

**Detailed Information and Preliminary Planning Analysis**  
**Owner: 1997937 Ontario Inc. (Liberty Development Corp.)**  
**5081 Hurontario Street**

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## 1. Proposed Development

The applicant proposes to develop the property with three apartment buildings with heights of 21, 33 and 42 storeys with ground floor retail uses, live/work units and underground parking. The property is currently zoned to permit three apartment buildings with heights of 21, 27 and 33 storeys. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: November 13, 2020 Deemed complete: December 8, 2020	
Developer/Owner/ Applicant:	1997937 Ontario Inc. (Liberty Development Corp.)	
Number of units:		
Phase 1	497 units	
Phase 2	755 units	
Total	1 252 units	
Existing Gross Floor Area (Phase 1):	74,050.40 m <sup>2</sup> (797,072 ft <sup>2</sup> )	
Proposed Gross Floor Area:		
Phase 2	50,825.00 m <sup>2</sup> (547,076 ft <sup>2</sup> )	
Total	87,753.67 m <sup>2</sup> (944,573 ft <sup>2</sup> )	
Height:	42 storeys / 130.68 m (428.74 ft.) 21 storeys / 67.83 m (222.54 ft.)	
Floor Space Index:	7.26	
Landscaped Area:	12.47 %	
Anticipated Population:	3 130* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
Phase 1		
resident spaces	478	478
visitor spaces	75	75

Development Proposal		
Phase 2		
resident spaces	715	542
visitor spaces	113	113
Green Initiatives:	<ul style="list-style-type: none"> <li>• Rainwater Management</li> <li>• Heat Island Reduction</li> <li>• Light Pollution Reduction</li> <li>• Indoor/Outdoor Water Use Reduction</li> <li>• Advanced Energy Metering</li> </ul>	

### Supporting Studies and Plans

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

- Architectural Drawings
- Floor Plans
- Underground Parking
- Elevations
- Cross Section
- Planning Justification Study
- Sun/Shadow Feasibility Study
- Acoustical Feasibility Study
- Grading and Servicing Plans
- Functional Servicing Report
- Drainage Proposal
- Environmental Site Assessment, Phase I and 2
- Outdoor Amenity Area Concept Plan
- Quantitative Pedestrian Wind Study
- Transportation Impact Study includes Parking Utilization Study & Operations & Safety Assessment

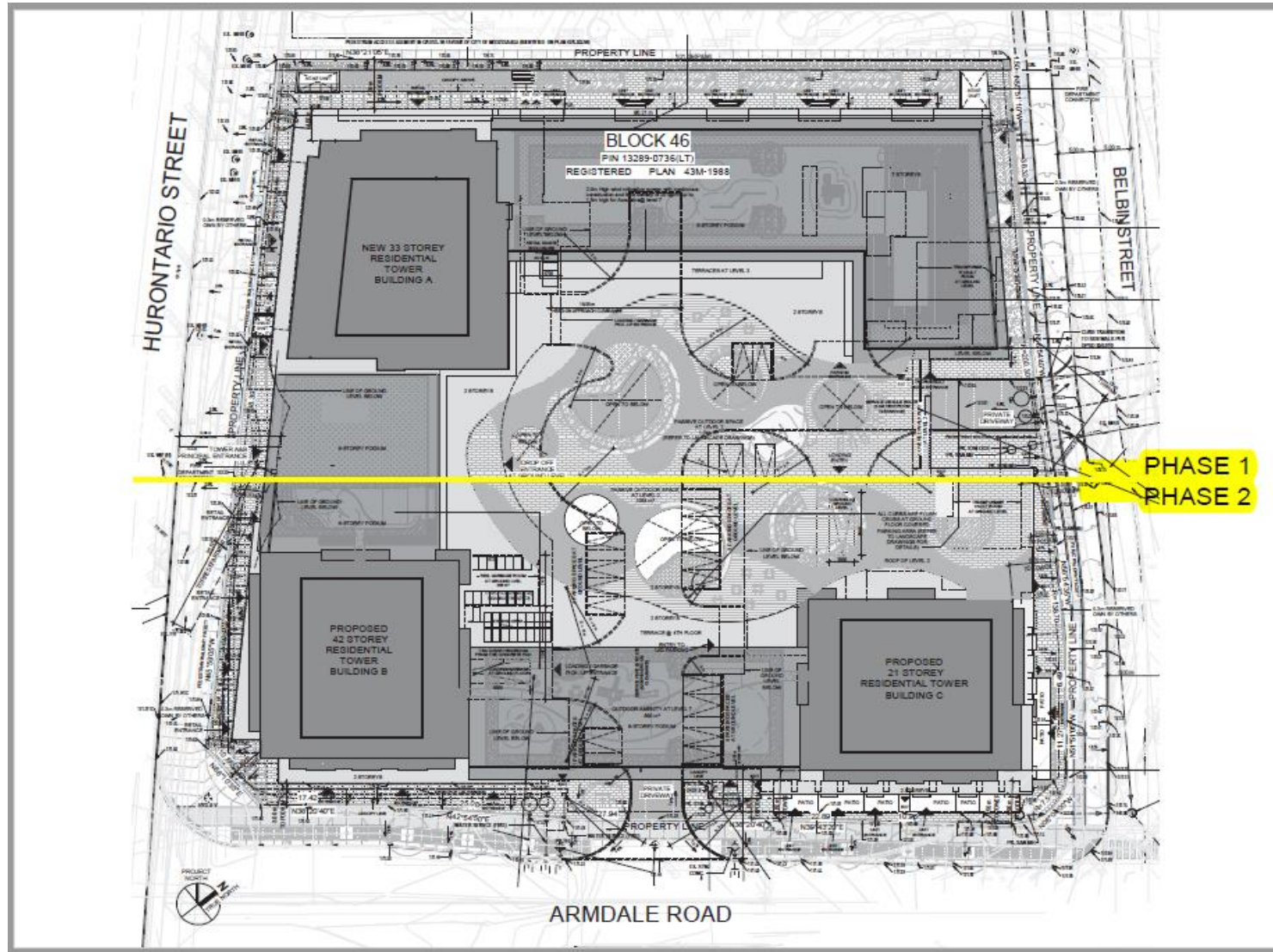
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Low Impact Development Letter
- Parcel Register

**Application Status**

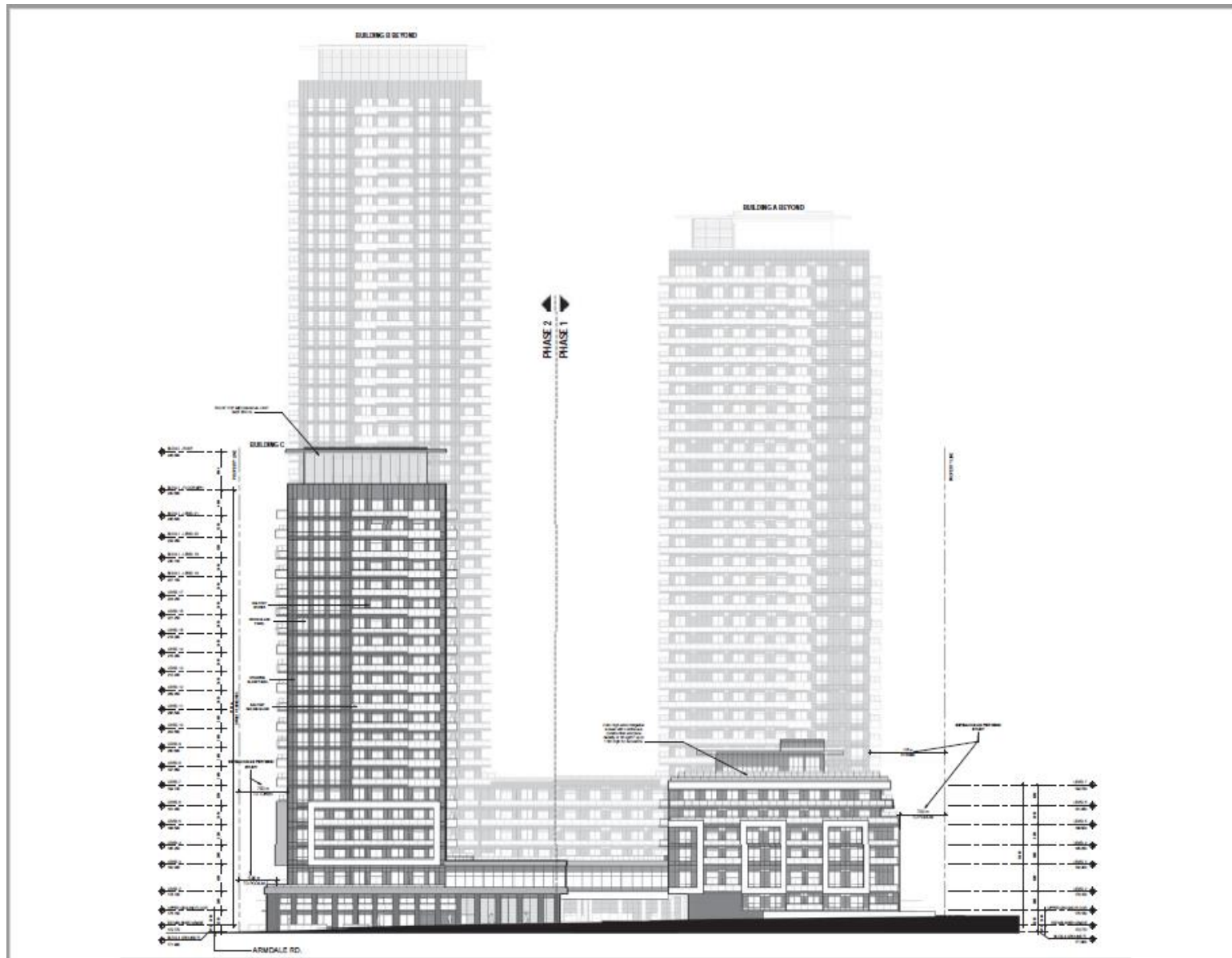
Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

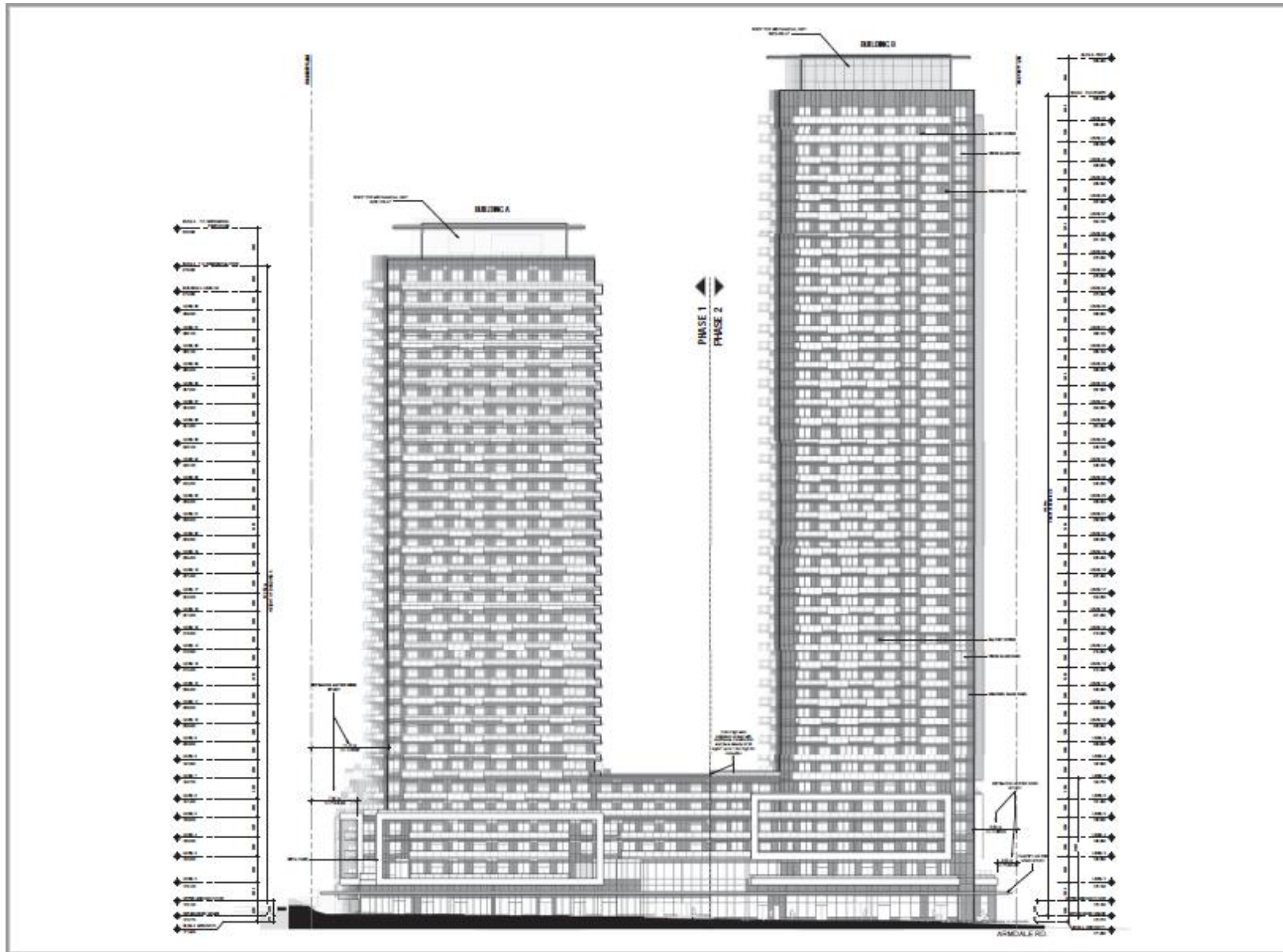
## Concept Plan and Elevations



Site Plan

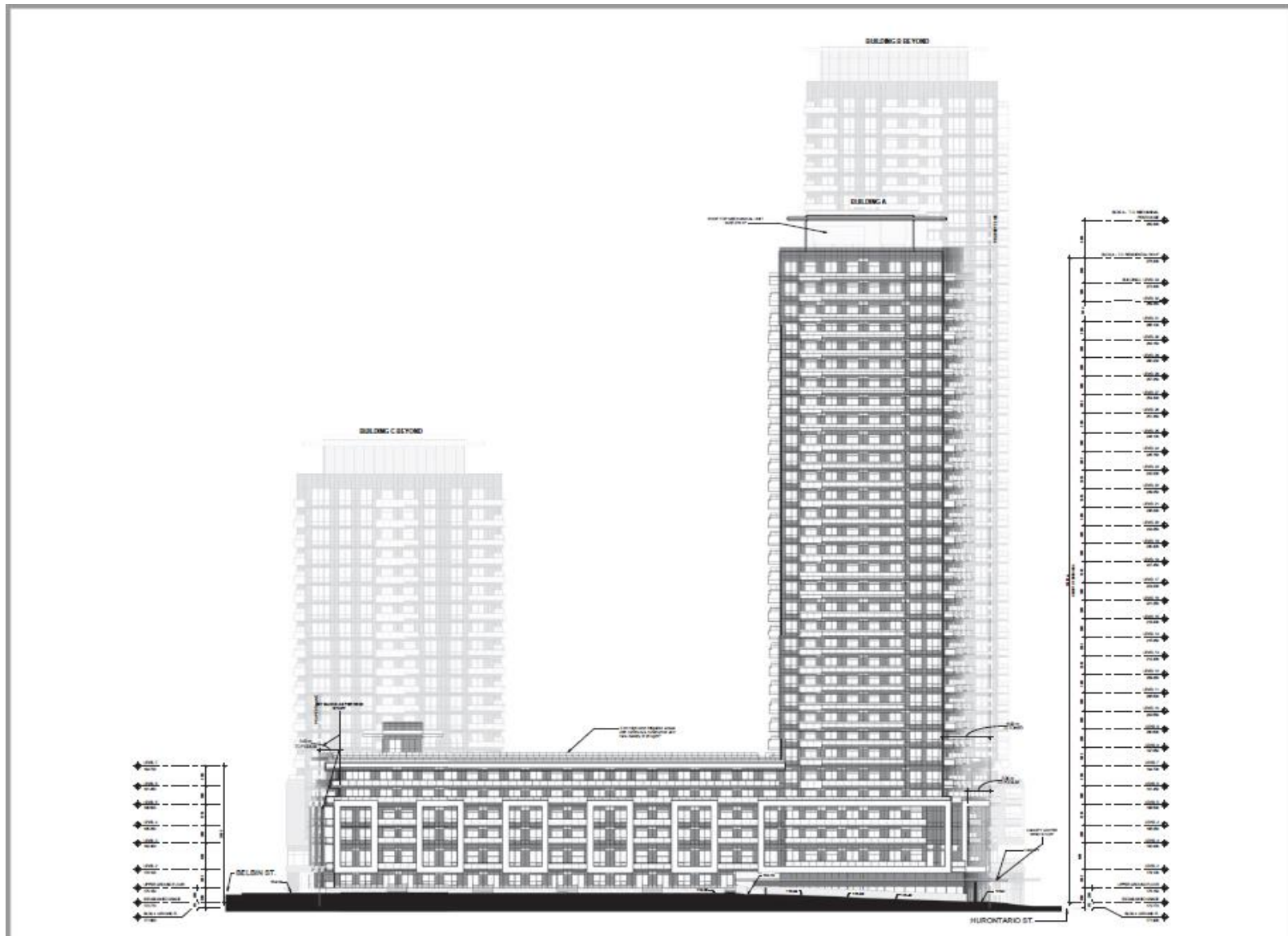


East Elevation

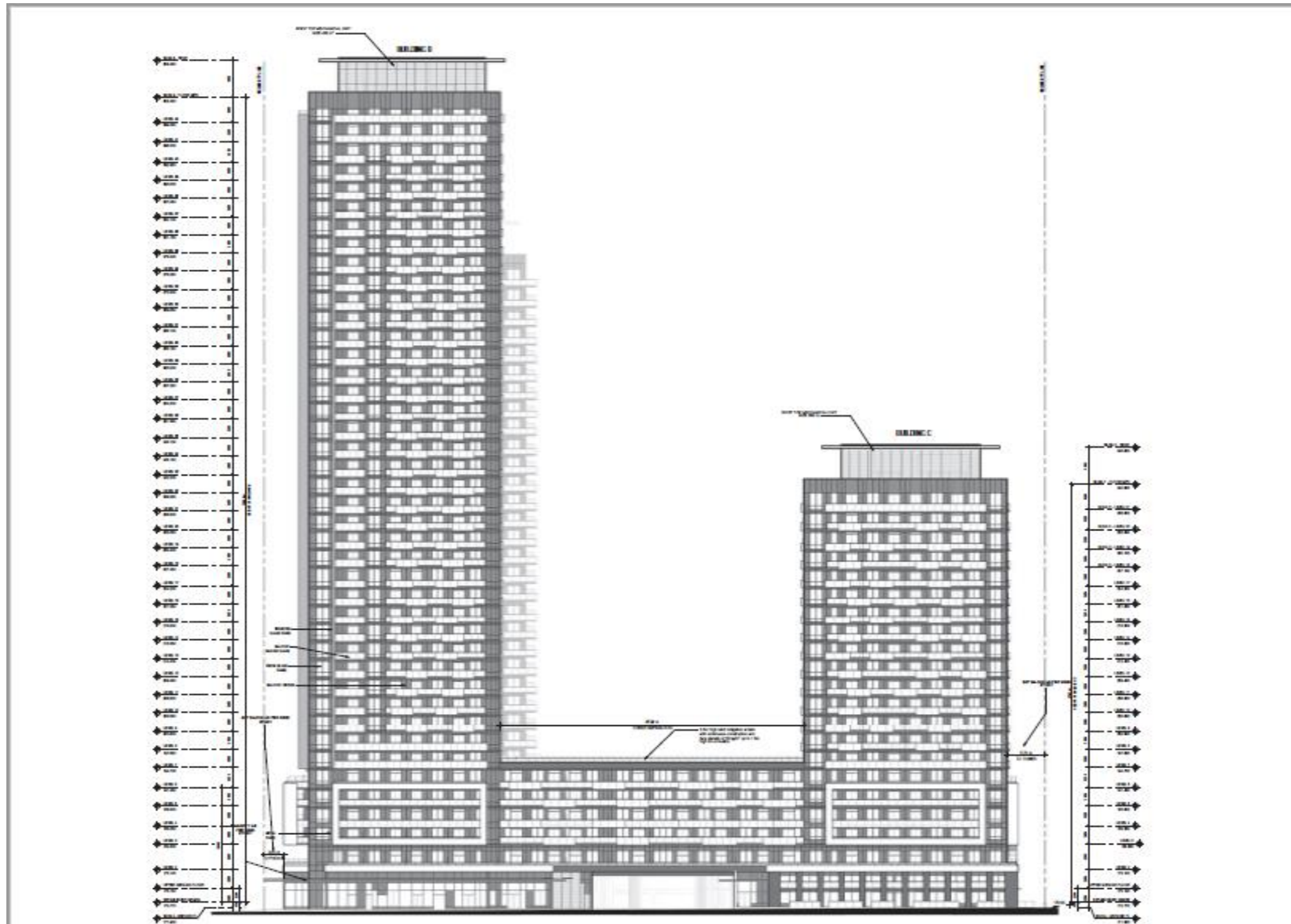


West Elevation





North Elevation



South Elevation





**Applicant's Rendering**

## 2. Site Description

### Site Information

The property is located on the northeast corner of Hurontario Street and Armdale Road and is in a predominately residential area consisting of apartments and townhomes. The site is currently vacant though Phase 1 (north half of the property) was approved through Site Plan application SP 19/061 W5 for 33 storey residential building with a 6 storey podium containing 497 units.



Aerial Photo of 5081 Hurontario Street

Property Size and Use	
Frontages:	
Hurontario Street	98 m (321.5 ft.)
Armdale Road	105 m (344.5 ft.)
Belbin Street	100 m (328.1 ft.)
Gross Lot Area:	
Phase 1 North half	1.59 ha (3.9 ac.)
Phase 2 South half	1.38 ha (3.4 ac.)
Existing Uses:	A sales presentation centre is temporarily located on the site.



Image of existing conditions facing east

### Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **D** (Development) which permitted the existing use detached dwelling
- November 14, 2012 – Mississauga Official Plan came into force except for those sites/policies which have been appealed. The subject lands are designated **Residential High Density** in the Uptown Major Node
- April 24, 2013 – Official Plan Amendment and Rezoning applications (OZ 09/011 W5) approved the subject lands **H-RA5-44** (Apartments – Exception)
- August 5, 2020 – Application to Remove the Holding Provision (H-OZ 19/006 W5) was approved to zone the subject lands **RA5-44** (Apartments – Exception) zone
- January 18, 2021 – Site plan (SP 19/061 W5) was approved for Phase I, the north portion of the property

## 3. Site Context

### Surrounding Land Uses

The immediate area consists of a mix of townhomes and apartment buildings. South of the site are two commercial plazas which include a Shoppers Drug Mart, LCBO, restaurants, fitness centre and Oceans grocery store. The Hawthorne Valley Trail and park is located across from

Hurontario Street, north of Eglinton Avenue West. A future community park is planned for 175 m (574 ft.) from this proposal within the 91 Eglinton Avenue East development.

The surrounding land uses are:

North: Apartment  
East: Semi-detached dwellings and Apartment  
South: Commercial plaza  
West: Apartments

### Neighbourhood Context

The subject property is located on the north side of Armdale Road on the east side of Hurontario Street within the Uptown Major Node Character Area. The site is currently occupied by a sales centre. The Uptown Major Node is centred on the Hurontario Street and Eglinton Avenue intersection and is undergoing significant transition and growth.

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.

A future Light Rail Transit (LRT) stop is proposed at the intersection of Hurontario Street and Eglinton Avenue East,

south 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.



Aerial Photo of 5081 Hurontario Street

### Demographics

Based on the 2016 census, the existing population of the Uptown Major Node area is 10,380 with a median age of this area being 40 (compared to the City's median age of 40). 68% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 17% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 15,900 and 19,700 respectively. The

average household size is 2 persons with 87% of people living in apartments in 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 ha (316 persons plus jobs per acre).

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

### Other Development Applications

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

- Files OZ 18/016 W5 and T-M18005 – applications approved for 91 Eglinton Avenue East and 5055 Hurontario Street, Liberty Developments Inc., for six condominium apartment buildings with heights of 19, 24, 25, 35, 35 and 37 storeys, including ground floor retail and office uses and 16 three storey condominium townhomes and a public park
- File OZ 18/011 W5 – applications in process for 0 and 5044 Hurontario Street, Pinnacle Uptown, for five



condominium apartment buildings with heights of 32, 36, 40, 45, and 50 storeys with retail and office uses in the podiums

forecasted for the node.

These applications are within the anticipated population  
**Community and Transportation Services**

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

The area is well served by major City of Mississauga facilities. The Hawthorne Valley Park is located across Hurontario Street and is approximately 850 m (2,788.7 ft.), representing an eleven minute walk. In addition a park block was approved in the subdivision to the south east.. The Frank McKechnie Community Centre and Library is located 2.5 km (1.5 miles) east of the subject property. On a larger scale, the Paramount Fine Food Centre, Paramount Fine Food Sportszone and the Mississauga Iceland Rinks are located 3.9 km (2.4 miles) to the east.

A future Light Rail Transit (LRT) stop is proposed at the intersection of Hurontario Street and Bristol Road. The LRT will provide transit connections along Hurontario Street providing connections through Mississauga, Brampton, as well as to Milton and the Lakeshore GO lines. The intersection at Bristol Road and Hurontario is identified as a Major Transit Station Area (MTSA).

The following major MiWay bus routes currently service the site:

- Route 17 – Hurontario Street
- Route 103 – Hurontario Street
- Route 35/35a – Eglinton Avenue
- Route 87 – Eglinton Avenue



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

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
<b>Provincial Policy Statement (PPS)</b>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <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</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<b>Region of Peel Official Plan (ROP)</b>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, 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>

## Mississauga Official Plan

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

### Existing Designation

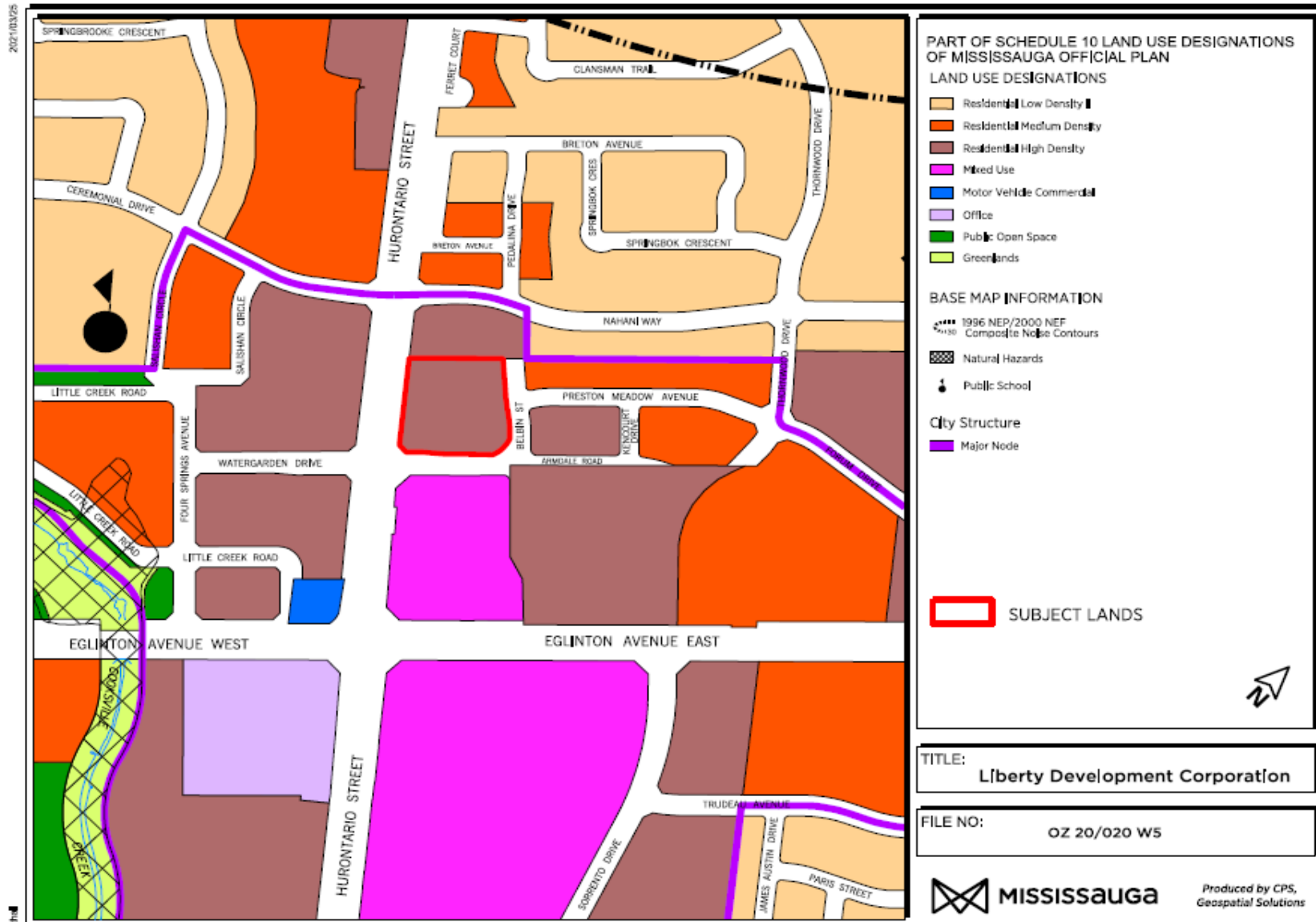
The lands are located within the Uptown Major Node Character Area and are designated **Residential High Density – Special Site**. The **Residential High Density – Special Site** designation permits a maximum FSI of 6.13 and a maximum building height of 30 storeys.

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

### Proposed Designation

The applicant is proposing to change the designation to **Residential High Density – Special Site** to permit an FSI of 7.3 and a building height of 42 storeys. The applicant will need to demonstrate consistency with the intent of MOP and shall have regard for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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



Excerpt of Uptown Major Node Character Area

**Relevant Mississauga Official Plan Policies**

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

	<b>General Intent</b>
<b>Chapter 4 Vision</b>	<p>People of diverse backgrounds, ages and abilities are choosing to live, work and invest in Mississauga. (4.3)</p> <p>Mississauga will preserve the character, cultural heritage and livability of communities. (4.4.3)</p> <p>Mississauga will provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts. (4.4.5)</p> <p>Mississauga will direct growth by: focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities. (4.5)</p>
<b>Chapter 5 Direct Growth</b>	<p>Most of Mississauga's future growth will be directed to Intensification Areas. (5.1.4)</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</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. (5.1.9)</p> <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. (5.3.2.5)</p> <p>Development in Major Nodes will be in a form and density that achieves a high quality urban environment. (5.3.2.11)</p> <p>Major Nodes will be served by frequent transit services, including higher order transit facilities, which provide connections to destinations within the city and to neighbouring municipalities. (5.3.2.12)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4)</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. (Section 5.4.5)</p>



	<b>General Intent</b>
	Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit. (5.4.7)
	Transit services infrastructure will utilize Corridors to connect Intensification Areas. (5.4.9)
<b>Chapter 6 Value The Environment</b>	Parks also have a role in creating a complete community and strong economy. The availability of a park system is a factor for residents and businesses concerned about quality of life. (6.3)
<b>Chapter 7 Complete Communities</b>	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> <li>a. the development of a range of housing choices in terms of type, tenure and price;</li> <li>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> <li>c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2)</li> </ul> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p> <p>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged. (7.2.8)</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. (7.2.9)</p>
<b>Chapter 8 Create a Multi- Modal City</b>	<p>Transit will be a priority for transportation infrastructure planning and major transportation initiatives. (8.1.11)</p> <p>Mississauga will create a multi-modal road network through:</p> <ul style="list-style-type: none"> <li>a. a transportation system that provides mobility and accessibility to all users;</li> <li>b. opportunities for transit priorities;</li> <li>c. pedestrian and cycling access and routes; and</li> <li>d. priority truck routes for the efficient movement of goods. (8.2.2.2)</li> </ul> <p>Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of Mississauga Official Plan – Part 2 August 11, 2015 Create a Multi-Modal City 8-7 road intersections and overall connectivity throughout the city. (8.2.2.3)</p>
<b>Chapter 9 Build A Desirable Urban Form</b>	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (9.1.2)</p>

	<p><b>General Intent</b></p> <p>Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition. (9.2.1.3)</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. (9.2.1.4)</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. (9.1.5)</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas. (9.2.1.8)</p> <p>Tall buildings will be sited and designed to enhance an area's skyline. (9.2.1.11)</p> <p>Tall buildings will be sited to preserve, reinforce and define view corridors. (9.2.1.12)</p> <p>Tall buildings will be appropriately spaced to provide privacy and permit light and sky views. (9.2.1.13)</p> <p>Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections. (9.2.1.25)</p> <p>Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed. (9.2.1.36)</p> <p>Opportunities to conserve and incorporate cultural heritage resources into community design and development should be undertaken in a manner that enhances the heritage resource and makes them focal points for the community. (Section 9.2.4.1)</p> <p>Where cul-de-sac and dead end streets exist, accessible paths that provide shortcuts for walking and cycling and vehicular access should be created, where possible. (Section 9.3.1.6)</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. (Section 9.5.1.5)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.12)</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. (Section 9.5.2.4)</p>
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	<b>General Intent</b>
<b>Chapter 11 General Land Use Designations</b>	Lands designated Residential High Density will permit the following: <ol style="list-style-type: none"> <li>Apartment dwelling</li> <li>Uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and</li> <li>Uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars and drive-through facilities. (11.2.5.6)</li> </ol>
<b>Chapter 13 Major Nodes</b>	For lands within a Major Node, a minimum building height of two storeys to a maximum building height of 25 storeys will apply, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies. (13.1.1.2)  Community Form and Structure Uses along Hurontario Street should be integrated with the overall community design by providing for: <ol style="list-style-type: none"> <li>a graduated transition in development intensity and building scale; and</li> <li>orientation of buildings, related open spaces and service functions to minimize visual and functional conflicts on abutting lands. (13.4.1.2)</li> </ol>
<b>Chapter 19 Implementation</b>	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows: <ul style="list-style-type: none"> <li>the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>that a municipal comprehensive review of the land use designation or a five year review is not required;</li> <li>the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)</li> </ul>

## Mississauga Zoning By-law

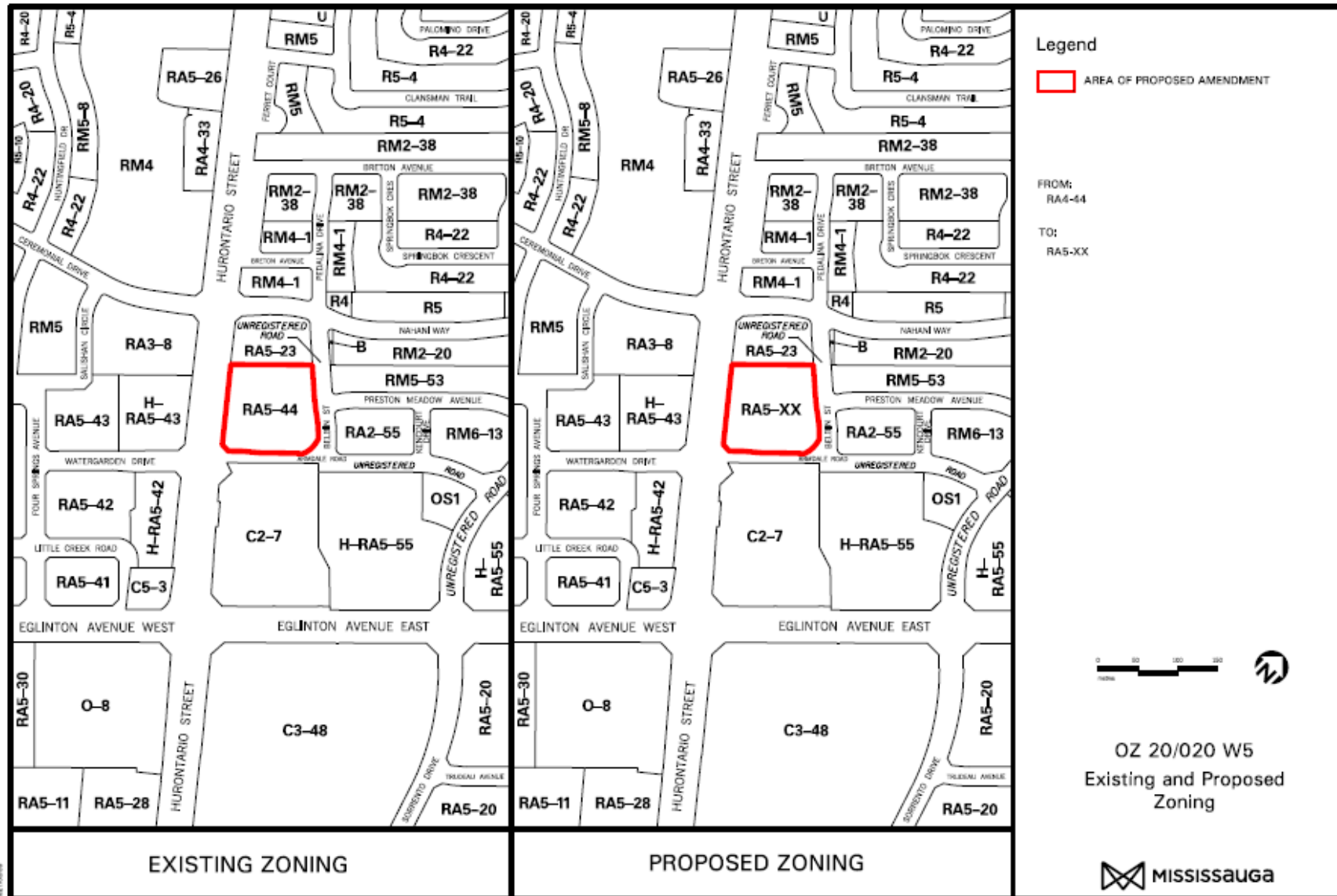
### Existing Zoning

The subject property is currently zoned **RA5-44** (Apartments – Exception), which permits apartments, long-term care building, retirement building and office, medical office-restricted, retail store, financial institution, restaurant, take-out restaurant and personal service establishment with a maximum FSI of 6.13 and maximum heights of 21, 27 and 33 storeys.

### Proposed Zoning

The applicant is proposing to zone the property **RA5-Exception** (Apartments - Exception) to permit an increase in the maximum FSI from 6.13 to 7.26 and increase the maximum building heights from 21, 27 and 33 storeys to 21, 33 and 42 storeys, and reduce the resident parking rate.

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



Excerpt of Zoning Map

## Proposed Zoning Regulations

Zone Regulations	Existing RA5-44 Zone Regulations	Proposed Amended Zone Regulations
Additional Permitted Uses	N/A	Live Work Units
Maximum number of <b>dwelling units</b>	1 077	1,260
Maximum <b>Floor Space Index (FSI)</b>	6.13	7.3
Maximum building <b>height</b>	30 <b>storeys</b>	42 <b>storeys</b> 131 m (429.8 ft.)
Minimum number of resident <b>parking spaces</b> per 1 bedroom live work units	N/A	0.9
Minimum number of resident <b>parking spaces</b> per 2 bedroom live work units	N/A	1.0
Minimum number of resident <b>parking spaces</b> per 1 bedroom units	1.1	0.7
Minimum number of resident <b>parking spaces</b> per 2 bedroom units	1.1	0.85
Minimum number of resident <b>parking spaces</b> per 3 bedroom units	1.2	1.10
Minimum number of retail/visitor <b>parking spaces</b> per unit	0.15	0.15
Retail and visitor <b>parking spaces</b> shall be shared	For the visitor <b>parking space</b> component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following: the greater of 0.15 visitor <b>parking spaces</b> per unit or Parking required for all non-residential <b>uses</b> , except	No additional parking for the retail uses



Zone Regulations	Existing RA5-44 Zone Regulations	Proposed Amended Zone Regulations
	<b>restaurant and take-out restaurant.</b> <b>Restaurant and take-out restaurant</b> 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	
Minimum required <b>landscaped area</b>	25% of the <b>lot area</b>	12% of the <b>lot area</b>
To permit encroachments in a <b>landscaped buffer</b>	No encroachments permitted in a <b>landscape buffer</b>	A walkway along the Hurontario Street frontage to be permitted within the required <b>landscape buffer</b> . Walkways, stairs, and vents along the northern property line to be permitted within the requirement <b>landscape buffer</b>
Minimum setback percentage from the <b>build-to-line</b>	20%	35%
Maximum <b>balcony</b> projection	1.0	1.5
Minimum <b>amenity area</b>	The greater of 5.6 m <sup>2</sup> (60.3 ft. <sup>2</sup> ) per <b>dwelling unit</b> or 10% of the site area	4 m <sup>2</sup> (43.1 ft. <sup>2</sup> ) per dwelling

### Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement*

(2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or

rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028

<https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

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

Staff are cognisant that the existing zoning permissions of the **H-RA5-44** (Apartments – Exception) zoning allow a maximum of 1,077 units (Phase 1 and 2). As such, the City is seeking to ensure that a portion of the additional units (1,252 units proposed – 1,077 units permitted) are affordable to middle income households.

## 5. School Accommodation

### The Peel District School Board

Student Yield	School Accommodation		
65 Kindergarten to Grade 5	Nahani Way Public School	Bristol Road Middle School	Applewood Heights S.S.
21 Grade 6 to Grade 8	Enrolment:	Enrolment:	Enrolment:
12 Grade 9 to Grade 12	Capacity:	Capacity:	Capacity:
	Portables:	Portables:	Portables:

### The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
13 Kindergarten to Grade 8	St. Jude Elementary School	St. Francis Xavier
11 Grade 9 to Grade 12	Enrolment: 317	Enrolment: 1 858
	Capacity: 280	Capacity: 1 500
	Portables: 19	Portables: 17

## 6. Community Questions and Comments

No community meetings were held and no written comments were received by the Planning and Building Department.

## 7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (January 25, 2021)	The Region has received a satisfactory Functional Servicing Report. Waste collection for the commercial units will be required through a private waste hauler and the Region will provide front-end collection of garbage and recyclable materials for the apartment units.
Dufferin-Peel Catholic District School Board (January 6, 2021) and the Peel District School Board (January 8, 2021)	<p>Both School Boards 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 these development applications.</p> <p>Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
City Community Services Department – Park Planning Section (March 29, 2021)	<p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions.</p> <p>In comments dated March 29, 2021, Community Services indicated that proposed development is located approximately 480 m (1,574 ft.) from Sandalwood Park (P-309), zoned OS1 (Open Space - Community Park) which includes a play site and a 11 X 11 soccer field. The site is also located approximately 680 m (2,230 ft.) from McKechnie Woods Park (P-362), zoned OS2 (Open Space - City Park) and includes a spray pad, public tennis court, basketball hoops, picnic area. Furthermore, Frank McKechnie Community Center and the Library is also adjacent to this park and this development proposal will have no significant impact to Frank McKechnie Community Center and Library.</p> <p>A future community park is planned for 175 m (574 ft.) from this proposed development within 91 Eglinton Avenue East (Liberty Development).</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 By-laws.</p>

Agency / Comment Date	Comments
Economic Development Office (March 12, 2021)	Additional information to demonstrate how conformity with Section 5.1 and 5.3 and 10 in the Official Plan will be achieved as well as to the Economic Development Strategy. Consider in addition to the proposed retail uses proposing office, personal service and medical uses for ground floor as well as any upper level commercial spaces
City Transportation and Works Department (March 24, 2021)	<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><b>Stormwater</b> A Functional Servicing and Storm Water Management Report, prepared by Crozier and Associates and dated October 2020, 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. The applicant is proposing to utilize the existing storm sewer infrastructure to service the development lands, as well as on-site stormwater management controls for the post development discharge.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> <li>• Demonstrate the feasibility of the proposed storm sewer; and</li> <li>• Demonstrate that there will be no impact to the existing drainage system and how groundwater will be managed on-site</li> </ul> <p><b>Traffic</b> A traffic impact study (TIS), prepared by LEA Consulting Ltd. and dated October 2020, 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"> <li>• Provide an updated Traffic Impact Study addressing all staff comments;</li> <li>• Provide satisfactory updated plans that are in accordance with the terms and conditions of the Development and Servicing Agreements for 43M-1988; and,</li> <li>• Address any traffic concerns from the Community related to the proposed development.</li> </ul> <p><b>Environmental Compliance</b> A Phase One ESA (project no 181-13664-00) and Phase Two ESA (project # 181-13664-00) both dated December 2018, prepared by WSP have been received in support of the proposed development.</p>

Agency / Comment Date	Comments
	<p>The applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> <li>• Reliance letter for the reports</li> <li>• A document signed by a qualified person confirming that a pile of fill material and the use of the northeast portion of the site as a parking/staging area are not resulted in the Area of Potential Environmental Concern (APEC) for the property.</li> <li>• Clarification about the current use of the property and the need for a Record of Site Conditions</li> <li>• The Temporary Discharge to Storm Sewer Commitment Letter</li> <li>• Confirmation about wells decommissioning</li> </ul> <p>Noise A preliminary environmental noise and vibration report prepared by Jade Acoustics, dated October 2020 was submitted for review. The report evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic, future HuLRT, the nearby commercial properties, and mechanical equipment of other residential buildings in the vicinity. The information received to date matches with the concept of the proposal received. However, further details will be required at the building detailed design stage.</p> <p>Engineering Plans/Drawings 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.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Light Rail Transit Office</li> <li>- Metrolinx</li> <li>- Alectra Utilities</li> <li>- City of Mississauga, Community Services – Public Art</li> <li>- City of Mississauga, Community Services – Fire</li> <li>- City of Mississauga, Transit</li> <li>- City of Mississauga, Realty Services</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Enbridge Gas</li> <li>- Rogers Cable</li> <li>- Greater Toronto Airport Authority</li> <li>- Ministry of Transportation</li> <li>- Trillium Health Partners</li> <li>- Conseil Scolaire Viamonde</li> <li>- Conseil Scolaire de District Catholique Centre-Sud</li> <li>- Community Services – Heritage Planning and Indigenous Relations</li> </ul>



**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.

**8. 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.

**9. Next Steps**

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

- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, building height, and lotting fabric?
- Are the proposed zoning by-law exception standards appropriate?

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