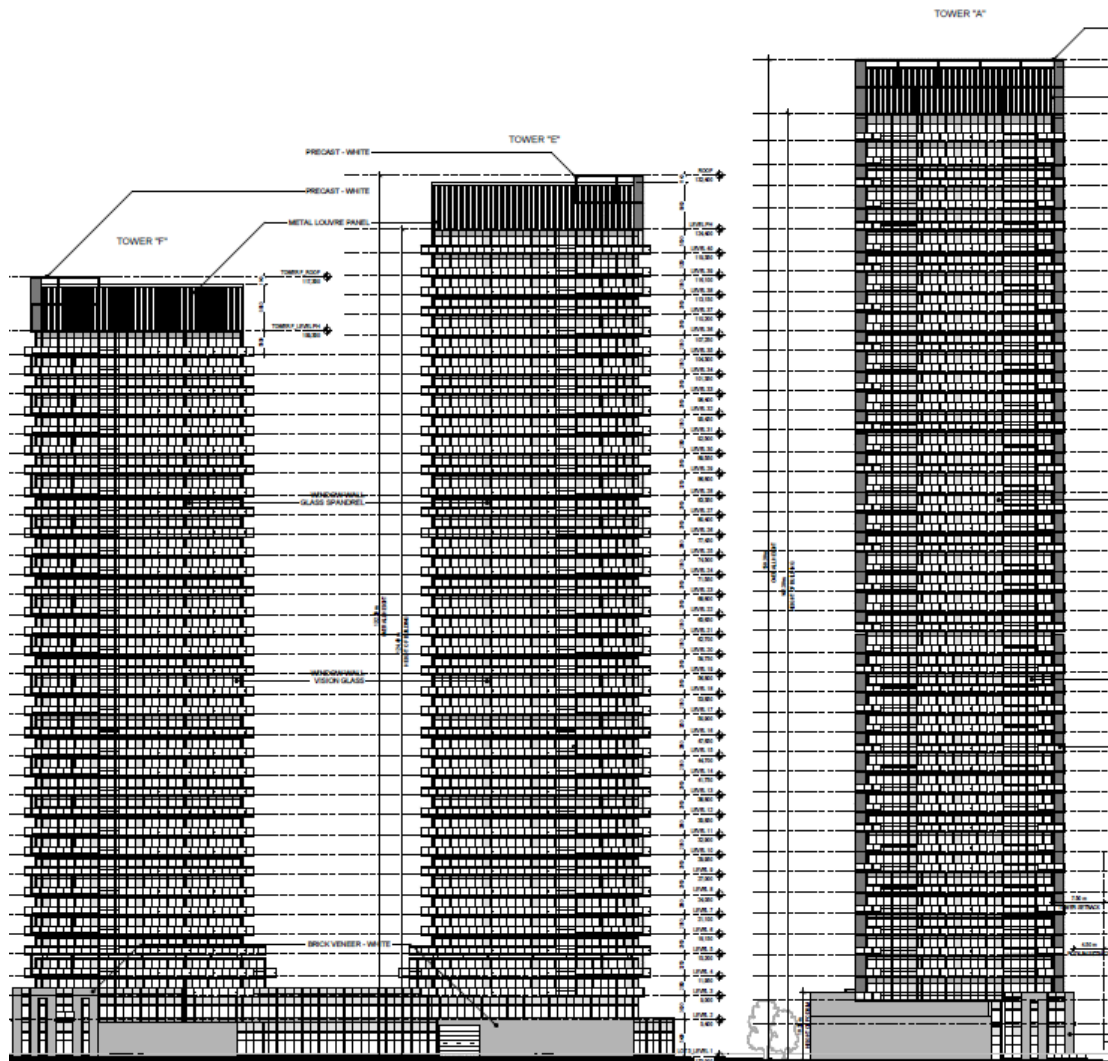
North and East Elevations (Right to Left) – Proposed Buildings A and B



South Elevation – Proposed Buildings A, B and C



West Elevation – Proposed Buildings F, E and A



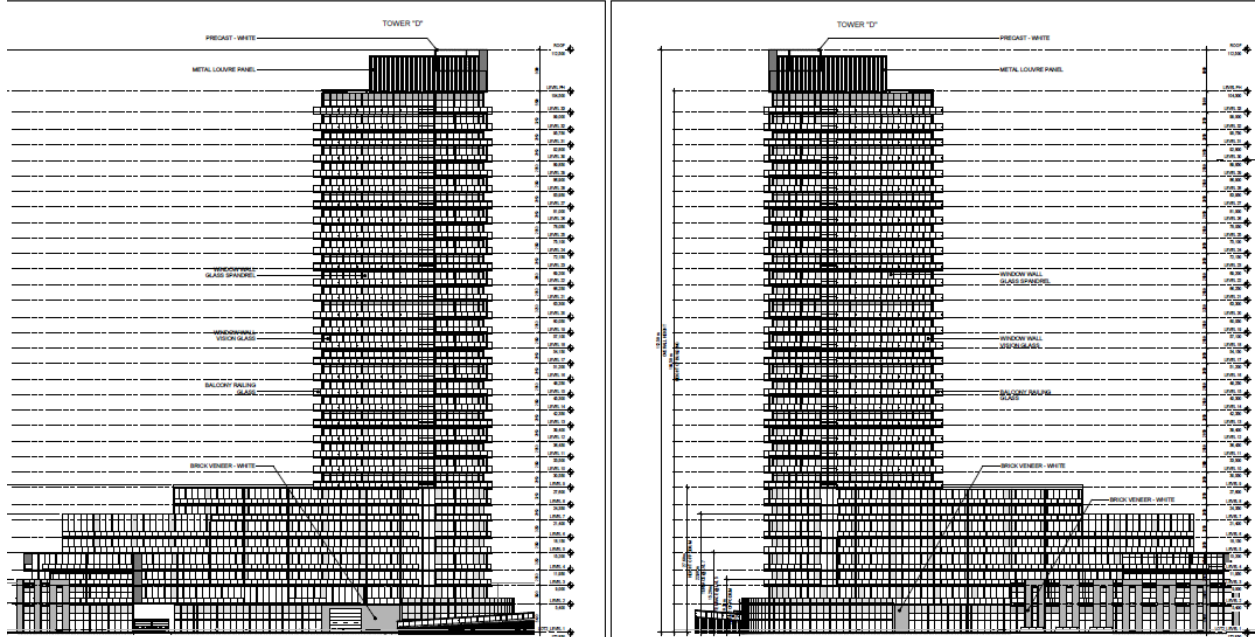
LOT 4 PODIUM

Architectural drawing of Lot 4 Podium showing a multi-story building facade. The drawing includes elevation markers (100.0 to 105.0) and material callouts: WINDOW WALL, BRICK CHIMNEY, WINDOW WALL, BRICK VENEER, and BRICK VENEER - BASE.

LOT 2 PODIUM

Architectural drawing of Lot 2 Podium showing a multi-story building facade. The drawing includes elevation markers (100.0 to 105.0) and material callouts: WINDOW WALL, WINDOW WALL, WINDOW WALL, BRICK VENEER, and BRICK VENEER - BASE.

LOT 2 & 4 - NORTH ELEVATION



Applicant's rendering

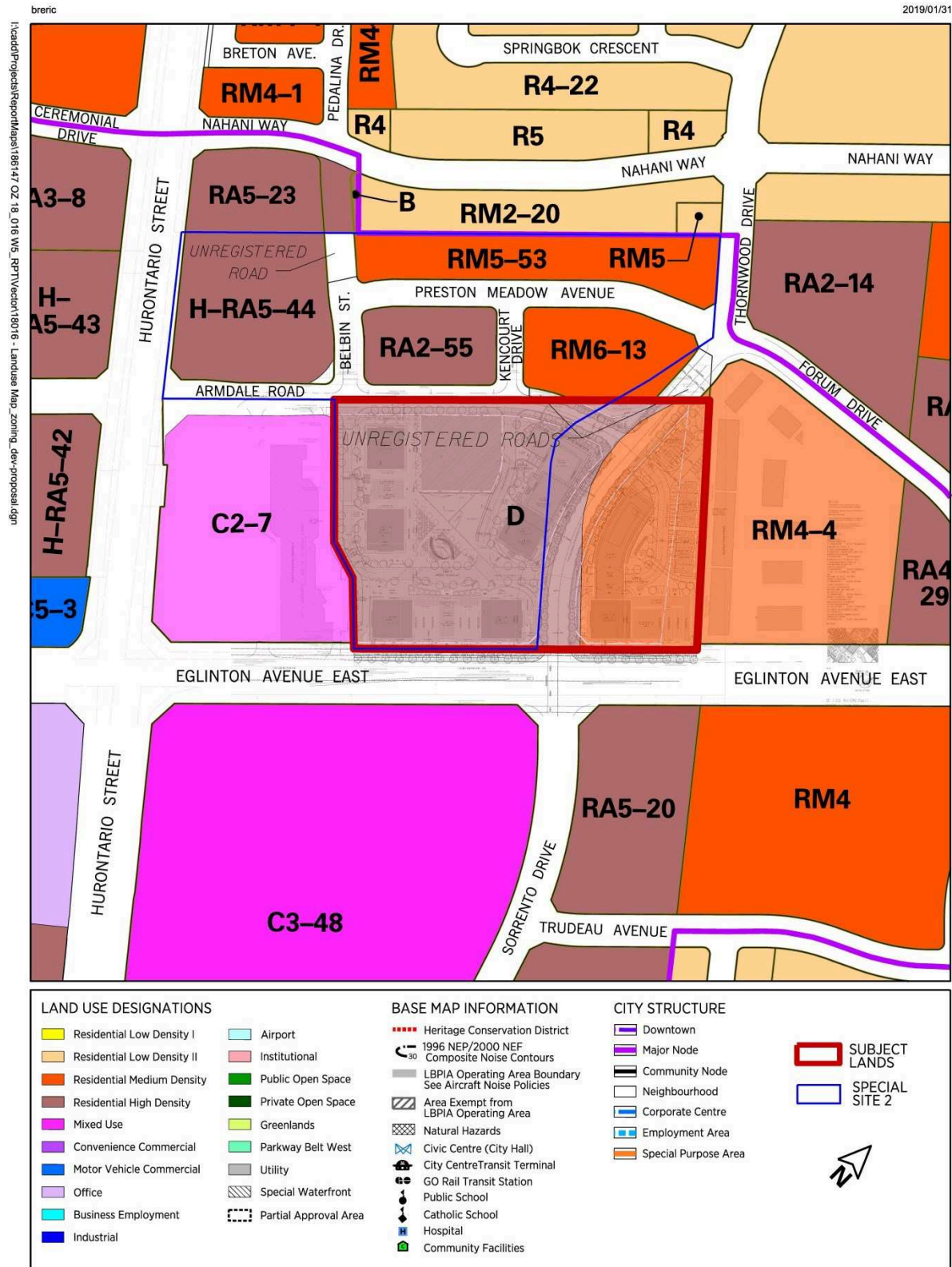


4. Community Comments

The following comments received through letters and emails from the community as well as any other issues raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- Concern with proposed height and density
- Additional traffic generated by the development will further impact the entire neighbourhood and, in particular, the intersection of Hurontario Street and Eglinton Avenue
- Concern with air pollution and noise from increased traffic
- Concern over loss of view and shadow impacts as a result of the proposed buildings

No community meetings have been held.

5. Land Use Policies and Regulations
Excerpt of Uptown Major Node Land Use

Existing Zoning and General Context**Proposed Zoning and General Context**

Summary of Applicable Policies

The following table summarizes the applicable policy and regulation documents that affect these applications:

Policy	Mississauga Official Plan (MOP) Policies	Proposal
Provincial Policy Statement (PPS)	The existing policies of MOP are consistent with the PPS	The proposed development is being reviewed for consistency with the PPS.
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	The existing policies of MOP conform with the <i>Growth Plan</i>	The proposed development is being reviewed for conformity with the <i>Growth Plan</i> .
Greenbelt Plan	n/a	n/a
Parkway Belt Plan	n/a	n/a
Region of Peel Official Plan	The existing policies of MOP are consistent with the ROP	The proposed application is exempt from Regional approval
Mississauga Official Plan	<p>The lands are located within the Uptown Major Node Character Area and are designated Residential High Density – Special Site 2 which permits apartment dwellings and a floor space index of between 1.9 and 2.9 and Residential Medium Density which permits low rise apartment buildings, and all forms of townhouse dwellings.</p> <p>Major Node policies are intended to ensure they develop as a prominent centre with a regional and city focus, and will be served by higher order transit. Major Nodes will provide a mix of uses including employment, commercial, residential, educational and open space. It is also anticipated that Major Nodes will provide a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups. Major Nodes will be developed to support and encourage active transportation as a mode of transportation.</p>	<p>Official plan amendment and rezoning applications are required to permit six apartment buildings with 2,668 units and heights of 28, 33, 35, 40, 40, and 45 storeys, 14 three storey condominium townhomes, 4 three storey common element condominium townhomes on abutting lands, and a public park all on public and private roads with a maximum FSI of 5.96. In order to accommodate this proposal, Mississauga Official Plan (MOP) will require the following changes:</p> <ul style="list-style-type: none"> • Amend Map 13-3 to delete the existing floor space index (FSI) of 1.9 to 2.9 • Amend Residential High Density – Special Site 2 of the Uptown Major Node Character Area to permit building heights in excess of 25 storeys and townhomes • Amend Schedule 10 Land Use Designations from Residential High Density to Public Open Space and Residential Medium Density to permit a public park and townhomes from Residential Medium Density to Residential High Density to permit a 28 storey apartment

Policy	Mississauga Official Plan (MOP) Policies	Proposal
		<p>building at the southeast quadrant of the site</p> <p>These designations are consistent with the intent of the official plan but will need to address transitions, the City Structure hierarchy, as well as servicing and built form policies, as outlined in the Development Issues section below.</p>
Zoning By-law 225-2007	The lands are currently zoned D (Development)	The applicant is proposing to change the existing zoning to RA5-Exception (Apartments), RM6-13 (Common Element Condominium Townhomes) and OS1 (Community Park).

Existing and Proposed Mississauga Official Plan Designation for the Subject Site

Existing Designations

Residential High Density – Special Site 2 permits apartment buildings. Notwithstanding the provisions of MOP, the following additional policy also applies:

13.4.4.2 Site 2



- a. A concept plan will be required to address, among other matters: compatibility of building form and scale with existing and proposed surrounding land uses; and acceptable ingress and egress arrangements for Hurontario Street, Eglinton Avenue East, and Thornwood Drive

Notwithstanding the provision of the Residential High Density designation, the subject lands will be permitted to develop to a maximum *floor space index (FSI)* of between 1.9 and 2.9

Residential Medium Density includes and permits all forms of townhouse dwellings. Major Node policy 13.1.2.2 indicates that Notwithstanding the Residential Medium Density policies of this Plan, low-rise apartment dwellings will be permitted.

Uptown Major Node policy 13.3.2.1 indicates that for lands designated Residential Medium Density, building heights will not exceed three storeys.

Proposed Designations

Residential High Density – Special Site 2 permits apartment buildings, however, the following additional policies will apply:

- a. A concept plan will be required to address, among other matters: compatibility of building form and scale with existing and proposed surrounding land uses; and acceptable ingress and egress arrangements for Hurontario Street, Eglinton Avenue East, and Thornwood Drive
- b. Notwithstanding the provision of the Residential High Density designation, the Special Site 2 lands identified as Areas 2D will be permitted to develop to a maximum *floor space index (FSI)* of 5.96
- c. Townhomes will be permitted

Residential Medium Density to permit townhomes.

Public Open Space to permit a community park.

Provincial Policy Statement (PPS) and Growth Plan Analysis

Consistency with Provincial Policy Statement 2014

The *Provincial Policy Statement* 2014 (PPS) is issued under Section 3 of the *Planning Act* and all decisions affecting land use planning matters "shall be consistent" with the *Provincial Policy Statement*.

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development is consistent with PPS and MOP policies (i.e. "OZ 18/016 W5 Consistency" column). Only key policies relevant to the application have been included, and the table should be considered a general summary of the intent of the policies.

Official Plan Amendment No. 47 to MOP added and amended policies in the Official Plan so that it is consistent with the PPS. This amendment came into force on May 18, 2016.

Consistency Analysis

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/016 W5 Consistency
1.0 Building Strong Healthy Communities		
General Statement of Intent:	MOP provides for efficient land use patterns by	The proposed redevelopment represents a significant

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/016 W5 Consistency
Promoting efficient land use and development patterns are important to sustainable, liveable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth.	recognizing that development and intensification will occur; however, the magnitude will vary in accordance with the City's urban hierarchy. (5.3 City Structure).	intensification. As part of the next staff report, the applications will be assessed with regard to whether the proposed built form appropriately addresses the City Structure.
<p>1.1.3.2 Land use patterns within settlement areas shall be based on:</p> <p>a) Densities and a mix of land uses which:</p> <ol style="list-style-type: none"> 1. efficiently use land and resources 2. are appropriate for and efficiently use infrastructure and public service facilities 3. minimize negative impacts to air quality and climate change and promote energy efficiency 4. support active transportation 5. are transit supportive <p>b) A range of uses and opportunities for intensification and redevelopment in accordance with criteria in 1.1.3.3</p>	<p>The Uptown Major Node is identified as a Major Node which is an element in the City's urban structure that is intended for intensification and provides a mix of uses (as identified on Schedule 10 Land Uses of MOP) and allows for higher density housing). As described in policy 5.3.2, Major Nodes among other things are intended to:</p> <ul style="list-style-type: none"> • Be a prominent centre with a regional and city focus • Provide access to a mix of uses including employment, commercial, residential, educational and open space and a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups • Achieve a targeted gross density of between 200 and 300 residents plus jobs per hectare. 	<p>The proposed development intensifies the use of the land and resources, infrastructure and public service facilities; it supports active transportation and is transit supportive.</p> <p>An evaluation of the mix of jobs and people will be provided in the recommendation report.</p> <p>The extent to which growth should be accommodated on the subject site, and the built form of the development is subject to further review and will be included in the next staff report.</p>
1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment where it can be accommodated taking into account building stock, brownfields, availability of infrastructure and public service facilities required to accommodate	The Uptown Major Node is an area intended for intensification (MOP policy 5.3.2). The proposed development can utilize surrounding community infrastructure (library, schools and places of religious assembly) and has access to adequate servicing (water,	The proposed development responds to intensification policies. Careful attention, however, is required to confirm appropriate scale and transitions to adjacent land uses, as well as the overall capacity of the Uptown Major Node. These issues will be discussed in the next staff report.

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/016 W5 Consistency
projected needs.	sanitary and storm facilities). Policies in MOP ensure intensification is in accordance with the wise management of resource and protecting health and safety.	
1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.	The Built Form policies of MOP (MOP policies contained in section 9) provide direction on appropriate standards to facilitate intensification with respect to transition, sun/shadow impacts, compact urban form and public realm. The proposed development provides significant intensification within the Major Node and is being evaluated with respect to providing appropriate transitions to the surrounding properties. MOP includes policies that require development applications to provide appropriate height and built form transitions between sites and their surrounding area (9.2.1.10).	The proposed development responds to intensification policies. The proposed transitions to adjacent properties are being evaluated. These issues will be discussed in the subsequent staff report.
1.4 Housing 1.4.1 Planning Authorities shall provide for an appropriate range and mix of housing that is affordable	Major Nodes are intended to provide a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups (5.3.2)	Additional information is required to determine if the proposed development improves the range and variety of housing in the City. The applicant has not yet indicated the amount of affordable housing proposed.
4.0 Implementation and Interpretation		
General Statement of Intent: Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted. 4.2 Decisions of the council	As outlined in this table, the policies of Mississauga Official Plan are generally consistent with the relevant policies of the Provincial Policy Statement.	These applications are generally supportive of a number of PPS and MOP policies. The applications are also being further evaluated with respect to MOP policies concerning traffic, servicing capacity, height and transition to surrounding land

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/016 W5 Consistency
<p>of a municipality shall be consistent with the <i>Provincial Policy Statement</i></p> <p>4.7 The Official Plan is the most important vehicle for implementation of the <i>Provincial Policy Statement</i></p>		uses.

Conformity with Growth Plan 2017

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) (2017) was issued under Section 7 of the *Places to Grow Act* and all decisions affecting lands within this area will conform with this Plan.

The following table has been prepared to demonstrate how MOP policies conform with the relevant Growth Plan policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development conforms with Growth Plan and MOP policies ("OZ 18/016 W5 Conformity" column). Only key policies relevant to the application(s) have been included, and that table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the Growth Plan 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new Growth Plan 2017. The development application has been reviewed against Growth Plan 2017 policy direction to ensure conformity.

Conformity Analysis

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/016 W5 Conformity
1.1 The Greater Golden Horseshoe		
<p>General Statement of Intent:</p> <p>The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, sprawl, healthy communities, climate change and healthy environment</p>	<p>The policies of MOP will accommodate growth within the existing urban boundary, helping to reduce sprawl. The policies provide a planning framework to address the challenges of accommodating growth.</p> <p>Section 4 of MOP outlines the City's Vision, and Guiding Principles which will help shape change that the Growth Plan anticipates.</p>	<p>The development applications represent growth within the existing urban boundary.</p> <p>Any potential issues associated with accommodating additional growth on the subject site will be further evaluated based on relevant policies and guidelines.</p>

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ 18/016 W5 Conformity
1.2 The Growth Plan for the Greater Golden Horseshoe		
General Statement of Intent: The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.	<p>The Vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources and its established stable neighbourhoods (MOP section 4).</p> <p>The City is planning for a strong economy supported by a range of mobility options and a variety housing and community infrastructure to create distinct, complete communities. MOP directs growth to areas that support existing and planned transit facilities and other infrastructure improvements (MOP Section 4.5).</p> <p>The intent is to further develop the Uptown Major Node as a prominent centre with a regional and city focus, by serving it with higher order transit, providing access to a mix of uses, and by promoting an urban form and development that supports and encourages active transportation.</p>	<p>The site location on Eglinton Avenue East, approximately 130 m (426.5 ft.) from Hurontario Street is supportive of existing and future public transit (LRT).</p> <p>The appropriateness of the built form as it relates to implementing the Vision is being further evaluated.</p>
1.2.1 Guiding Principles		
General Statement of Intent for this Section: The policies of this Plan are based on the following principles: <ol style="list-style-type: none"> Complete communities Prioritize intensification Provide flexibility to capitalize on new employment 	<p>MOP policies include but are not limited to:</p> <ol style="list-style-type: none"> Providing for a mix of uses including employment, commercial, residential, educational and open space. Identifying the area as a Major Node which is intended to 	<p>The development applications are supportive of many Growth Plan principles; however, the manner in which the applications implement those principles will be evaluated against official plan policies and city guidelines.</p> <p>The mix of uses and housing affordability will need further review through the processing of this application.</p>

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ 18/016 W5 Conformity
<ul style="list-style-type: none"> opportunities d. Support a range and mix of housing options e. Integrate land use planning and investment in infrastructure f. Provide different approaches to manage growth that recognize diversity of communities g. Protect natural heritage, hydrologic, landforms h. Conserve and promote cultural heritage i. Integrate climate change considerations 	<ul style="list-style-type: none"> accommodate intensification with a gross density of between 200 and 300 residents plus jobs (MOP Section 5.3.2); c. Providing for a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups. d. Ensuring that development in Major Nodes will be in a form and density that achieves a high quality urban environment. 	
1.2.2 Legislative Authority		
General Statement of Intent: All decisions made on or after July 1, 2017 will conform with this Plan	As illustrated through this table, MOP generally conforms to the Growth Plan, as it pertains to the proposed development.	As the decision on the applications will occur after July 1, 2017, the application must conform to the Growth Plan 2017.
1.2.3 How to Read this Plan		
General Statement of Intent for this Section: Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan	Relevant MOP policies have been reviewed in respect of the Growth Plan and other planning documents.	MOP has been reviewed in respect to the <i>Growth Plan</i> and other applicable Provincial planning documents.
2. Where and How to Grow		
2.1 Context		
General Statement of Intent: This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete	The MOP policies conform with the general intent, as summarized in the Vision and Guiding Principle section of the document (Section 4).	The Uptown Major Node is planned as a complete community and identified as a Major Node which is an area for intensification that provides for a mix of uses including employment, commercial, residential, educational and open space. This node is situated on

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/016 W5 Conformity
communities, and increasing the modal share for transit and active transportation.		existing transit routes, as well as the future LRT, and is in proximity to existing community infrastructure (schools, parks, libraries, community centres, emergency services and places of religious assembly.
2.2 Policies For Where and How To Grow		
2.2.1 Managing Growth		
General Statement of Intent for this Section: Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.	The Uptown Major Node is designated as an area for intensification to be a prominent centre with a regional and city focus. This will include a variety of higher density housing, employment, commercial, residential, educational and open space.	The next step in the planning process is to determine whether the development applications are accommodating growth in a built form that appropriately responds to the existing and planned character for the area. The proposed development will be evaluated against the applicable MOP policies.
Relevant Policies: <ul style="list-style-type: none"> a. Growth should be primarily directed to settlement areas that: <ul style="list-style-type: none"> i. Are within the built boundary and have planned municipal water and wastewater systems and support complete communities (2.2.1.2 a i, ii, iii) ii. that are in delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities (2.2.1.2. c i, ii, iii, iv), iii. that is generally away from hazardous lands (2.2.1.2. e) b. Integrated planning to 	<ul style="list-style-type: none"> a. The Uptown Major Node is an appropriate location for growth as it is within the delineated boundary of a settlement area, with access to municipal water and wastewater, and is planned to provide a range of land uses to support a complete community. b. MOP ensures forecasted growth is properly managed as development may be phased if satisfactory arrangements for infrastructure are not made. <p>The Node includes a mix of land uses and housing types. MOP includes polies to ensure high quality compact built form, attractive public realm, including open spaces, through site design and urban</p>	Given the number of development applications in the Uptown Major Node, staff have undertaken a limited capacity study to determine if there is sufficient infrastructure to accommodate the growth that is being proposed. The proposed development will be evaluated against the applicable MOP policies.

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ 18/016 W5 Conformity
<p>manage forecasted growth will:</p> <ul style="list-style-type: none"> i. Be supported by planning for infrastructure and public service facilities that consider the full life cycle cost and payment (2.2.1.3.b) ii. Provide direction for an urban form that will optimize infrastructure (2.2.1.3.c) iii. Support the environment (2.2.1.3.d) iv. Be implemented through a municipal comprehensive review (2.2.1.3.e) <p>c. The <i>Growth Plan</i> will support the achievement of complete communities that</p> <ul style="list-style-type: none"> i. Features a diverse mix of land uses ii. Improves social equity iii. Provides mix of housing options iv. Expands convenient access to transportation, public service facilities, open space, healthy food options v. Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design vi. Mitigates climate 	<p>design (MOP section 9.1). Developing vacant and underutilized lots appropriately and providing for a variety of higher density housing will help to establish the Node as a prominent centre.</p>	

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/016 W5 Conformity
change vii. Integrates green infrastructure		
2.2.2 Delineated Built-up Areas		
Statement of Intent: The majority of growth is directed to lands within the delineated built-up area (i.e. limits of the developed urban area identified by the Minister of Municipal Affairs and Housing).	The Uptown Major Node is located within the delineated built-up area and will assist in achieving intensification targets.	The development applications are supportive of the Growth Plan intent to direct development within the built-up area. However, the manner in which growth is accommodated on the site is subject to further review.
2.2.4 Transit Corridors and Station Areas		
Statement of Intent: Given Provincial investment in higher order transit municipalities are to plan for "major transit station areas on priority transit corridors" as identified on Schedule 5 of the Growth Plan (2.2.4.1)	Hurontario Street is identified in the Growth Plan as a transit priority corridor. MOP identifies Hurontario Street as an intensification / higher order transit corridor. The site is also located within a Major Transit Station Area. MOP policies support intensification that is appropriate for the location. Intensification Areas (e.g. corridors and station areas) will be planned to reflect their role in the City Structure hierarchy (5.5.4).	The development applications are supportive of policies that direct development to intensification areas that are transit supportive.
2.2.5 Employment		
General Statement of Intent for this Section: It is important to ensure an adequate supply of employment land.	The Major Node policies encourage a variety of uses including employment, commercial, residential, educational and open space.	The applications propose to include zoning provisions that will allow for the conversion of ground floor space to office and retail commercial uses.
2.2.6 Housing		
General Statement of Intent: A range and mix of housing is to be provided, including affordable housing. A housing strategy prepared by the Region is an important tool that can be used.	Mississauga Council has recently approved a citywide affordable housing strategy that is currently being implemented. The strategy can be accessed at: http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&2-Web.pdf	The Region of Peel and the City of Mississauga are working together to address housing issues. A diverse range of housing options is encouraged by MOP (Section 7.2.2). Through the next step in the planning process, staff will assess whether the proposed applications contribute to the

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ 18/016 W5 Conformity
		range of housing options and affordable housing in the City.
<p>Relevant Policies:</p> <ul style="list-style-type: none"> a. The Region is responsible for preparing a housing strategy (2.2.6.1) b. Municipalities will support complete communities by accommodating growth forecasts, achieve minimum intensification targets, consider a range of housing options, and planning to diversify the housing stock. (2.2.6.2) 	<p>MOP policies provide opportunities for a range of housing choices, a variety of affordable dwellings, and production of housing for those with special needs such as the elderly (Section 7.2.2).</p>	<p>The Region of Peel and the City of Mississauga are working together to address affordable housing issues.</p> <p>Through the next step in the planning process, staff will assess whether the proposed applications contribute to affordable housing in the City.</p>
5 Implementation		
<p>Statement of Intent: Comprehensive municipal implementation is required to implement the <i>Growth Plan</i>. Where a municipality must decide on planning matters before its official plan has been updated it must still consider impact of decision as it relates to the policy of the plan.</p> <p>The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will implement, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.</p>	<p>MOP must conform with a hierarchy of policy and legislation at the federal, provincial, regional, and municipal level. In particular provincial policy initiatives provide strong direction for the growth management and development strategies found in MOP.</p>	<p>Not directly applicable, as these policies speak to interpretation and how to read the plan and are contained in Section 1.0 of the Mississauga Official Plan.</p>

Region of Peel Official Plan

The Region of Peel approved MOP on September 22, 2011. 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 *Provincial Policy Statement* and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the *Planning Act* 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 9 of this report.

Relevant Mississauga Official Plan Policies

There are other policies in Mississauga Official Plan (MOP) that are also applicable in the review of these applications, some of which are found below.

	Specific Policies	General Intent
Section 4 Vision	Section 4.4.2 Section 4.4.5 Section 4.5	Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
Section 5 Direct Growth	Section 5.1.4 Section 5.1.6 Section 5.1.9	<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 live/work opportunities.</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p>
Section 5 Direct Growth- Major Nodes	Section 5.3 Section 5.3.2	<p>MOP will ensure that Major Nodes develop as prominent centres with regional and city focus, and will be served by higher order transit. Major Nodes will provide a mix of uses including employment, commercial, residential, educational and open space. It is also anticipated that Major Nodes will provide a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups.</p> <p>Major Nodes will achieve a gross density of between 200 and 300 residents and jobs per hectare (81 and 121 residents and jobs combined per acre), and an average employment ratio of between 2:1 to 1:2, measured as an average across the entire area of each node.</p>

	Specific Policies	General Intent
		<p>Development applications within a Major Node 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.</p> <p>Major Nodes will be developed to support and encourage active transportation as a mode of transportation.</p>
Section 5 Direct Growth- Corridors	Section 5.4.1 Section 5.4.2 Section 5.4.3 Section 5.4.4 Section 5.4.5 Section 5.4.6 Section 5.4.7 Section 5.4.8 Section 5.4.9 Section 5.4.10	<p>Corridors connect various elements of the city to each other. Over time, many of these Corridors will evolve and accommodate multi-modal transportation and become attractive public spaces in their own right. Some Corridors have been identified as appropriate locations for intensification. A corridor is generally comprised of the road right-of-way as well as the lands on either side of the road. Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p>

Section 7 Complete Communities	Section 7.1.1 Section 7.1.3 Section 7.1.6 Section 7.2 Housing Section 7.2.1 Section 7.2.2 Section 7.2.8 Section 7.2.9	<p>The official plan supports the creation of complete communities that meet the day-to-day needs of people through all stages of their life offering a wide assortment of housing options and employment opportunities as well as numerous commercial and social venues. The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive.</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.</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. The development of a range of housing choices in terms of type, tenure and price: b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and, c. The production of housing for those with special needs, such as housing for the elderly and shelters. <p>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.</p> <p>The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes.</p> <p>Housing is to be provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. A range of housing types, tenure and price is to be provided.</p>
Section 8 Create a Multi- Modal City	Section 8.1 Section 8.2 Section 8.2.2 Section 8.2.2.3 Section 8.2.2.7 Section 8.3 Section 8.3.1 Section 8.3.3	<p>Mississauga will strive to create a fine-grained system of roads to increase the number of road intersections and overall connectivity throughout the City.</p> <p>Future additions to the road network should be public roads. Public easements may be required where private roads are permitted.</p>
Section 9 Building a Desirable Urban Form	Section 9.1 Section 9.1.1 Section 9.1.2 Section 9.1.5 Section 9.1.6 Section 9.1.10 Section 9.1.15 Section 9.2.1 Section 9.3	<p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p> <p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context</p>

	<p>Section 9.3.1.5</p> <p>Section 9.4</p> <p>Section 9.5</p>	<p>and minimizes undue impacts on adjacent properties.</p> <p>Residential developments of a significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. 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.</p> <p>Site development should respect and maintain the existing grades on-site.</p>
Section 9 Intensification Areas	<p>Section 9.2.1.1</p> <p>Section 9.2.1.2</p> <p>Section 9.2.1.3</p> <p>Section 9.2.1.4</p> <p>Section 9.2.1.8</p> <p>Section 9.2.1.10</p> <p>Section 9.2.1.11</p> <p>Section 9.2.1.12</p> <p>Section 9.2.1.13</p> <p>Section 9.2.1.14</p> <p>Section 9.2.1.15</p> <p>Section 9.2.1.16</p> <p>Section 9.2.1.21</p> <p>Section 9.2.1.22</p> <p>Section 9.2.1.25</p> <p>through to</p> <p>Section 9.1.2.39</p>	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant forms and tenures. It is important that infill "fits" within the existing building context and minimizes undue impacts on adjacent properties. Redevelopment projects include a range of scales, from small residential developments to large scale projects, such as the redevelopment of strip malls.</p> <p>In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.</p> <p>High quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character. Development will be sited and massed to contribute to a safe and comfortable environment. Site development should respect and maintain the existing grades, conserve energy, provide enhanced streetscaping and contribute to the quality and character of existing streets.</p> <p>Buildings will minimize undue negative physical and visual impacts relating to noise, sun, shadow, views, skyview and wind.</p>
Section 9 Site Development Buildings	<p>Various Sections</p>	<p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.</p>
Section 13 Major Nodes	<p>Section 13.1</p> <p>Section 13.4</p>	<p>In order to enhance a sense of community, a number of major streetscapes should be developed in a manner that will impact</p>

		a sense of character. Community form along Hurontario Street should be integrated with the overall community design by providing for a graduated transition in development intensity and building scale, as well as the orientation of buildings.
Section 19 Implementation	Section 19.5.1	<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"> 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; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; 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

Existing and Proposed Zoning

Existing Zones – D (Development), which only permits existing uses.

Proposed Zoning Regulations – RA5-Exception (Apartment Dwellings), to permit apartment buildings and condominium townhomes

OS1 (Open Space – Community Park), which permits active and passive recreational space.

A portion of the subject lands will also be rezoned to **RM6-13 (Townhouse Dwellings on a CEC-Private Road)** to allow the completion of the existing townhome development on the abutting lands located on the north side of Armdale Road, and **OS1 (Open Space 1 – Community Park)** to permit the public park. Further information will be required to assess the 14 proposed condominium townhomes and the zone provisions that will permit the conversion of residential space to office and retail commercial uses on the ground floor of the apartment buildings.

Zone Regulations	RA5 Base Zone Regulations	Proposed RA5-Exception Zone Regulations
Minimum Floor Space Index (FSI)	1.9	2.9

Zone Regulations	RA5 Base Zone Regulations	Proposed RA5-Exception Zone Regulations
Maximum Floor Space Index (FSI)	2.9	5.96
Maximum Building Height	25 storeys	45 storeys
Maximum Number of Dwelling Units	-	2,600
Minimum front yard	7.5 m to 10.0 m (24.6 ft. to 32.8 ft.)	4.0 m (13.1 ft.)
Minimum rear yard	7.5 m to 15.0 m (24.6 ft. to 49.2 ft.)	2.0 m (6.6 ft.)
Minimum interior side yard	4.5 m to 9.0 m (14.8 ft. to 29.5 ft.)	5.0 m (16.4 ft.)
Minimum exterior side yard	7.5 m to 10.0 m (24.6 ft. to 32.8 ft.)	2.0 m (6.6 ft.)
Minimum setback from a parking structure below finished grade, inclusive of covered or uncovered external access stairwells and air shafts	3.0 m (9.8 ft.) to any lot line	0 m (0 ft)
Minimum number of resident parking spaces	a. bachelor – 1.0 b. one-bedroom – 1.25 c. two-bedroom - 1.40 d. three-bedroom - 1.75	e. bachelor - 0.8 f. one-bedroom - 0.9 g. two-bedroom - 1.0 h. three-bedroom - 1.3
Minimum number of visitor parking spaces per apartment dwelling unit	0.20	0.15
Minimum amenity area to be provided	The greater of 5.6 m ² (60.2 sq.ft) per dwelling unit or 10% of the site area	5.5 m ²
Minimum landscaped area	40% of the lot area	37.7% of the lot area
Maximum retail commercial and office space	-	Office and retail commercial space will be permitted on the ground floor of the apartment buildings

6. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

7. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																								
<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>272</td><td>Kindergarten to Grade 6</td></tr> <tr> <td>84</td><td>Grade 7 to Grade 8</td></tr> <tr> <td>147</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>Nahani Way Public School</p> <table> <tr> <td>Enrolment:</td><td>498</td></tr> <tr> <td>Capacity:</td><td>614</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Bristol Road Middle Public School</p> <table> <tr> <td>Enrolment:</td><td>632</td></tr> <tr> <td>Capacity:</td><td>601</td></tr> <tr> <td>Portables:</td><td>3</td></tr> </table> <p>Applewood Heights Secondary School</p> <table> <tr> <td>Enrolment:</td><td>1193</td></tr> <tr> <td>Capacity:</td><td>1284</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> 	272	Kindergarten to Grade 6	84	Grade 7 to Grade 8	147	Grade 9 to Grade 12	Enrolment:	498	Capacity:	614	Portables:	0	Enrolment:	632	Capacity:	601	Portables:	3	Enrolment:	1193	Capacity:	1284	Portables:	0	<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>43</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>36</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>St. Jude Elementary School</p> <table> <tr> <td>Enrolment:</td><td>431</td></tr> <tr> <td>Capacity:</td><td>755</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>St. Francis Xavier Secondary School</p> <table> <tr> <td>Enrolment:</td><td>1877</td></tr> <tr> <td>Capacity:</td><td>1500</td></tr> <tr> <td>Portables:</td><td>17</td></tr> </table> 	43	Junior Kindergarten to Grade 8	36	Grade 9 to Grade 12	Enrolment:	431	Capacity:	755	Portables:	0	Enrolment:	1877	Capacity:	1500	Portables:	17
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8. Development Issues

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

Agency / Comment Date	Comment
Region of Peel (December 20, 2018)	<p>Municipal sanitary sewer facilities consist of a 540 mm (21.26 in.) sewer on Eglinton Avenue East. Existing water infrastructure consists of 300 mm (11.81 in.) on Preston Meadow Avenue, Nahani Way, and Forum Drive. There is also a 300 mm (11.81 in.) watermain on Eglinton Avenue East between Forum Drive and the site.</p> <p>A satisfactory Functional Servicing Report (FSR) and multi-use demand table will be required to determine the adequacy of the existing services for the proposed development prior to the approval of the Zoning and Official Plan Amendments.</p> <p>Servicing of this plan will require the Region to construct a 373 mm (14.69 in.) sewer on the Thornwood Drive extension from Eglinton Avenue East to Armdale Road, the twinning of the existing 525 mm (20.67 in.) and 625 mm (24.61 in.) sewers on Tailfeather Crescent. This construction will be included in the Region's Five Year Capital Budget and Forecast. The estimated construction year is 2020. Should the applicant wish to obtain clearance of the Draft Plan of Subdivision Conditions in advance of regional funding, they will be required to enter into a front-ending agreement with the Region of Peel that is subject to the approval by Regional Council.</p> <p>At the Draft Plan of Condominium stage, the Region will require the applicant to enter into a Condominium Water Servicing Agreement. The Region requires review of the Condominium Declaration and Description prior to the registration of the Condominium.</p> <p>An executed Subdivision Agreement will be required prior to registration of the Plan of Subdivision.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (November 13, 2018 and November 2, 2018)	<p>The Peel District School Board indicated that there is no available capacity to accommodate students generated by these applications. Accordingly, the Board has requested that in the event that the applications are approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, adopted by Council on May 27, 1998 be applied. Among other things, this condition requires that a development application include the following as a condition of approval:</p>

Agency / Comment Date	Comment
	<p>"Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the School Board that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Board for the subject development."</p> <p>The Dufferin-Peel Catholic District School Board responded that it is 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.</p> <p>In addition, if approved, the Peel District School Board and/or the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreement.</p>
<p>City Community Services Department – Parks and Forestry Division/Park Planning Section (January 9, 2019)</p>	<p>Proposed Park Block 3, having an area of 0.33 ha (0.8 ac.) along Armdale Road is an inappropriate location for a park. Given the amount of height and density surrounding this proposed park, the park will be in shadow the entire day between March 21st and September 21st. There will also be a significant shadow impact on June 21st.</p> <p>Please address the shadow impacts by relocating the park and/or through other design solutions.</p> <p>Sandalwood Park (P-309), zoned OS1, located on the north side of Nahani Way, east of the subject lands, which is less than 400 m (1,312 ft.) from the subject lands. This 1.86 ha (4.60 acre) park contains a playground and an 11v11 soccer field.</p> <p>Given the limited number of parks within the immediate area and the proposed density and units being requested, Community Services has requested a park on the subject lands to service this development and the immediate neighbourhood.</p>
<p>City Community Services Department – Culture Division (November 5, 2019)</p>	<p>Please contact the Archaeological Program Unit at the Ministry of Tourism, Culture and Sport to determine the status of the property and provide a letter from the Ministry stating that the property has no further archaeological concerns.</p>
<p>City Community Services Department – Fire and</p>	<p>The proposal is located within the response area of Fire Station 120. At present, average travel times to emergencies</p>

Agency / Comment Date	Comment
Emergency Services Division (December 17, 2018)	<p>in this area of the City are within five minutes based on normal traffic and weather conditions.</p> <p>The adequacy of the water supply for fire protection purposes is under review. Confirmation from the Region of Peel is required.</p>
City Transportation and Works Department (January 24, 2019)	<p>The applicant has been requested to provide additional technical details and materials, including a geotechnical report. Development matters currently under review and consideration by this department include:</p> <ul style="list-style-type: none"> • Noise Study • Engineering Drawings • Functional Servicing Report • Environmental • Traffic Impact Study <p>In addition, municipal works will be required to support this development and these works shall form part of the Subdivision Agreement.</p> <p>The above aspects are to be addressed prior to the preparation of the recommendation report.</p>
Greater Toronto Airport Authority (November 14, 2018)	<p>According to the Airport Zoning Regulations for Toronto Lester B. Pearson International Airport, development elevations on the property are not affected by any airport restrictions related to obstacle zoning.</p> <p>As the proposed development is located in proximity to Toronto Pearson Airport, the development could impact on NAV CANADA's instrument runway approach procedures. In order to determine if the proposed residential towers would comply with the Airport's runway approach procedures, the Greater Toronto Airport Authority (GTAA) and NAV CANADA will need to conduct a detailed evaluation of the proposed development and, therefore, the following additional information is required:</p> <ol style="list-style-type: none"> (1) The geographic coordinates of the four outside corners for each proposed building. (2) Building elevation drawings showing the full height of the structures including any rooftop units (3) The materials to be used on the outside walls of the buildings
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> <p>Bell Canada Canada Post</p>

Agency / Comment Date	Comment
	Enbridge Alectra Utilities Hydro One Arborist – City Property Arborist – Private Property Trillium Health Partners Public Art

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

- Does the proposal comply with the Growth Plan policies for people and jobs?
- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Do the proposed building heights appropriately address the City Structure?
- Does the proposal to include zone provisions to allow the conversion of residential space to office and commercial uses address the need to balance population and jobs in major nodes?
- Does the proposal contribute to the range of housing options and affordable housing in the City?
- Is the massing, density, setbacks and building configuration of the proposal appropriate?
- Are the transitions to neighbouring properties appropriate?
- What are the expected traffic impacts?
- Should Belbin Street be extended through the site as a public road to Eglinton Avenue East?
- Provision of a satisfactory Functional Servicing Report to determine if there is adequate capacity and resolution of all servicing and utility issues, including the resolution of the need for a sewer on the future Thornwood Drive extension from Eglinton Avenue East to Armdale Road and the twinning of sewers on Tailfeather Crescent
- Is there likely to be a cumulative impact on capacity in the Uptown Major Node should this proposal be approved in terms of community centres and parks, traffic on abutting streets, fire protection, and physical infrastructure?
- How is the plaza to the east likely to redevelop and does the proposal adversely impact its redevelopment potential?
- Is the proposed location of the public park appropriate?
- How will parking associated with the potential office and retail uses be provided?
- Have NAV Canada requirements been met?

Development Requirements

There are engineering matters including: grading, engineering, 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.

Other Information

The applicant has submitted the following information in support of the applications:

- Context Plan
- Concept Plan
- Typical Parking Floor Plan
- Elevations
- Phasing Plan
- Planning Justification Report
- Traffic Impact Study
- Phase I and II Environmental Site Assessments
- Draft Plan of Subdivision
- Ground Floor Plan
- Green Roof Plan
- Fill Characterization – Test Pitting Program
- Tree Inventory and Preservation Plan Report
- Functional Servicing and Stormwater Management Report
- Survey and Parcel Abstracts
- Draft Zoning By-law Amendment
- Draft Official Plan Amendment
- Preliminary Wind and Sun/Shadow Studies
- Noise Feasibility Report
- Landscape Plan
- Low Impact Design Features
- Preliminary Grading and Site Servicing Plan
- Urban Design and Streetscape Feasibility Studies
- Photometric Plan
- Stage 1 and 2 Archaeological Assessment

Recommendation Report Detailed Planning Analysis

Owner: 91 Eglinton Limited Partnership (Liberty Development Corporation)

91 and 131 Eglinton Avenue East and 5055 Hurontario Street

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1. Community Comments

Comments received through correspondence were generally directed towards intensification. Below is a summary and response to the specific comments heard.

Comment

Concern with proposed height, density, and shadow impact.

Response

The applicant has reduced the building heights and number of units. A Sun / Shadow Study has been reviewed through these applications and has been deemed satisfactory.

Comment

Concern with increased traffic congestion and pedestrian safety in the area, in particular, at the intersection of Hurontario Street and Eglinton Avenue.

Response

Comments received from the Transportation and Works Department on the applicant's Traffic Impact Study indicate that traffic will operate in a satisfactory manner.

Comment

This proposal will create a large group of buildings cut off from the neighbourhood. There is no consideration of neighbourhood or sense of community in the overall planning for the area. In other areas of the GTA we have seen these types of developments not enhancing the livability of the area,

and potentially leading to troubled neighbourhoods. Walkability and small retail units are a must.

Response

The applicant has revised their proposal to include a minimum of 1 300 m² (13,993 ft²) of retail and office commercial uses. Multi-use trails have been introduced, sidewalk locations have been confirmed, the public park has been relocated and expanded, and larger development blocks have been broken up through the reconfiguration of the road network. Staff will continue to work with the applicant to ensure that retail entrances are centrally located within the development to encourage pedestrian movement on-site.

Comment

This area is already too crowded and the additional density proposed and removal of trees will lead to an environmental disaster in terms of flooding.

Response

Comments received from the Transportation and Works Department (T&W) on the Functional Servicing and Stormwater Management Report state that they are satisfactory. Detailed site drainage and tree removal applications (if applicable) will be addressed through the site plan approval process.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The revised applications were circulated to all City departments and commenting agencies on February 24, 2020 and the further revised proposal was recirculated to outstanding City departments and commenting agencies on July 6, 2020. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Comments dated September 24, 2020, state that technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Noise

The evaluation of the noise sources that may have an impact on this development included transportation sources (road, light rail and aircraft) and stationary sources external to this development. Additionally, the assessment considered future LRT vibration impact criteria with respect to ground-borne vibration and vibration induced noise. Noise mitigation will be required due to transportation sources, including building

design requirements and sound barriers for the outdoor living areas; the details of which will be confirmed through the Site Plan process once the final architectural, mechanical and grading plans are available. Potential noise sources that may be generated by the development, including mechanical equipment, will be mitigated through the detailed design of the building.

Stormwater Management

The Functional Servicing Report (FSR) and Stormwater Management Report indicate 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 impact to the receiving Municipal drainage system, on-site stormwater management controls for the post development discharge is required. The applicant has demonstrated a satisfactory stormwater servicing concept. On-site stormwater re-use is being pursued. Prior to Site Plan Approval, additional information is required to clarify if a groundwater management strategy will be required.

Traffic

A total of five traffic impact study (TIS) submissions were provided by WSP in support of the proposed development. Each submission was reviewed and audited by the City's Transportation and Works Department. Based on the latest submission, dated February 2020, the study complied with the City's TIS guidelines and was deemed satisfactory. The study concluded that the proposed development is anticipated to generate 471 (100 in, 371 out) and 670 (426 in, 244 out) two-

way site trips for the weekday AM and PM peak hours respectively.

With the traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service.

Road Network Capacity

In response to development pressure in the Uptown Node staff undertook preliminary work to understand the cumulative impacts of this higher amount of growth in the Uptown Node on the provision of infrastructure and services, as outlined in the Corporate Report titled “Uptown Node Capacity Review” dated June 19, 2020. As the node continues to develop, the intersections within the node will be under increasing pressure.

The TIS acknowledges the future capacity issues at the Hurontario Street and Eglinton Avenue West intersection and concludes that the development’s future trip generation will increase the existing road network capacities due to the increased traffic volume and removal of lanes for the Hurontario LRT. However, through multiple submissions of the TIS for the proposed development at 91 Eglinton Avenue it was determined that the development utilizes some of the limited capacity available within the area and the intersection of Hurontario Street and Eglinton Avenue West will operate at an acceptable level of service.

It is anticipated that the completion of the Hurontario Light Rail Transit (“HuLRT”) project will encourage public transit use and

reduce single occupancy vehicle (SOV) trips to and from the Uptown Node.

As discussed in the June 19, 2020 Capacity Study report, staff are in the process of developing further policies and plans that could help to manage some of this growth and ensure that the Uptown Node can thrive as a complete, vibrant and well served community into the future.

Environmental Compliance

The applicant is required to provide a certification letter-report for lands to be dedicated to the City at the Subdivision Agreement stage.

Additionally, the applicant is required to provide additional technical information to confirm monitoring wells decommissioning, aboveground storage tank and underground storage tank removal, septic tank decommissioning and dewatering commitment letter, all of which are to be addressed prior to registration of the subdivision.

Engineering Drawings and Plans

Municipal infrastructure, including but not limited to servicing works, road works along Armdale Road, Thornwood Drive and Eglinton Avenue, land dedication and easements are required as a result of this development. The review of the detailed engineering drawings will be further evaluated as part of the municipal infrastructure detailed design and addressed through the subdivision agreement prior to registration of the proposed development.

Transportation and Works is satisfied that the information reviewed to date is satisfactory, and in accordance with City requirements. Any outstanding items required to facilitate the implementation of the zoning by-law and approval of the draft plan of subdivision can be addressed through draft plan conditions, the subdivision agreement and the site plan review process.

3. *Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019*

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

4. Consistency with PPS

Section 1.1.3.2 of the PPS states that *land use patterns within settlement areas shall be based on densities and a mix of land uses which 1. efficiently use land and resources, 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion, 4. support active transportation, 5. are transit supportive, and where a range of uses can be accommodated.* Policy 1.1.3.3 of the PPS states that *planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.* Policy 1.1.3.4 states that *appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.*

Section 5 of Mississauga Official Plan (MOP) (Direct Growth) has policies that designate the Uptown Major Node Character Area as an Intensification Area that will provide for a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the city. Section 5.3.2.4 of MOP outlines that a gross density of between 200 and 300 residents plus jobs per hectare (between 81 and 122 residents plus jobs per acre) are required for Major Nodes. This development proposal exceeds the residential target for Major Nodes. Policy 5.3.2 in MOP indicates that Major Nodes are intended to provide a variety of higher density housing for people in different phases of their

lifecycle and for a variety of income groups. This development proposal includes a commitment for an affordable housing contribution of either \$15 million, or 5% of the total units proposed (up to 125 affordable ownership units) on site (mix of 1 and 2 bedroom unit types), or a partnership with a non-profit housing provider to deliver 5% of total units proposed (up to 125 affordable ownership or rental units), or that a combination of these contributions be made in a form and on terms satisfactory to the City

The proposed development will utilize surrounding community infrastructure (library, schools and places of religious assembly) and has adequate access to servicing (water, sanitary and storm facilities). Policies in MOP ensure intensification is in accordance with the wise management of resources and protecting health and safety.

Section 9 of MOP (Build a Desirable Urban Form) has a range of policies that encourages vibrant, mixed use areas, serviced by multi-modal transportation. Policy 9.2.1.10 of MOP requires that appropriate height and built form transitions be provided between sites and their surrounding area.

The relevant MOP policies in this report are consistent with the PPS.

5. Conformity with Growth Plan

Section 2.2.2.4 b) in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of

built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

Section 5.3.2 of MOP states that Major Nodes will be planned as prominent centres of mixed use activity with a variety of employment opportunities, such as office jobs and regional shopping services that draw people beyond adjacent neighbourhoods. Section 5.3.2.3 states that Major Nodes are Intensification Areas, and Section 5.3.2.4 states that they will achieve a gross density of between 200 and 300 residents and jobs combined per hectare (between 81 and 122 residents plus jobs per acre).

Section 5.3.2.6 indicates that Major Nodes will achieve an average population to employment ratio of between 2:1 to 1:2 measured as an average across the entire area of each node.

Section 9.2.1 *Intensification Areas* of MOP states that Intensification Areas are the principal location for future growth. They are planned areas within the municipality where the City has identified the appropriate type and scale of development. Section 9.2.10 states that appropriate height and built form transitions will be required between sites and their surrounding areas.

The relevant MOP policies in this report conform with the Growth Plan for the Greater Golden Horseshoe.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

6. Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.5 direct development and redevelopment to the Urban System to achieve healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities. A further objective is to achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. It addresses the natural and built environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. It envisions that growth will be directed to Intensification Areas comprised of Major Nodes (among others) that will promote a desirable urban form that supports transit.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to Mississauga Official Plan Policies for the Uptown Major Node Character Area, to permit six apartment buildings including three with heights of

35, 35, and 37 storeys, which will contain a maximum of 2,500* condominium apartment dwelling units, a minimum of 1,300 m² (13,993 ft²) of retail commercial and office space, 20* three storey condominium townhomes, a maximum FSI of 5.6, and a public park. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

*The applicant's current proposal includes 2,433 apartment units and 16 three storey condominium townhomes; however, the proposed official plan amendment and rezoning allow for a maximum of 2,500 apartment units and 20 three storey townhomes to allow for flexibility and future market demand changes.

- ***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, Growth Plan 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 Uptown Major Node Character Area, an area intended for intensification in the City's Urban Structure. The existing population of this Major Node is 12,300 with 2,200 jobs. If approved, this development will have an estimated population of 5,342. By 2041, the City's approved growth forecast projects a population of approximately 20,000. The average household size is 2 with 87% of people living in apartment buildings that are five storeys or more. The mix of housing tenure for the area is 2,665 units (61%) owned and 1,730 units (39%) rented with a vacancy rate of approximately 0.9%. In addition, the number of jobs within this Character Area is 2,185. Total employment combined with the population results in a PPJ for Uptown Major Node of 128 persons plus jobs per hectare (52 persons plus jobs per acre).

Section 5.3.2.4 of MOP indicates that Major Nodes will achieve a minimum gross density of between 200 and 300 residents and jobs combined per hectare (between 81 and 122 residents plus jobs per acre across the node). This proposal will provide 1,562 residents per hectare (633 residents per acre). Although Section 5.3.2.6 of MOP indicates that Major Nodes will achieve an average population to employment ratio

of between 2:1 to 1:2, this is measured across the entire area of each node. The subject site is designated for residential high density development, rather than mixed use. The number of jobs to be generated from the proposed development is estimated to be 7 jobs per hectare (3 jobs per acre). While 22 jobs per hectare (9 jobs per acre) are currently present in the Uptown Major Node, a range of uses are permitted in the node, including lands with Mixed Use and Office Use designations.

Compatibility with the Neighbourhood

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context.

While a maximum height of 25 storeys is permitted in the Major Node, additional height can be considered: where an appropriate transition in height will be achieved; the City Structure hierarchy is maintained; the development proposal enhances existing or planned development and the development proposal is consistent with the policies of the OP (Section 13.1.1.3).

The subject site is designated **Residential High Density** and **Residential Medium Density**, which permits apartment buildings and all forms of townhomes, respectively.

The proposed amendment would result in six apartment buildings with heights of 19, 24, 25, 35, 35 and 37 storeys, a maximum of 2,500 condominium apartment dwelling units with retail and office uses, 20 townhomes, and a public park.

This proposal requires that the subject lands east of Thornwood Drive be redesignated from **Residential Medium Density** to **Residential High Density** to permit the proposed 25 storey apartment building at the southeast quadrant of the site, whereas townhomes are permitted as of right. A portion of the **Residential High Density** and **Residential Medium Density** lands will also be redesignated to **Public Open Space** to permit a public park in the northeast portion of the subject site.

The subject lands will be removed from **Residential High Density – Special Site 2** of the Uptown Major Node Character Area and **Residential High Density – Special Site 8** will be added to the Uptown Major Node Character Area, Mississauga Official Plan (MOP) Policies to permit the following:

- permit three apartment buildings with heights of 35, 35 and 37 storeys
- require a minimum of 1 300 m² (13,993 ft²) of retail commercial and office space
- to permit a maximum FSI of 5.6

The floor space index ranges for the subject site will also be deleted on Map 13-4: Uptown Major Node Character Area in accordance with the above-noted changes to the Special Site Policies.

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

- Number 19, 19A, 19B, 19C and 103 on Hurontario Street, approximately 170 m (558 ft) northwest of the site.
- Number 7, 35, 35A, and 87 on Eglinton Avenue East, having direct access to the area.

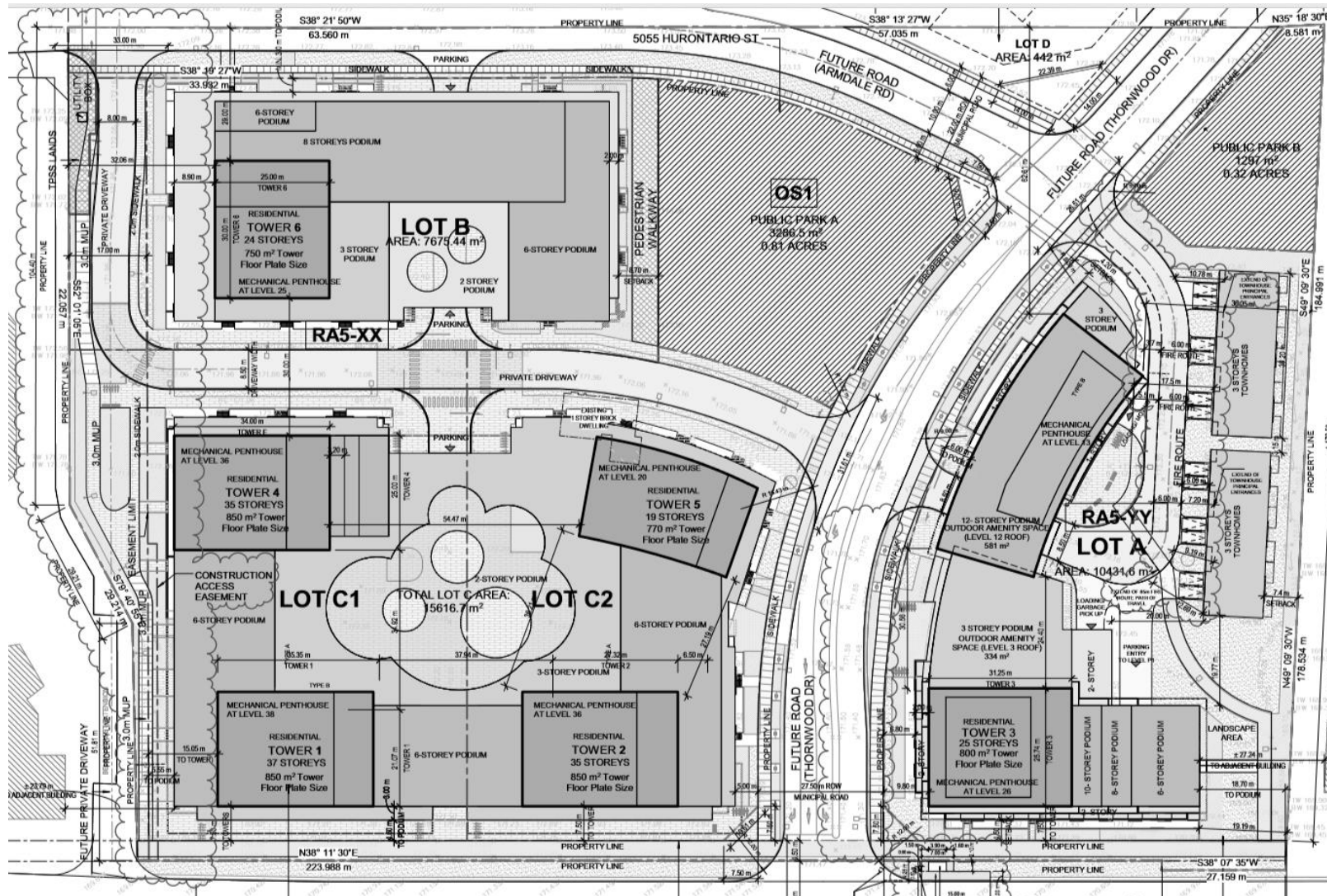
There is a transit stop on Eglinton Avenue East within 111 m (364 ft) of the site, and on Hurontario Street within 170 m (558 ft) of the site.

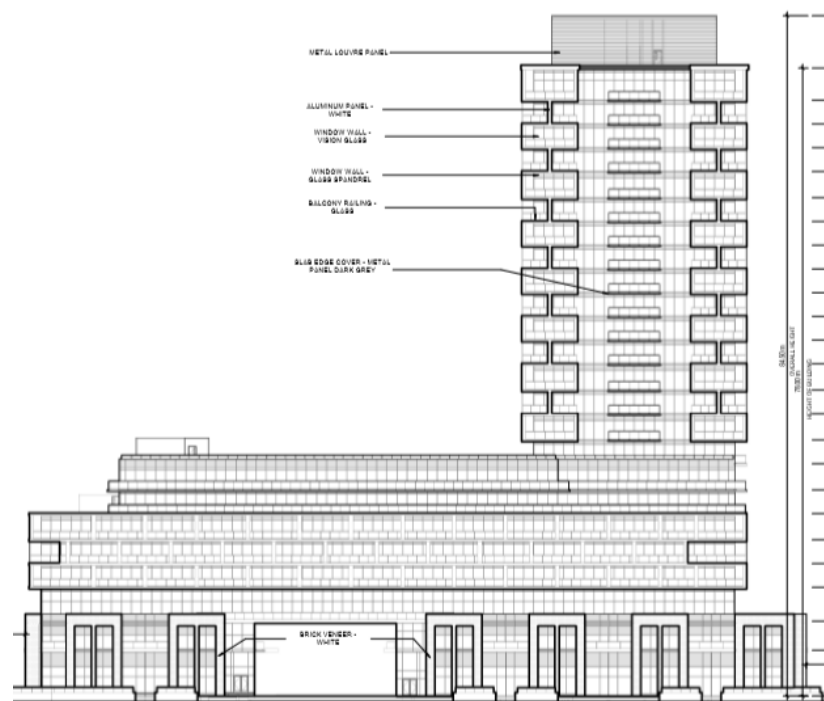
The node contains the Emerald Centre (west side of Hurontario Street, south of Eglinton Avenue West), Cityside Shopping Centre (northeast corner of Hurontario Street and Eglinton Avenue East), Mississauga Marketplace Plaza (southeast corner of Hurontario Street and Eglinton Avenue East) and 30 Eglinton West Commercial Centre (southwest corner of Hurontario Street and Eglinton Avenue West). These plazas provide a range of retail commercial uses and services including a grocery store, drug store, medical offices, gym, Service Ontario and restaurants. The Frank McKechnie Community Centre and Library are located on Bristol Road East, east of Hurontario Street, approximately 1.5 km (0.93 miles) northeast of the site.

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

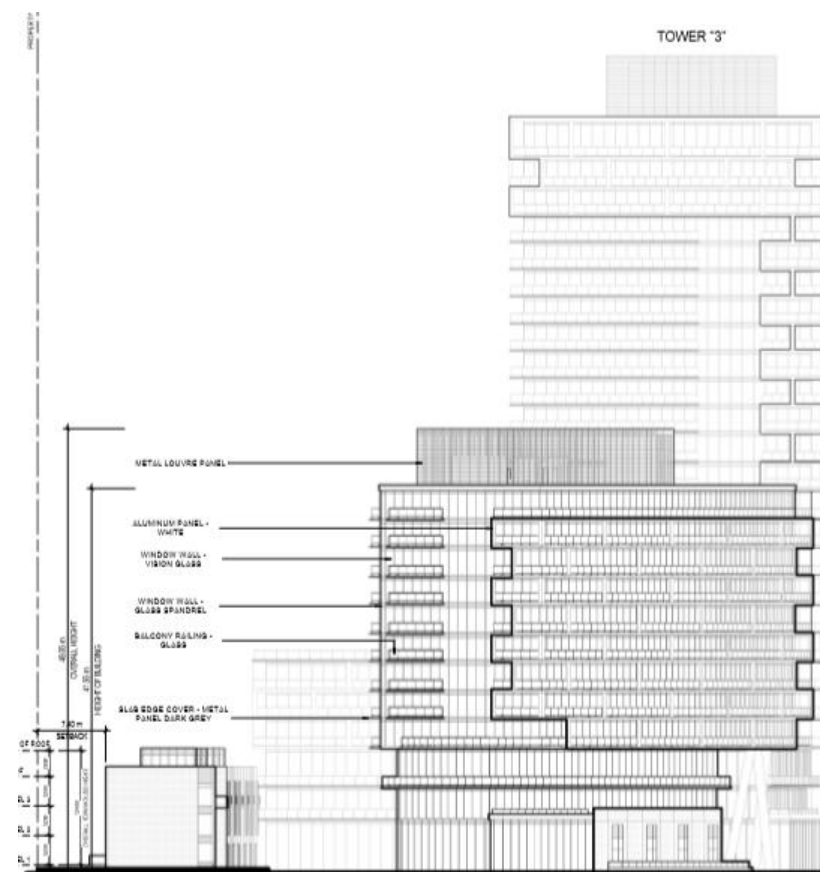
8. Revised Site Plan and Elevations

The applicant has provided these revised site plan and elevation drawings:

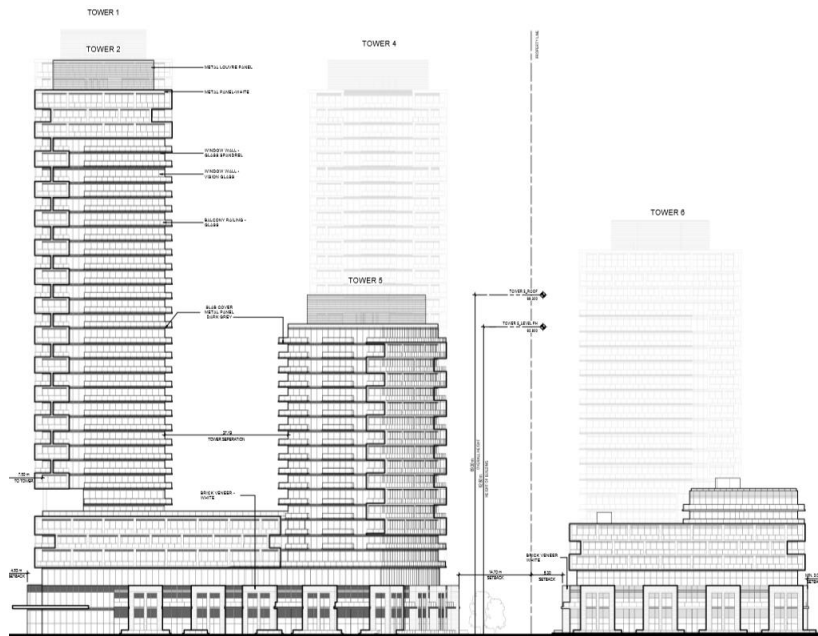




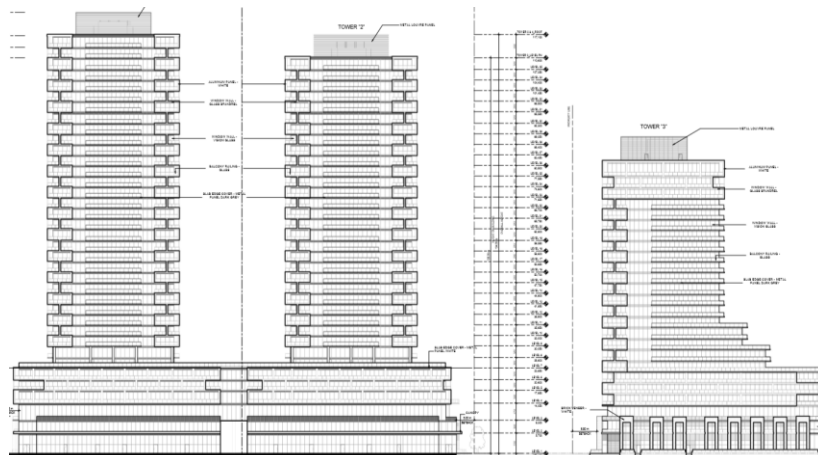
North Elevation



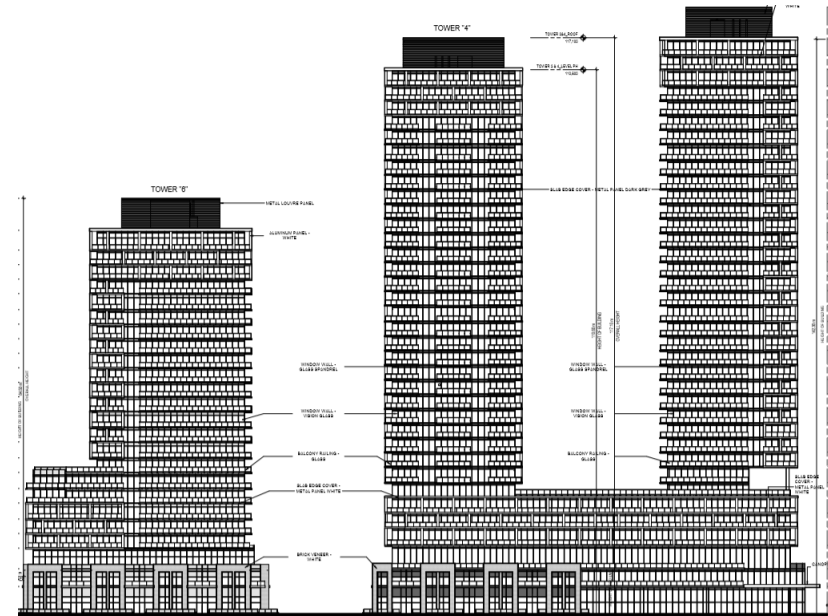
North Elevation



East Elevation



South Elevation



West Elevation

9. Zoning

The proposed **RM6-13** (Townhouses on a CEC - Road) is appropriate to accommodate the proposed completion of a townhome project on abutting lands with 4 three storey common element condominium (CEC) townhomes.

The proposed **OS1** (Open Space) is appropriate to accommodate the proposed public park.

The proposed **RA5-Exception** (Apartment) is appropriate to accommodate the proposed six apartment buildings with heights of 19, 24, 25, 35, 35 and 37 storeys which will contain

2,433 condominium apartment units and retail and office uses, 16 three storey condominium townhomes and a public park.

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
Additional Permitted Uses	N/A	Commercial School Recreational Establishment
Maximum number of townhomes	N/A	20
Maximum number of dwelling units	N/A	2,500
Maximum Floor Space Index (FSI)	2.9	5.6
Maximum Dwelling Height – Flat Roof	25 storeys 77 m (252.6 ft)	37 storeys 144 m (472 ft)
Minimum total gross floor area – non-residential	N/A	1 300 m ² (13,993 ft ²)
Minimum Front and Exterior Side Yard	7.5 m – 10.5 m (24.6 – 34.5 ft)	3.0 m (9.8 ft)

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
Minimum Interior Side Yard	4.5 m – 9.0 m (14.8 – 29.5 ft)	5.5 m (18.0 ft)
Minimum Rear Yard	7.5 m – 15.0 m (24.6 – 49.2 ft)	2.5 m (8.2 ft)
Minimum landscaped area	40 % of lot area	38.2% of lot area
Minimum amenity area	The greater of 5.6 m ² (60.3 ft ²) per dwelling unit or 10% of the site area	4.5 m ² (48.4 ft ²) per dwelling unit
Minimum number of resident parking spaces		
per studio unit	1.0	0.8
per 1-bedroom unit	1.25	0.9
per 2-bedroom unit	1.40	1.0
per 3-bedroom unit	1.75	1.3
shared visitor parking	N/A	0.15
Required number of parking spaces for non-residential uses	As outlined in Table 3.1.1.2 in the Zoning By-law	For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/ non-residential parking in accordance with the following:

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
		the greater of 0.15 visitor spaces per unit or Parking required for all non-residential uses located on the same lot as the residential use, shall not be included in the above shared parking arrangement and shall be provided in accordance with applicable regulations contained in Table 3.1.2.2 of this By-law
Maximum number of tandem parking spaces	N/A	20% of the required resident parking spaces provided that each pair of tandem spaces is allocated to one dwelling unit
Minimum distance from a structure completely below finished grade	3.0 m (9.8 ft)	0.5 m (1.64 ft)

*The applicant's current proposal includes 2,433 apartment units and 16 three storey condominium townhomes; however, the proposed official plan amendment and rezoning allow for a maximum of 2,500 apartment units and 20 three storey townhomes to allow for flexibility and future market demand changes.

10. Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application.

The subject lands are currently zoned **D** (Development) which permits legally existing uses. The applicant is seeking to permit six condominium apartment buildings with heights of 19, 24, 25, 35, 35 and 37 storeys which will contain 2,433 condominium apartment units and retail and office uses, 16 three storey condominium townhomes, and a public park. As the project is seeking additional height and density and is larger than 5 000 m² (54,000 ft²) in size, it meets the minimum threshold for a Section 37 contribution.

11. "H" Holding Symbol

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

- A satisfactory Section 37 agreement is in place with the City of Mississauga for an affordable housing contribution of either \$15 million, or 5% of the total units proposed (up to 125 affordable ownership units) on site (mix of 1 and 2 bedroom unit types), or a partnership with a non-profit housing provider to deliver

5% of total units proposed (up to 125 affordable ownership or rental units), or that a combination of these contributions be made. Such additional contributions if determined to be applicable based on the City's Bonus Zoning Policy 07-03-01, will be subject to the terms of the Section 37 agreement in a form and content satisfactory to the Planning and Building Department. This agreement shall be in a form (for example, a Section 37 Agreement) and on terms satisfactory to the City.

12. 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.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as air shaft/exhaust vent locations, wind and noise mitigation measures, the design and siting of suitable canopies for entrances, tree removal permission, the waste collection design, and the groundwater management strategy for the underground parking garage.

13. Draft Plan of Subdivision

The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions attached as Appendix 3.

Development will be subject to the completion of services and registration of the plan.

14. Conclusions

In conclusion, City staff have evaluated the applications to permit six apartment buildings with heights of 19, 24, 25, 35, 35 and 37 storeys which will contain 2,433 condominium apartment units and retail and office uses, 16 three storey condominium townhomes, and a public park against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The site is located in the Uptown Major Node, which is an area designated for intensification, a mix of uses, and higher density housing. The proposed development has been redesigned to be more sensitive to the existing and planned character of the neighbourhood and provides an appropriate transition to adjacent uses. Proposed building heights decrease to the north and east to achieve a more appropriate transition to existing and planned land uses.

Although the proposed applications are expected to only generate 7 jobs per hectare (3 jobs per acre), the subject

property is designated Residential High Density and **Residential Medium Density** in the Official Plan and is therefore not required to provide non-residential uses. Other sites within the node permit a range of non-residential uses, including lands designated **Mixed Use** and **Office**.

While the area is served by transportation options, and a range of goods and services, on-going review and suggested improvements to mitigate impacts of increased development through the Uptown Node Capacity Review is likely to benefit future residents.

The proposed official plan amendment, rezoning and draft plan of subdivision are acceptable from a planning standpoint and should be approved.

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**SCHEDULE A
CONDITIONS OF APPROVAL**

FILE: T-M18005 W5

SUBJECT: Draft Plan of Subdivision
Part of Lot 1, East of Hurontario Street
North Side of Eglinton Avenue East, East of Hurontario Street
City of Mississauga
91 Eglinton Limited Partnership (91 and 131 Eglinton Avenue East and 5055 Hurontario Street)

Approval of a draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, will be valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

NOTE: City is "The Corporation of the City of Mississauga"
Region is "The Regional Municipality of Peel"

The City has not required either the dedication of land for park or other public recreational purposes, or a payment of money in lieu of such conveyance as a condition of subdivision draft approval authorized by Section 51.1 of the *Planning Act*, R.S.O. 1990, c.P13 as amended. The City will require payment of cash-in-lieu for park or other public recreational purposes as a condition of development for each lot and block, prior to the issuance of building permits pursuant to Section 42(6) of the *Planning Act*, R.S.O. 1990, c.P13, as amended, and in accordance with the City's policies and by-laws.

- 1.0 Approval of the draft plan applies to the plan dated February 13, 2020.
- 2.0 That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City and the Region.
- 3.0 The applicant/owner shall enter into a Subdivision Agreement including Municipal Infrastructure Schedules, and any other necessary agreements, in a form satisfactory to the City, Region or any other appropriate authority, prior to ANY development within the plan. These agreements may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widenings, land dedications, public easements, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues such as cash contributions, levies (development charges), land dedications or reserves, securities or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals; conservation and environmental matters; phasing and insurance. THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED IN COMMENTS FROM AUTHORITIES, AGENCIES, AND DEPARTMENTS OF THE CITY AND REGION AS CONTAINED IN THE APPLICATION STATUS REPORT DATED OCTOBER 16, 2020, THAT CORRESPONDS WITH THE RESUBMISSION DATED SEPTEMBER 24, 2020 AND REMAIN APPLICABLE.

THESE COMMENTS HAVE BEEN PROVIDED TO THE APPLICANT OR THEIR CONSULTANTS AND FORM PART OF THESE CONDITIONS.

- 4.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.
- 5.0 The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widenings, 0.3 m (1 ft.) reserves, walkways, sight triangles, buffer blocks and utility or drainage easements to the satisfaction of the City, Region or other authority.
- 6.0 The applicant/owner shall provide all outstanding reports, plans or studies required by agency and departmental comments.
- 7.0 That a Zoning By-law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.
- 8.0 The proposed streets shall be named to the satisfaction of the City and the Region. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.
- 9.0 Prior to final approval, the Engineer is required to submit, to the satisfaction of the Region, all engineering drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".
- 10.0 Prior to final approval, the developer will be required to monitor wells, subject to the homeowner's permission, within the zone of influence, and to submit results to the satisfaction of the Region.
- 11.0 The applicant/owner shall make arrangements acceptable to the City with regard to any Park issues including all servicing requirements including fencing/hoarding. To partially fulfil the requirements of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the City will accept Block Number 3 and 4, having an area of 0.46 ha (1.13 ac.), for park or other public recreational purposes. Block Number 3 and 4 will be conveyed prior to the registration of the subdivision.
- 12.0 Prior to final approval, the City shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan.
- 13.0 Prior to execution of the Subdivision Agreement, the developer shall name to the satisfaction of the City Transportation and Works Department the telecommunications provider.
- 14.0 Prior to execution of the Subdivision Agreement, the developer must submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.

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- 15.0 That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.
- 16.0 That the owner/applicant shall register a public easement for vehicular and pedestrian access over the future private road extension of Belbin Street as well as the unnamed road connecting Belbin Street to Thornwood Drive in favour of the City of Mississauga, as follows:
- a) Public Vehicular and Pedestrian Access Easement through the site to facilitate connectivity between Armdale Road and Eglinton Avenue East, with an easement width of 17.0 metres over Part 1 and Part 2 as shown on the Reference Plan 43R-39652 prepared by Schaeffer Dzaldov Bennett Ltd. (Dwg No. 17-450-07B, dated October 7, 2020),
 - b) Public Vehicular and Pedestrian Access Easement through the site to facilitate connectivity between Belbin Street and Thornwood Drive along the unnamed private road with an easement width of 17.0 metres over Part 4 as shown on the Reference Plan 43R-39652 prepared by Schaeffer Dzaldov Bennett Ltd. (Dwg No. 17-450-07B, dated October 7, 2020),

These private roads and easements are to be designed in accordance to the City of Mississauga standards, which details will be included in the Subdivision Agreement.

THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.