

**Detailed Information and Preliminary Planning Analysis**  
**Owner: 30 Eglinton Avenue West Limited (c/o Crown Property)**  
**30 Eglinton Avenue West**

**Table of Contents**

1. Proposed Development.....	2
2. Site Description.....	6
3. Site Context .....	7
4. Summary of Applicable Policies, Regulations and Proposed Amendments.....	11
5. School Accommodation .....	24
6. Community Questions and Comments.....	25
7. Development Issues .....	26
8. Section 37 Community Benefits (Bonus Zoning) .....	32
9. Next Steps .....	32

## 1. Proposed Development

The applicant proposes to construct three apartments, two 45 storey and one 37 storey containing 1,577 dwelling units and 1,979 m<sup>2</sup> (21,301.8 ft<sup>2</sup>) of ground floor commercial uses. The development concept also includes a large open space (privately owned public space or municipal parkland) at the corner of Hurontario Street and Eglinton Avenue West that is just over 2,710 m<sup>2</sup> (29,170.2 ft<sup>2</sup>) in size. There is an existing nine storey office building and one storey heritage building on the property that will be retained as part of the development of the property. 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: March 16, 2021 Deemed complete: March 24, 2021	
Developer/ Owner:	30 Eglinton Avenue West Ltd. (c/o Crown Property)	
Applicant:	David Sajecki, Sajecki Planning	
Number of units:	1,577 dwelling units	
Proposed Gross Floor Area:	107,187 m <sup>2</sup> (1,153,751.27 ft <sup>2</sup> )	
Height:	Building 1 – 45 storeys / 308.1 m (1010.8 ft.) Building 2 – 37 storeys / 282.9 m (928.4 ft.) Building 3 – 45 storeys / 306.6 m (1005.9 ft.)	
Floor Space Index:	4.74	
Amenity Area:	5.7 m <sup>2</sup> (61.4 ft <sup>2</sup> )/dwelling unit	
Anticipated Population:	3,485* *Average household sizes for all units (by type) based on the 2016 Census	
Parking: resident spaces	Required 2114	Provided 1454

Development Proposal		
Visitor spaces	315	Combined with non-res. 237
Total	2429	1691
Green Initiatives:	<ul style="list-style-type: none"> <li>• Green roofs</li> <li>• Rainwater harvesting</li> <li>• Permeable paving</li> <li>• Enhances grass swale and bio retention</li> <li>• Enhanced Topsoil</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
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Function servicing and stormwater management report
- Grading, servicing and drainage drawings
- Heritage impact assessment
- Housing report
- Landscape plans
- Traffic Impact Study
- Noise and Vibration Impact Study
- Pedestrian Wind Study
- Phase 1 environmental site assessment
- Planning justification report
- Shadow Study

- Tree inventory and preservation plan
- Urban Design Study

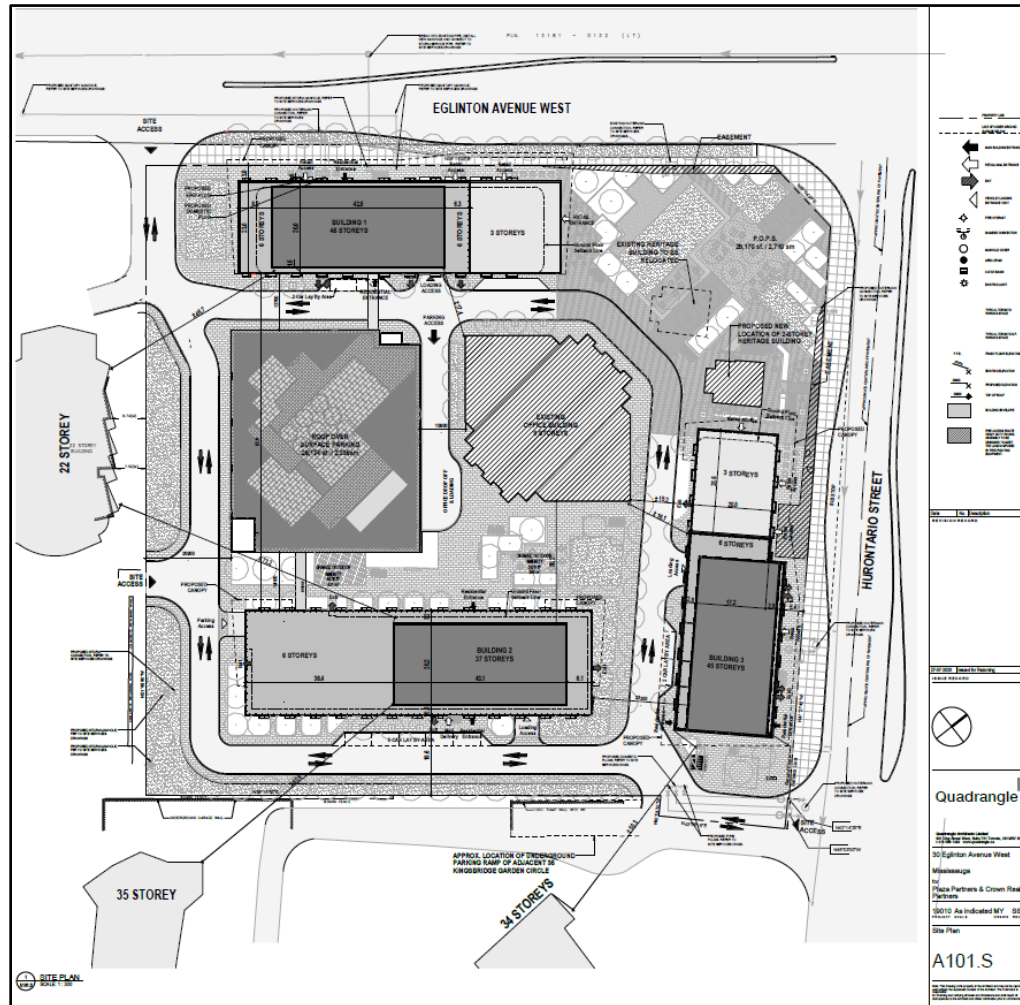
The application was reviewed by the Urban Design Advisory Panel on October 27, 2020. The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration. Panel's suggestions have been incorporated into staff comments.

#### **Application Status**

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

A pre-application community meeting was held by Ward 4 Councillor, John Kovac on December 15, 2020. 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 Rendering



### Concept Plan



**Applicant's Rendering**



## 2. Site Description

### Site Information

The property is located at the intersection of Eglinton Avenue West and Hurontario Street and falls within the Uptown Major Node Character area and is also on an intensification corridor. The area contains a mix of residential, commercial and community uses. The site is currently occupied by a nine storey rectangular office building with two one storey commercial building extensions that project from the office building. There are also three standalone commercial buildings located in the northeast corner of the property, one of which includes a one storey heritage building known as the Wilcox House. The two other buildings are proposed to be removed through the redevelopment of the site.



Aerial Photo of 30 Eglinton Avenue West

Property Size and Use	
Frontages:	
Hurontario Street	141.4 m (463.8 ft.)
Eglinton Avenue West	151.8 m (498.2 ft.)
Depth:	158.1 m (518.7 ft.)
Gross Lot Area:	2.5 ha (6.3 ac.)
Existing Uses:	Nine storey office building and three one storey commercial buildings



Image of existing conditions facing west

## Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **O-8** (Office - Exception). The **O-8** zone permits apartments, overnight accommodation, retail commercial use accessory to an office, retail commercial uses accessory to overnight accommodation, financial institutions, medical offices, offices, commercial schools, veterinary clinics and a restaurant in an existing historic building.
- November 14, 2012 – Mississauga Official Plan came into force. The subject lands are designated **Office – Special Site 1** in the Uptown Major Node Character Area.
- May 27, 2020 – City initiated Zoning By-law 0121-2020 rezoned the subject lands to **O1-8** (Minor Office), which permits the same uses as the previous **O-8** (Office) zone. The maximum building height in the **O-8** zone remains unchanged. Zoning By-law 0121-2020 has been appealed by other landowners to the Ontario Land Tribunal (OLT).
- December 9, 2020 – City initiated OPA 116 came into force. The amendment was implemented to help guide and manage growth in the Uptown Node area by establishing an urban, fine-grain road network; securing land for parks; including policies for retaining retail and office functions; and encouraging a range and mix of housing choices.

## 3. Site Context

### Surrounding Land Uses

North of the subject land and east of Hurontario Street is a one storey commercial plaza containing Shopper's Drug Mart, Starbucks, LCBO and COBS Bread Bakery. Located on the northwest corner of Eglinton Avenue West and Hurontario Street is a gas station (Esso). East of Hurontario Street is a one storey neighbourhood commercial plaza containing a number of businesses such as LA Fitness, Swiss Chalet, Toys R Us, Dollarama, Oceans grocery store, and the Royal Bank. To the south are two apartment buildings that are 34 and 35 storeys in height. Immediately to the west of the site is a 22 storey apartment building and beyond that is a townhouse development.

The surrounding land uses are:

North: Commercial plaza, Gas station and Apartments  
 East: Commercial plaza  
 South: Apartment buildings  
 West: Apartment building

### Neighbourhood Context

The subject property is located in the Uptown Major Node Character Area. The surrounding area contains a mix of residential and commercial uses located on Hurontario Street and Eglinton Avenue. The character contains a variety of residential building types, including apartment buildings developed in the 1990s and 2010s.

The site is located on the southeast corner of Eglinton Avenue West and Hurontario Street. Hurontario Street which is identified as part of an Intensification Corridor in the Mississauga Official Plan (MOP) that has been approved for higher order transit (HLRT). Construction of the HLRT has begun. The corridor has commercial retail stores fronting and/or close to Hurontario Street, with a mixture of housing types and tenures located along the corridor.





Aerial Photo of 30 Eglinton Avenue West

## Demographics

Based on the 2016 census, the existing population of the Uptown Major Node area is 10,380 with a median age in this area being 40 (the same as the City's median age). 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 (2.47 acres).

\*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:

- OZ/OPA 21/008 – 4615 Hurontario Street, 136 Eglinton Avenue East and 25, 35, 55, 105 and 110 Elia Avenue – applications are in process for 9 residential apartment

buildings ranging in height between 25 – 45 storeys with office and retail uses, 8 blocks of back-to-back townhouses and a public park

- OZ/OPA 18/16 and T-M18005 – 91 Eglinton Avenue East and 5055 Hurontario Street – applications approved December 2020 to permit six residential apartment buildings (up to 37 storeys in height) with ground floor commercial, a public park and an amenity building
- SP 12/86 – 5008 Hurontario Street – application in process to permit new upgraded gas station pumps, canopy and convenience building
- OZ 18/011 – 0 and 5044 Hurontario Street – applications in process to permit 4 apartment buildings with retail and office uses located in the building's podium

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

## Community and Transportation Services

This development is approximately 45 m (148 ft.) from Hawthorne Valley Trail (P-296), zoned **G1** (Greenlands – Natural Hazards) and includes a bridge, trail, and woodland. The site is also 140 m (459 ft.) from Kingsbridge Common Park (P-195), zoned **OS1** (Open Space - Community Park) and includes an unlit softball diamond, natural ice rink, parking lot, play site and an 11 versus 11 soccer field. This development proposal will have no significant impact on the Frank McKechnie Community Centre and Library.

The site is located along a future Light Rail Transit (HLRT) line on Hurontario Street, with a future LRT stop directly adjacent to

the subject property at the corner of Eglinton Avenue and Hurontario Street. The following major MiWay bus routes currently service the site:

- Route 103 – Hurontario Express
- Route 19 – Hurontario Street
- Route 19A – Hurontario-Britannia
- Route 19B – Hurontario-Cantay
- Route 19C – Hurontario-Heartland
- Route 35 – Eglinton-Ninth Line

- Route 35A – Eglinton-Tenth Line
- Route 7 – Airport
- Route 87 – Meadowvale-Skymark
- Route 34 – Credit Valley

There is a primary on-road bicycling route on Hurontario Street.

#### 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>

Policy Document	Legislative Authority/Applicability	Key Policies
		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)
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	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 to 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>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 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>	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>

### **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 conforms 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 **Office – Special Site 1**. The **Office – Special Site 1** designation permits major office, secondary office, post-secondary educational facilities, residential high density in combination with office uses and accessory uses. A maximum building height of 25 storeys is permitted in the

### **Uptown Major Node Character Area**

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

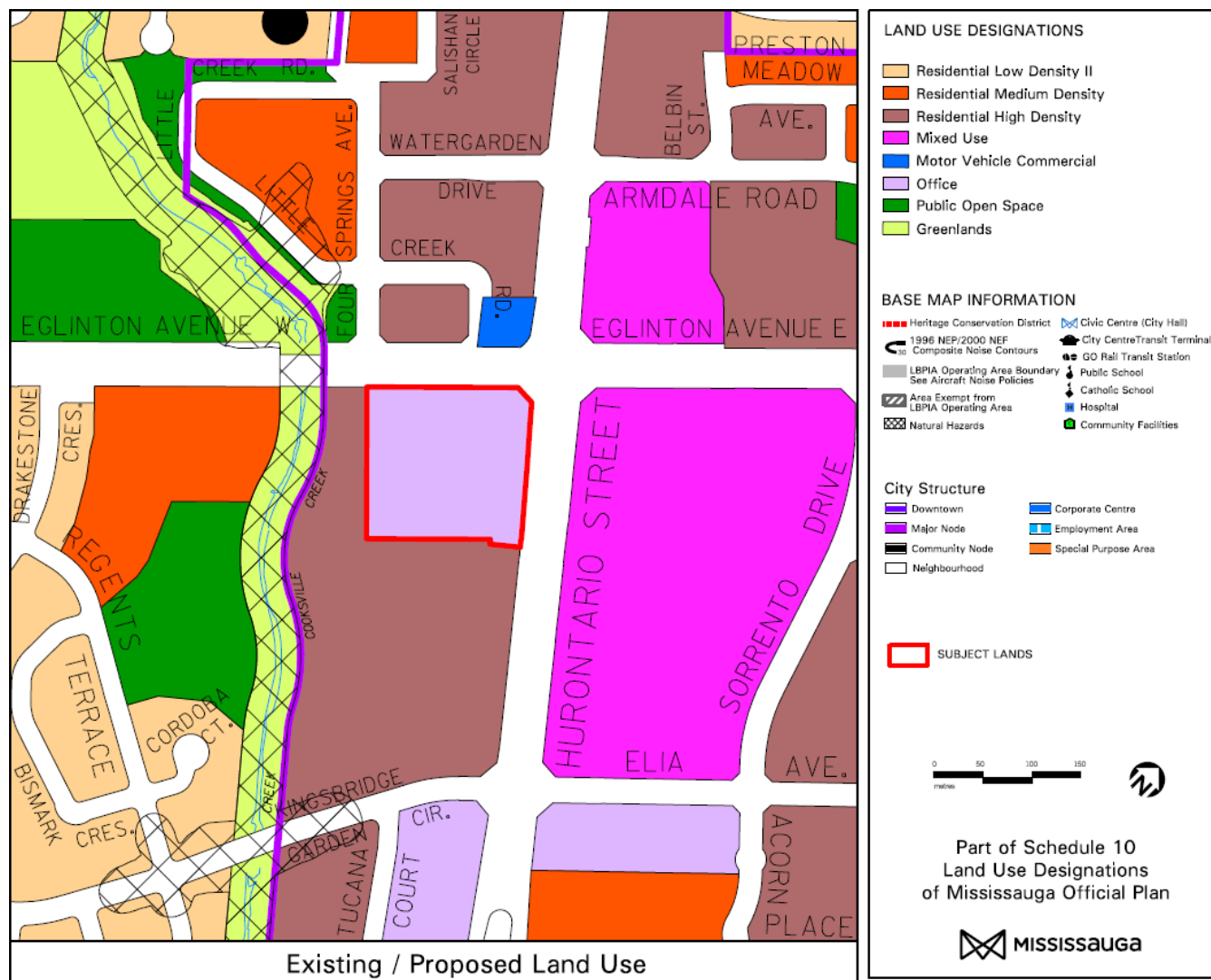
### **Proposed Designation**

The applicant is proposing to amend the existing **Office – Special Site 1** designation to permit a maximum building height of 45 storeys. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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



### 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.

	General Intent
<b>Chapter 5 Direct Growth</b>	<p>Most of Mississauga's future growth will be directed to Intensification Areas Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Sections 5.1.4 and 5.1.6)</p> <p>Major Nodes are Intensification Areas (Section 5.3.2.3)</p> <p>The Major Nodes will achieve a minimum gross density of between 200 and 300 residents and jobs combined per hectare (S.5.3.2.4)</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 (Section 5.3.2.5)</p> <p>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 5.3.2.6)</p> <p>Major Nodes will develop as city and regional centres and be a primary location for mixed use development (Section 5.3.2.8)</p> <p>Development in Major Nodes will be in a form and density that achieves a high quality urban environment (Section 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>Where Corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence. (S.5.4.2)</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses orientated towards the Corridor. (S.5.4.3)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. (S.5.4.4)</p> <p>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas. (5.5.7)</p>

	<b>General Intent</b>
<b>Chapter 7 Complete Communities</b>	<p>In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ul style="list-style-type: none"> <li>a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;</li> <li>b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;</li> <li>c. encourage environments that foster incidental and recreational activity; and</li> <li>d. encourage land use planning practices conducive to good public health. (Section 7.1.3)</li> </ul> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> <li>a. the development of a range of housing choices in terms of type, tenure and price;</li> <li>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> <li>c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2)</li> </ul> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p>
<b>Chapter 9 Build A Desirable Urban Form</b>	<p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (Section 9.1.2)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5)</p> <p>A high quality, compact urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of Intensification Areas form of surrounding areas. (Section 9.2.1.4)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (Section 9.2.1.10)</p> <p>Principal streets should have continuous building frontage that provide continuity of built form from one property to the next with minimal gaps between buildings. (Section 9.2.1.17)</p> <p>Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. (Section 9.2.1.21)</p> <p>Development will face the street and have active facades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections (Sections 9.2.1.23, 24 and 25)</p>

	<p><b>General Intent</b></p> <p>Built form will relate to and be integrated with the street line, with minimal building setbacks where spatial enclosure and street related activity is desired. (Section 9.2.1.28)</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (Section 9.2.1.29)</p> <p>Development should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk. (Sections 9.2.1.31 and 32)</p> <p>Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure natural surveillance from public areas. (Section 9.2.1.37)</p> <p>Private open space and/or amenity areas will be required for all development. (Section 9.3.5.5)</p> <p>Residential developments of a significant size, except freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. (Section 9.3.5.6)</p> <p>Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered. (Section 9.3.5.7)</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: natural hazards, the size and distribution of building mass and height, front, side and rear yards, the orientation of buildings, structures, and landscapes on a property, views, the local vernacular and architectural character as represented by the rhythm, textures, and building materials, privacy and overlook, and function and use of buildings, structures and landscapes. (Sections 9.5.1.1 and 2)</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. (Section 9.5.1.3)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimate conditions are mitigated. (Section 9.5.1.9)</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures that attractiveness of the thoroughfare. (Section 9.5.1.11)</p>
<b>Chapter 11 General Land Use Designations</b>	<p>Lands designated Office will permit major office, secondary office and accessory uses. (Section 11.2.7)</p>
<b>Chapter 13 Major Nodes</b>	<p>Proponents of development applications within a Major Node may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio (Section 13.1.1.1)</p> <p>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</p>

	<b>General Intent</b>
	<p>through the review of Character Area policies (Section 13.1.1.2)</p> <p>Proposals for heights less than two storeys, more than 25 storeys or different than established in the Character Area policies will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ul style="list-style-type: none"> <li>a. an appropriate transition in heights that respects the surrounding context will be achieved;</li> <li>b. the development proposal enhances the existing or planned development;</li> <li>c. the City Structure hierarchy is maintained; and</li> <li>d. the development proposal is consistent with the policies of this Plan (Section 13.1.1.3)</li> </ul> <p>Uptown is encouraged to develop with a range of housing choices in terms of unit type, unit size, tenure, and price, to accommodate changes in community needs over time (Section 13.4.2.1)</p> <p>Mississauga will encourage the provision of affordable housing, and in particular, affordable rental housing and apartments with two or more bedrooms (Section 13.4.2.2)</p> <p>Mississauga will encourage partnerships and collaborations to support the creation of affordable housing in Uptown (Section 13.4.2.3)</p> <p>Uptown will be developed as a compact, mixed use community that supports offices, retail uses and a range of employment opportunities (Section 13.4.3.1)</p> <p>Redevelopment that results in a loss of office floor space will not be permitted, unless the office floor space is replaced as part of the redevelopment (Section 13.4.3.2)</p> <p>Redevelopment that results in a loss of retail and service commercial floor space will not be permitted, unless it can be demonstrated that the planned function of the non-residential component will be maintained or replaced as part of the redevelopment (Section 13.4.3.3)</p> <p>Uptown will be developed to:</p> <ul style="list-style-type: none"> <li>a. create a fine-grain grid network of urban scale blocks and streets;</li> <li>b. provide high quality design for streets and intersections that achieve definition, enclosure and comfort for pedestrians and street life;</li> <li>c. incorporate landscaping, street furniture, street trees, lighting systems and signage to animate roads and create a positive pedestrian, cycling and transit-oriented experience; and</li> <li>d. incorporate and integrate on-street parking into streetscape design, as appropriate, to balance the needs of all modes of transportation and the public realm that share the right-of-way (Section 13.4.4.2)</li> </ul> <p>Buildings will be designed to consider the street hierarchy and streetscape, as follows:</p> <ul style="list-style-type: none"> <li>a. high priority streets: High priority streets are major roads and streets that may front onto public amenities, open spaces or parks. High priority streets will have the highest standard of design in the public and private realms, with a mixture of uses and pedestrian oriented built form. Building frontages on high priority streets will be developed to incorporate:             <ul style="list-style-type: none"> <li>i. commercial uses at grade, where appropriate;</li> </ul> </li> </ul>

	<b>General Intent</b>
	<p>ii. connections to parks, public spaces and retail uses at grade, where appropriate; and</p> <p>iii. a substantial amount of transparent vision glass at grade, where appropriate.</p> <p>b. residential streets: Residential streets primarily support housing and local connectivity. Residential streets will be designed to ensure a quality pedestrian environment. Building frontages on residential streets will incorporate residential units at grade that provide direct access to the street, where appropriate. Buildings will contribute to a quality public and private realm.</p> <p>c. service streets: Service streets will provide necessary access to parking facilities, loading, service and utility areas serving development blocks. Buildings will accommodate for service and vehicular access, and utilities along service streets (Section 13.4.4.3)</p> <p>Bicycle parking will be required and should be located throughout the Character Area and at transit facilities (Section 13.4.5.10)</p> <p>Development applications will be accompanied by traffic impact studies and/or parking utilization studies that will address, among other things, strategies for limiting impacts on the transportation network such as:</p> <p>a. transportation demand management;</p> <p>b. transit oriented development and design;</p> <p>c. pedestrian/cycling connections; and</p> <p>d. access management plan (Section 13.4.5.12)</p> <p>Underground parking is preferred, however, where above grade parking structures are permitted they will be screened in such a manner that vehicles are not visible from public view and have appropriate directional signage to the structure. Along prominent streets, parking structures should be screened by buildings that incorporate a mix of uses between the parking structure and the street (Section 13.4.5.14)</p> <p>Limited surface parking will be permitted to accommodate matters such as accessibility parking spaces, car-share spaces and pick-up/drop-off areas for delivery services (Section 13.4.5.15)</p> <p>Where surface parking is permitted its impact should be minimized by being located at the rear or side of buildings, by using screening and employing low impact development techniques, and by providing pedestrian amenities, where appropriate (Section 13.4.5.16)</p> <p>Publicly accessible private open spaces (POPS) may be incorporated into developments provided that:</p> <p>a. the design of private open space will integrate seamlessly with Uptown's parkland system, adjoining street network, and pedestrian environment;</p> <p>b. the private open space interfaces with existing and/or proposed development in a legible and cohesive manner; and</p> <p>c. the private open space is maintained as universally accessible and open to the public (Section 13.4.6.5)</p> <p>Notwithstanding the provisions of the Residential High Density and Office designations, the following additional policies will apply:</p> <p>a. Residential High Density development in combination with office uses will also be permitted, either within one building or in separate buildings. When in combination within a building or on a single site, an integrated development will be required;</p> <p>b. the preferred location of office development will be adjacent to Hurontario Street;</p> <p>c. architectural building and site plan solutions will be developed to create an interesting and identifiable street edge along Hurontario</p>

	<b>General Intent</b>
	Street d. special consideration may be given to reducing building setbacks and other requirements of the Zoning By-law as a means of increasing the opportunities for creative development; and e. in order to achieve a continuous street frontage, buildings will be encouraged to minimize setbacks from street lines. (Section 13.4.9.1.2)
<b>Chapter 19 Implementation</b>	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>that a municipal comprehensive review of the land use designation or a five year review is not required;</li> <li>the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)</li> </ul>

## Mississauga Zoning By-law

### Existing Zoning

The subject property is currently zoned **O1-8** (Office), which permits apartments, overnight accommodation, retail commercial use accessory to an office, retail commercial uses accessory to overnight accommodation, financial institutions, medical offices, offices, commercial schools, veterinary clinics and a restaurant in the existing historic building.

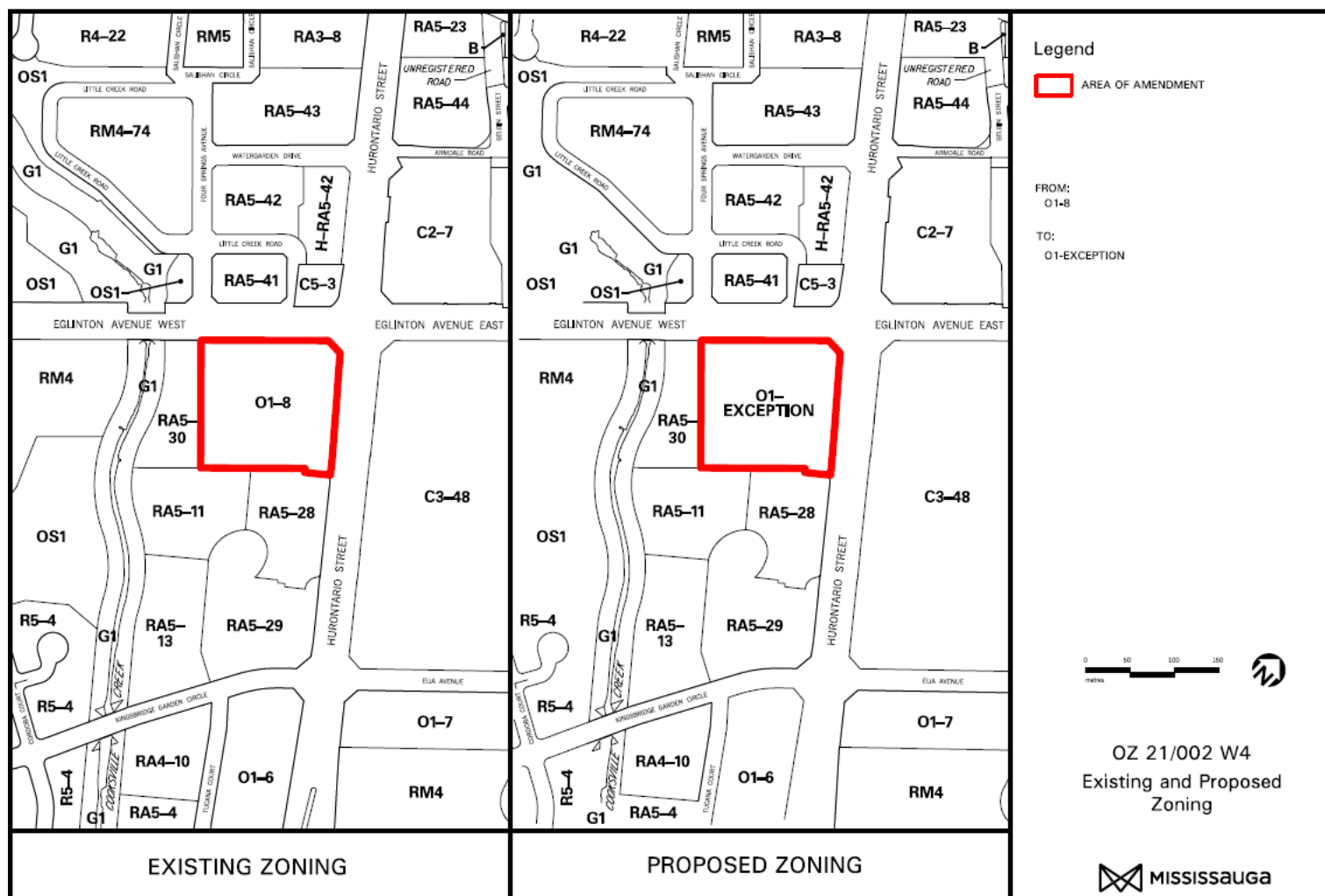
### Proposed Zoning

The applicant is proposing to amend the **O1-8** (Office) zone to permit three apartments, two that are 45 storeys and approximately 308.1 m (1010.8 ft.) and 306.6 m (1005.9 ft.) high and one that is 37 storeys and 282.99 m (928.4 ft.) high. The three buildings will contain 1,577 dwelling units and 2,050 m<sup>2</sup> (22,066 ft<sup>2</sup>) ground floor retail commercial uses. Open space uses are also being proposed. The existing 9 storey office building and historic building will remain on-site.

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 29



### Proposed Zoning Regulations

Zone Regulations	O1-8 Zone Regulations	Proposed Amended O1-Exception Zone Regulations
Additional permitted <b>uses</b>	<b>Overnight Accommodation</b>  <b>Apartment</b>  Retail commercial use accessory to an <b>office</b>  Retail commercial use accessory to <b>overnight accommodation</b>  <b>Restaurant</b> in the existing historic <b>building</b> identified on Schedule "B" of this Exception	<b>Overnight Accommodation</b>  <b>Apartment</b>  Retail commercial use accessory to an <b>office</b>  Retail commercial use accessory to <b>overnight accommodation</b>  <b>Restaurant</b> in the existing historic <b>building</b> identified on Schedule "B" of this Exception  <b>Passive Recreational Use</b>  <b>Parking Structure</b>
Maximum <b>Floor Space Index (FSI)</b>	0.5	4.74
Minimum <b>Front Yard</b>	4.5 m (14.8 ft.)	3.8 m (12.5 ft.)
Minimum <b>Landscaped Buffer</b>	4.5 m (14.8 ft.)	0.0 m (0.0 ft.)
Maximum <b>Dwelling Units</b>	220	1,577
Maximum <b>Height</b>	25 <b>storeys</b>	45 <b>storeys</b>
Minimum number of <b>parking spaces</b>	1.0 / dwelling unit for studio 1.25 / dwelling unit for one bedroom 1.40 / dwelling unit for two	0.8 / dwelling unit for studio 0.9 / dwelling unit for one bedroom 0.95 / dwelling unit for two

Zone Regulations	O1-8 Zone Regulations	Proposed Amended O1-Exception Zone Regulations
	bedroom  1.75 / dwelling unit for three bedroom  0.20 / dwelling unit for residential visitor  3.2 – 16.0 per 100m <sup>2</sup> (1076.4 ft <sup>2</sup> ) <b>GFA - non-residential</b>	bedroom  1.0 / dwelling unit for three bedroom  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:  the greater of 0.15 visitor spaces per unit  Or  Parking required for all non-residential uses, located in the same building or on the same lot as the residential use
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the application is further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

## 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% (or 150 units in this instance) 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. The applicant has submitted a housing report to indicate how the request for affordable housing is being addressed.

## 5. School Accommodation

### The Peel District School Board

Student Yield	School Accommodation		
150 Kindergarten to Grade 5	Huntington Ridge Public School	Fairwind Senior Public School	Rick Hansen Secondary School
51 Grade 6 to Grade 8	Enrolment: 475	Enrolment: 576	Enrolment: 1,653
29 Grade 9 to Grade 12	Capacity: 624	Capacity: 671	Capacity: 1,725
	Portables: 0	Portables: 0	Portables: 0

### The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
27 Kindergarten to Grade 8 22 Grade 9 to Grade 12	St. Matthew Elementary School Enrolment: 202 Capacity: 311 Portables: 6	St. Francis Xavier Secondary School Enrolment: 1500 Capacity: 1858 Portables: 17

## 6. Community Questions and Comments

A pre-application virtual community meeting was held by Ward 4 Councillor John Kovac on December 15, 2020. 148 people attended and 25 written submissions were received. Notice of complete application was circulated to property owners within 120 metres (393.7 ft.) of the subject property. Resulting from the circulation, 96 written submissions were received.

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

- The proposal is too high and too dense
- The proposal will cause traffic congestion and gridlock
- The proposal will block views of adjacent condominium owners
- The construction activity will be too noisy and cause inconvenience to residents in the area
- The buildings will cause negative overlook conditions
- The proposed development will have a negative impact on property values in the area
- The development will impact the quality of life in the area by causing more pollution, crime and health issues
- The development does not provide adequate green space
- There is not sufficient parkland, community centre capacity or school accommodation in the area

## 7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (April 28, 2021)	<p>A Regional Official Plan Amendment will not be required.</p> <p>An existing 300 mm (11.8 in.) diameter water main is located Hurontario Street. A 600 mm (23.6 in.) diameter water main is located Eglinton Avenue West. The proposal requires connection to a minimum municipal watermain size of 300 mm (11.8 in.) (Watermain Design Criteria 2.1). Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site. This proposal will require a secondary fire line in compliance with the Ontario Building Code, which is administered by the local municipality. We require confirmation that this has been addressed with the local municipality. We recommend a system looped to municipal water including a secondary domestic water supply where possible. Please review the Region's engineering submission requirements within the on-line Subdivision Procedure document. Please review the Region's Water Design Criteria found on-line.</p> <p>This site does not have frontage on an existing municipal sanitary sewer. A full Engineering Submission is required for the construction of the infrastructure. The Infrastructure must be operational/commissioned by the Region prior to site servicing approval. Please forward the submission to <a href="mailto:siteplanservicing@peelregion.ca">siteplanservicing@peelregion.ca</a>. Please review the Region's engineering submission requirements within the on-line Subdivision Procedure document. Please review the Region's Sanitary Sewer Design Criteria found on-line.</p> <p>Prior to rezoning approval, a satisfactory FSR is required for review and approval by servicing staff. We have received the FSR dated 2020-08-12, prepared by Counterpoint / Gherard Rouby P.Eng. The report is incomplete and outstanding information will be provided directly to the engineering consultant by Iwona Frandsen. A hydrant flow test is required to complete modeling.</p> <p>Please note, there appears to be streetscaping proposed over Region of Peel infrastructure. Streetscaping over Regional infrastructure will not be accepted. Please work with City urban design, landscaping/streetscaping staff to remove any encroachments over the Region's sanitary sewer and/or watermain.</p> <p>When available, please provide the Region with copies of the shoring drawings approved by the local municipality. If proposed streetscaping over Regional infrastructure is not removed, an encroachment review/circulation may be required at the site plan stage to determine its impact. Streetscaping and landscaping drawings will need to be revised to show Region of Peel infrastructure (water/sanitary mains) for review by the Region's Capital and Operations Department. This will delay any approvals of the development.</p>



Agency / Comment Date	Comments
Dufferin-Peel Catholic District School Board (April 1, 2021)	<p>This school board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.</p> <p>The Board requests that the following conditions be fulfilled prior to the final approval of the zoning by-law:</p> <ol style="list-style-type: none"> <li>1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots:           <ol style="list-style-type: none"> <li>(a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."</li> <li>(b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."</li> </ol> </li> </ol>
Peel District School Board (April 28, 2021)	<p>The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Engineering Agreement:</p> <p>Prior to final approval, the City of Mississauga shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.</p> <p>The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, within a period of five years from the date of registration of the development agreement:</p> <ol style="list-style-type: none"> <li>a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."</li> <li>b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board."</li> </ol> <p>The developer shall agree to erect and maintain signs at the entrances to this development which shall advise prospective purchases that due to present school facilities, some of the children from this development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District School Board's Transportation Policy.</p>

Agency / Comment Date	Comments
	<p>The Board wishes to be notified of the decision of Council with respect to this proposed application. Please note, that additional development applications (not including this application) which propose residential development within the Hurontario/Eglinton area will further strain existing schools.</p>
<p>City Community Services            Department – Park Planning            Section            (May 21, 2021)</p>	<p>The proposed development is within the Uptown Node OPA 116 approved in December 9, 2020. The Uptown Node identifies parkland deficiency and a need for a public parkland in this development. The proposed development currently does not include an unencumbered public open space, however, has included a privately Owned Publicly Accessible Space (POPS).</p> <p>This Department notes that a POPS can be supported in this development to meet the future parkland needs. However, in keeping with the current City's parkland Conveyance By-law 0400-2006 and Corporate Policy 07-07-01: Dedication of Land or Cash-in-Lieu Thereof, for Public Open Space, a parkland dedication credit cannot be applied towards a POPS. Therefore, 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, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p> <p>It is further noted that this development is approximately 45 m (148 ft.) from Hawthorne Valley Trail 9P-296), zoned G1 (Greenlands) and includes a bridge, trail, and woodland. The site is also 140 m (459 ft.) from Kingsbridge Common Park (P-195), zoned OS1 (Open Space - Community Park) and includes an unlit softball diamond, natural ice rink, parking lot, play site and a 11V11 soccer field. This development proposal will have no significant impact to the Frank McKechnie Community Centre and Library.</p> <p>Community Services will undertake a review of the design of the POPS using our internal guideline through the site plan approval process.</p>
<p>City Community Services            Department – Forestry            (April 15, 2021)</p>	<p>Forestry requires more detailed plans for the proposed street tree planting along Eglinton Ave W. Please be advised that street tree plantings are not permitted under Hydro Wires.</p> <p>Plans are to be prepared at a max. 1:200 scale and include all above and below ground utilities, sidewalks and driveway locations, vegetation, easements, proposed lot lines, road and boulevard width. Cross sections and elevations should be provided where applicable. The plans are to be prepared by a certified landscape architect.</p>
<p>City Community Services –            Heritage (April 27, 2021)</p>	<p>A Heritage Permit, issued by the City of Mississauga, is required prior to any alteration of the Wilcox House, including moving it. Further comments will be forthcoming as a result of the review of a complete permit application. A complete Conservation Management Plan (CMP) is required for any heritage application which proposes alteration to a designated property.</p> <p>Heritage Planning does not support the relocation of the Wilcox House. If the applicant wishes to proceed with an application to alter the designated property, then the application will have to be supported by a CMP. A Heritage Engineer's report will also be required, detailing relocation costs and the extent of restoration work. Finally, all costs associated with moving the house and any and all restoration work required are required as part of the CMP.</p>

Agency / Comment Date	Comments
City Community Services – Culture (April 26, 2021)	<p>The recommended option regarding the Wilcox House does not comply with the policies of the City of Mississauga's Official Plan. Section 7.4.1.3 of MOP requires development to maintain locations for cultural heritage resources that are compatible with and enhance the character of the cultural heritage resource. Please provide further examination and justification as to how moving the heritage structure to meet the layout of the proposed development takes this policy into account. Heritage Planning suggests that the development should focus on maintaining the heritage structure in situ and make it a place of prominence and unique character within the overall development's design.</p> <p>The Heritage Impact Assessment (HIA) does not provide a full justification as to the proposed move of the Wilcox House. The HIA states that the move will be to a more prominent location but notes that the former location and entire corner of the property will be used as a POPs. Please provide further examination about how moving the house to a proposed POPs location would provide a more permanent location for the house.</p> <p>The HIA does not adequately determine the impacts which the Wilcox House would be subject to at the proposed location. The impact studies (shadow, vibration etc...) do not report on all options for the location of the Wilcox House. The HIA requires a full consideration of all potential impacts at the proposed location for the Wilcox House and compare it to impacts of leaving the house in situ.</p> <p>The vibration impact study relies on data provided by the Hurontario LRT studies. The Hurontario LRT HIA for the Wilcox House has not yet been completed. Please revise the vibration study and the HIA for this development to include this information when available.</p> <p>No underground parking is to occur underneath the Wilcox House. Further details regarding the design of underground parking within proximity to the Wilcox House are to be included within a revised HIA.</p> <p>The City of Mississauga strongly encourages the inclusion of public art in developments that are greater than 10,000 m<sup>2</sup> (100,000 sq. ft.) in gross floor area, with the exception of non-profit organizations and social housing. The HLRT transit corridor has been identified as a priority zone for public art. The applicant is encouraged to include public art near pedestrian walkway connections and/or make a cash contribution to the City's Public Art Reserve Fund for the inclusion of public art near the subject site. The dollar value of the public art contribution should be determined by the City's Planning and Building Department, together with the Public Art Program when calculating the value of construction for building permit fees on relevant projects.</p>
Fire Department (March 30, 2021)	<p>The fire access route dimensions mandated by the OBC / Bylaw 1036-81 don't appear to be met (e.g., 6 m (19.6 ft.)) minimum width with 12 m (39.4 ft.) (centreline turning radius). It would be beneficial to show the centreline of the access route complete with dimensions on the site plan drawing.</p>
City Transportation and Works Department (June 10, 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>

Agency / Comment Date	Comments
	<p><u>Stormwater</u>          A Functional Servicing and Stormwater Management Report Drainage Proposal prepared by Counterpoint Engineering Inc., dated August 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.</p> <p>The applicant is proposing to construct storm sewer infrastructure to service the development lands, and to implement on-site stormwater management controls for the post-development discharge.</p> <p>The applicant is required to provide further technical information to demonstrate:</p> <ul style="list-style-type: none"> <li>• feasibility of the proposed storm sewer and outlet;</li> <li>• how groundwater will be managed on site; and</li> <li>• that there will be no impact to the City's existing drainage system</li> </ul> <p><u>Traffic</u>          A traffic impact study (TIS), prepared by BA Group Consulting Ltd. and dated August 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 are 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>• An updated TIS addressing all staff comments;</li> <li>• Satisfactory plans for the future internal road network including right-of-way widths and road configuration; and</li> <li>• Address any traffic concerns from the community related to the proposed development.</li> </ul> <p><u>Environmental Compliance</u>          Phase One Environmental Site Assessment (ESA) (ref # 232464), dated November 28, 2018, prepared by Pinchin was submitted in support of the proposed development. No further investigation is warranted at this time.</p> <p>The applicant is required to provide further technical information as part of a subsequent submission, including:</p> <ul style="list-style-type: none"> <li>• Completed ESSQD Form</li> <li>• Reliance Letter for the Phase I ESA report</li> <li>• Dewatering Commitment Letter</li> <li>• Monitoring Wells Decommissioning Letter</li> </ul> <p>Please note that a Record of Site Condition (RSC) filing for the property is required prior to By-law enactment.</p>

Agency / Comment Date	Comments
	<p><u>Noise</u>            A Noise and Vibration Impact Study prepared by RWDI, dated July 31, 2020 was submitted for review. The noise study 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, light rail, aircraft traffic, nearby commercial properties, and mechanical equipment of other residential buildings in the vicinity. Noise mitigation measures will be required. The applicant is required to update the report with further information in order to evaluate the feasibility of proposed mitigation measures and confirm how noise levels from light rail and other stationary sources may affect this development.</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.</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>- Go Transit - Metrolinx</li> <li>- Greater Toronto Airport Authority</li> <li>- HULRT Office</li> <li>- Community Services - Arborist</li> <li>- Enbridge Gas</li> <li>- Economic Development</li> <li>- Alectra Utilities</li> <li>- Canada Post</li> <li>- Rogers Cable</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Ministry of Transportation</li> <li>- Trillium Health Partners</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 heights, and density, with respect to the following:
  - Are the proposed zoning by-law exception standards (building height, setbacks, landscape buffers, parking requirements, etc.) appropriate
  - Are the proposed heights appropriate given the capacity study that was undertaken for the Uptown Node and the recommendations of the Commissioner of Planning and Building on development applications on the north side of Eglinton Avenue, east and west of Hurontario Street
  - Is there sufficient separation from the apartments located on the site to the south

- Does the proposal meet the City's requirement for sun/shadow impacts
- Do the proposed driveways provide appropriate connections through the site based on the recent Uptown Node Study official plan amendment
- How will existing easements with adjacent properties be maintained during and following construction
- Can the existing street network satisfactorily address the traffic impacts from this proposal and minimize conflicts with adjacent properties
- Is there sufficient parkland and other community services in the area to support this development
- Is the proposed phasing of development appropriate
- Will the existing heritage building (Wilcox Building) be maintained to satisfaction of the City

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.