

## Detailed Information and Preliminary Planning Analysis

**Owner: The Elia Corporation**

**4615 Hurontario Street, 25, 35, 55, 105 and 110 Elia Avenue and 136 Eglinton Avenue East**

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## 1. Proposed Development

The applicant proposes to construct eight apartment buildings, ranging in height from 28 to 42 storeys with 4,295.7 m<sup>2</sup> (46,238.5 ft<sup>2</sup>) of ground related commercial uses, one 45 storey mixed use building and eight blocks of townhouses containing 120 dwellings. A total of 4,690 dwelling units are proposed. The development concept also includes a proposed municipal park at the northeast corner of Elia Avenue and Sorrento Drive. Draft plan of subdivision, 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: July 12, 2021 Deemed complete: August 10, 2021
Developer/ Owner:	The Elia Corporation
Applicant:	Tyler Grinyer, Bousfields Inc.
Number of units:	4,690 units
Gross Floor Area (office):	18,080.1 m <sup>2</sup> (194,612.5 ft <sup>2</sup> )
Gross Floor Area (retail):	4,295.7 m <sup>2</sup> (46,238.5 ft <sup>2</sup> )
Gross Floor Area (overall):	374,956.6 m <sup>2</sup> (4,035,999.3 ft <sup>2</sup> )
Height:	
Block 1	Building A – 45 storeys / 146.7 m (481.3 ft.)  Building B – 36 storeys / 113.0 m (370.7 ft.)

Development Proposal	
Block 2	Building A – 42 storeys / 132.8 m (435.7 ft.)  Building B – 36 storeys / 114.9 m (377.0 ft.)  Back to back and stacked townhouses – 2-3 storeys / 12.7 m (41.7 ft.)
Block 3	Building A – 36 storeys / 114.6 m (376.0 ft.)  Building B – 36 storeys / 123.0 m (403.5 ft.)  Back to back and stacked townhouses – 3 storeys / 12.7 m (41.7 ft.)
Block 4	Building A – 36 storeys / 114.1 m (374.3 ft.)  Building B – 30 storeys / 95.9 m (314.6 ft.)
Block 5	Building A – 28 storeys / 90.5 m (296.9 ft.)  Back to back / stacked townhouses – 1-3 storeys / 12.7 m (41.7 ft.)
Floor Space Index (overall):	4.94
Block 1	7.15
Block 2	5.67
Block 3	3.74
Block 4	5.13
Block 5	3.85
Anticipated Population:	10,383* *Average household sizes for all units (by type) based on the 2016 Census

<b>Development Proposal</b>		
Parking:	Required	Provided
resident spaces	4919	3329
visitor spaces	949	707
office	579	362
commercial	185	43
Total	6632	4441
Green Initiatives:	<ul style="list-style-type: none"> <li>• Stormwater management and reuse</li> <li>• Alternative modes of transportation</li> <li>• Water conservation</li> <li>• Energy conservation</li> <li>• Bird-friendly design</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>:

- Arborist report
- Architectural drawings
- Draft plan of subdivision
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Function servicing and stormwater management report
- Geotechnical investigation report
- Grading plan
- Heritage impact Assessment
- Housing issues report
- Hydrogeological report

- Landscape plans
- Noise Feasibility Study
- Pedestrian Wind Study
- Phase 1 environmental site assessment
- Planning justification report
- Servicing Plan
- Shadow Study
- Survey Plan
- Transportation impact study
- Tree protection plan
- Urban design study
- Waste management plan

The application was reviewed by the Urban Design Advisory Panel on November 24, 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.

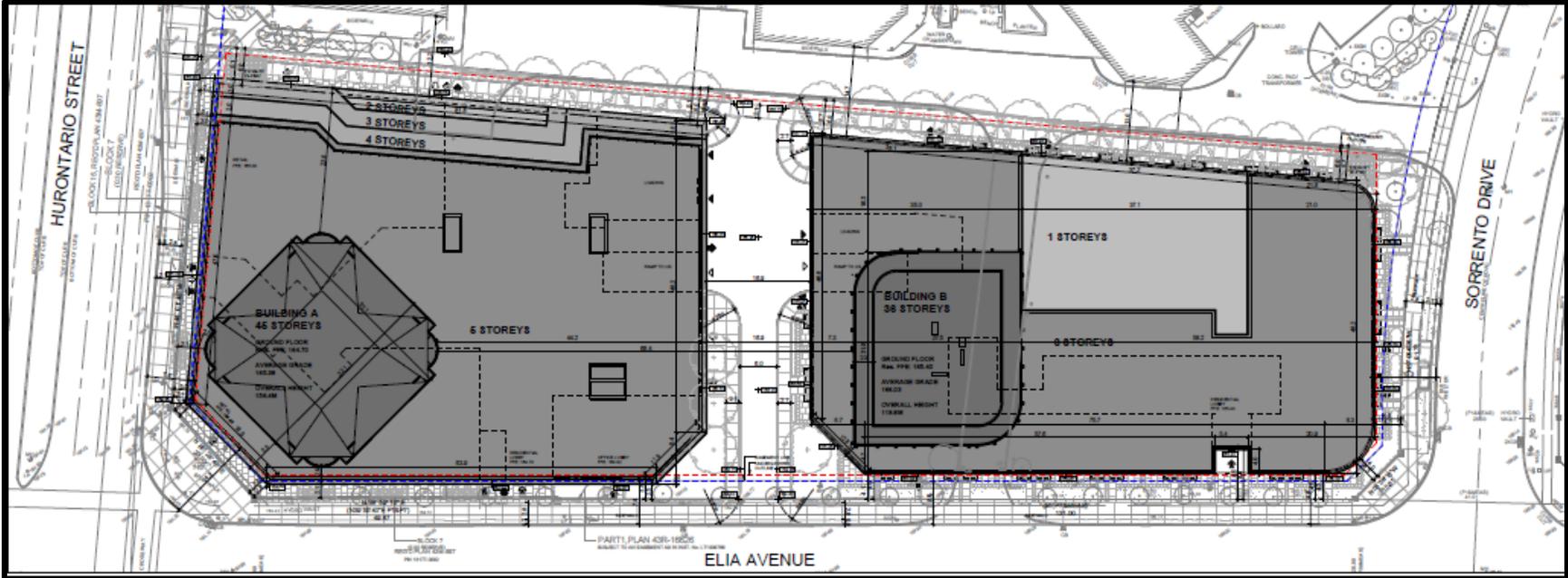
### Application Status

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 community meeting was held by Ward 4 Councillor, John Kovac on December 15, 2021. 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.





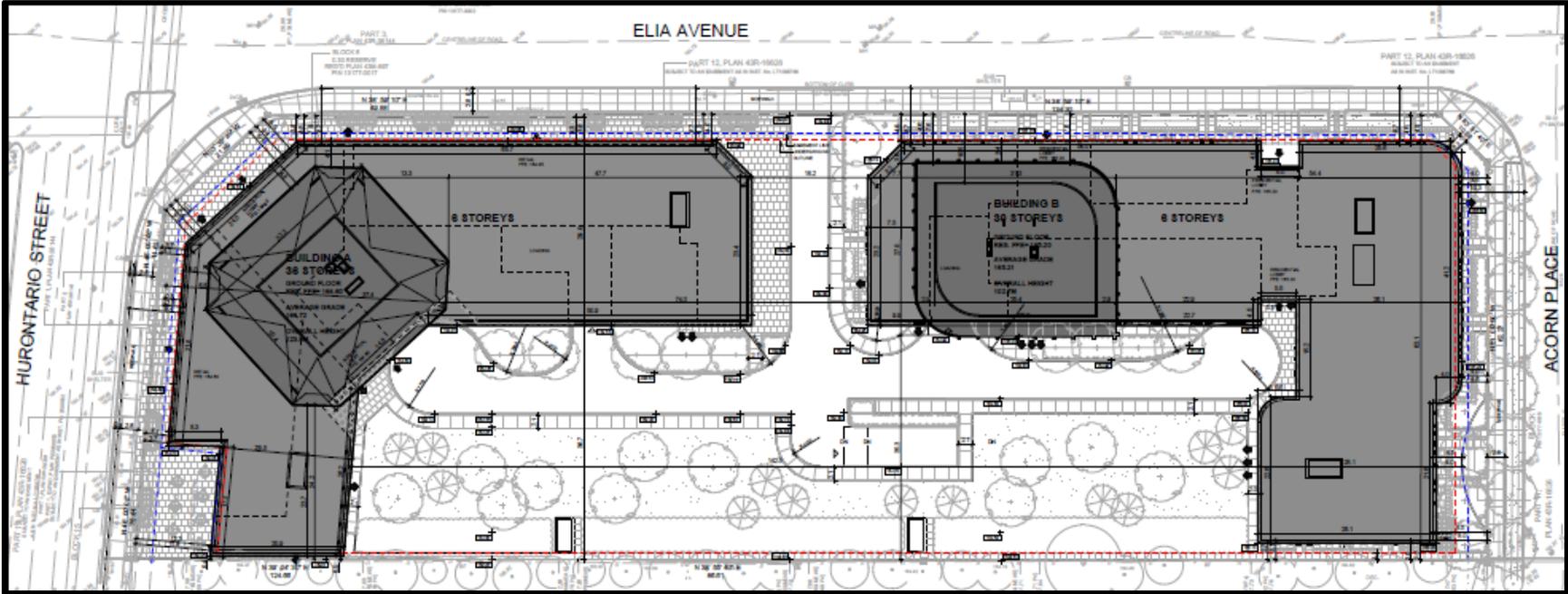
Block 1



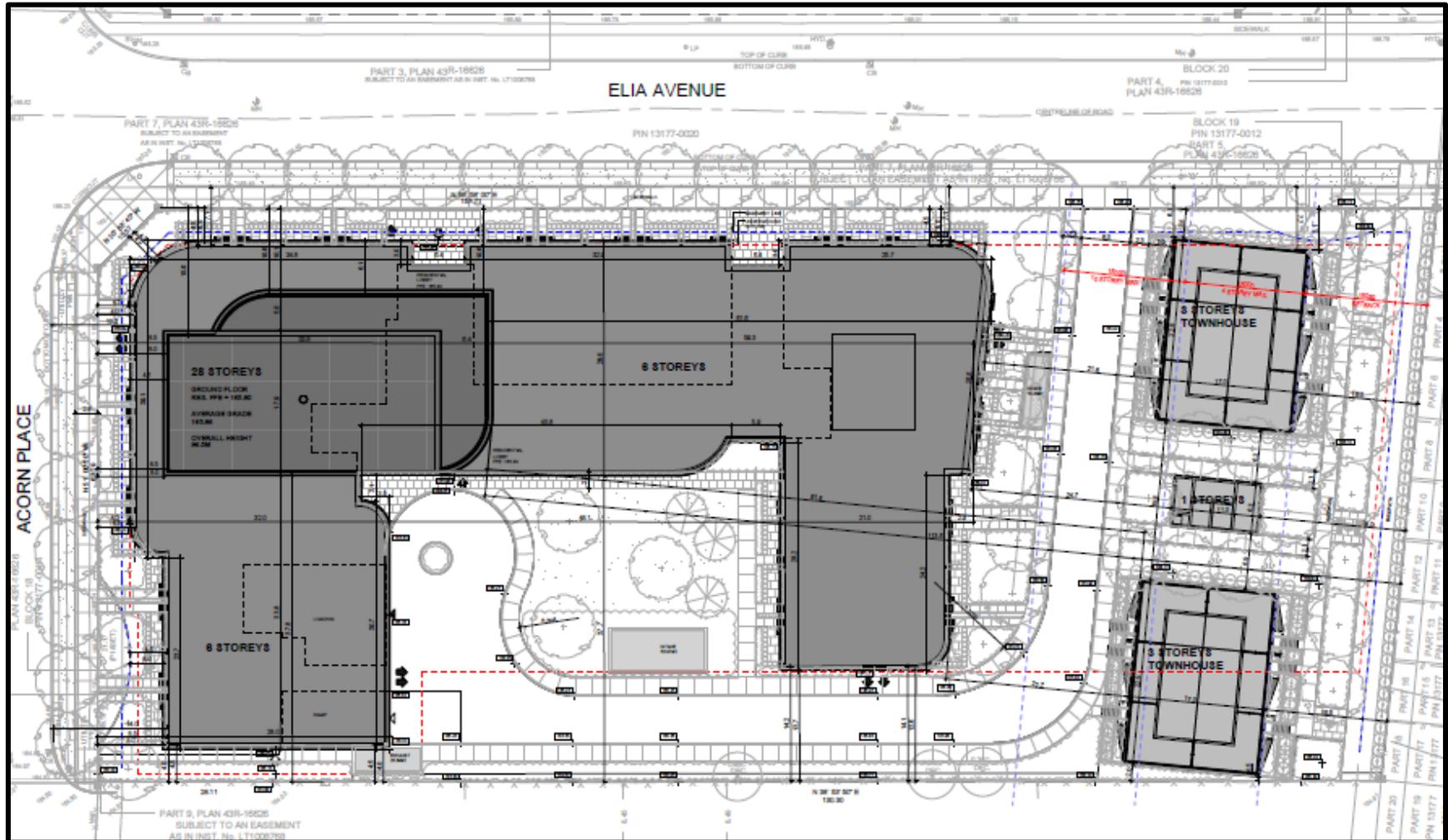
Block 2



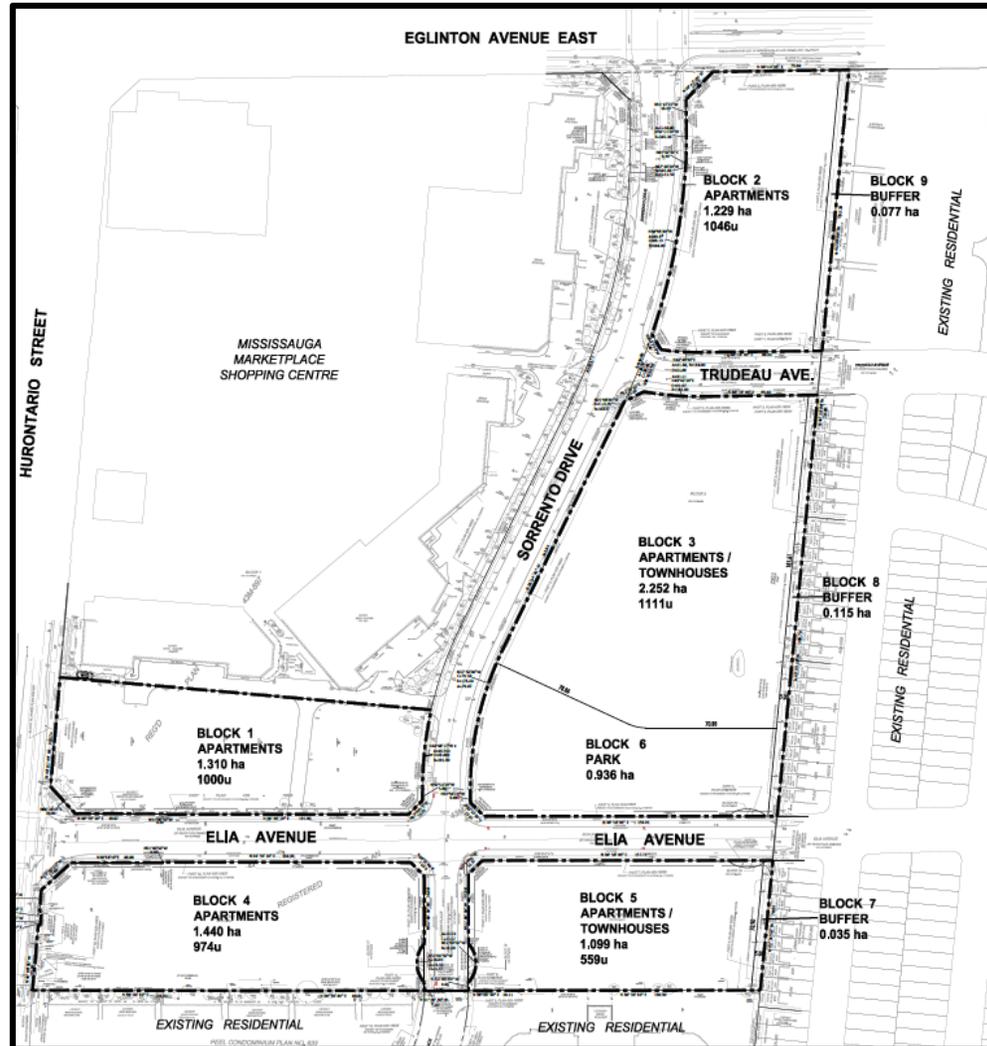
Block 3



Block 4



Block 5



Draft Plan of Subdivision



**Applicant's Rendering**

## 2. Site Description

### Site Information

The subject lands consists of 5 separate conveyable parcels of land generally located at southeast quadrant of Eglinton Avenue East and Hurontario Street, behind the existing commercial plaza. The subject land falls within the Uptown Major Node Character Area and is located along an intensification corridor. The area contains a mix of residential, commercial and community uses. The parcels are currently vacant of buildings and structures.



Aerial Photo of 4615 Hurontario Street, 25, 35, 55, 105 and 110 Elia Avenue and 136 Eglinton Avenue East

### Property Size and Use

Frontages:	
Block 1	49.6 m (162.7 ft.)
Block 2	68.8 m (225.7 ft.)
Block 3	89.5 m (293.6 ft.)
Block 4	54.8 m (179.8 ft.)
Block 5	63.3 m (207.7 ft.)
Block 6 (park)	77.7 m (254.9 ft.)
Block 7 (buffer)	5.0 m (16.4 ft.)
Block 8 (buffer)	5.0 m (16.4 ft.)
Block 9 (buffer)	5.0 m (16.4 ft.)

Depth:	
Block 1	200.5 m (657.8 ft.)
Block 2	154.2 m (505.9 ft.)
Block 3	181.6 m (595.8 ft.)
Block 4	210.3 m (690.0 ft.)
Block 5	156.8 m (514.4 ft.)
Block 6 (park)	156.3 m (512.8 ft.)
Block 7 (buffer)	70.9 m (232.6 ft.)
Block 8 (buffer)	234.6 m (769.7 ft.)
Block 9 (buffer)	154.2 m (505.9 ft.)

Gross Lot Area (overall):	
Block 1	1.3 ha (3.2 ac)
Block 2	1.2 ha (3.0 ac)
Block 3	2.3 ha (5.6 ac)
Block 4	1.4 ha (3.6 ac)
Block 5	1.1 ha (2.8 ac)

Block 6 (park)	0.9 ha (2.3 ac)
Block 7 (buffer)	350 m <sup>2</sup> (0.1 ac)
Block 8 (buffer)	1150 m <sup>2</sup> (0.3 ac)
Block 9 (buffer)	770 m <sup>2</sup> (0.2 ac)
Existing Uses:	Vacant



Image of existing conditions facing north along Huronario Street

### Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **RA5-20** (Apartments - Exception), **O-7** (Office - Exception), and **C3-48** (General Commercial – Exception). The **RA5-20** zone permits apartment, long-term care building and retirement buildings.
- November 14, 2012 – Mississauga Official Plan came into force. The subject lands are designated **Residential High Density** and **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 **O1-7** (Minor Office), which permits the same uses as the previous **O-7** (Office) zone. The maximum building height in the **O1-7** (Office) zone remains unchanged.
- 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;

The **O1-7** zone permits office, financial institution, medical office, commercial school, veterinary clinic, apartment, office/apartment combination, retail commercial use accessory to an office. The **C3-48** zone permits retail store, motor vehicle sales, leasing and/or rental facility, restaurant, convenience restaurant, take-out restaurant, veterinary clinic, animal care establishment, funeral establishment, person service establishment, commercial school, financial institution, repair establishment, beverage/food preparation establishment, medical office, office, overnight accommodation, banquet hall / conference centre / convention centre, garden centre and outdoor garden centre accessory to a retail store.

including policies for retaining retail and office functions; and encouraging a range and mix of housing choices.

### **3. Site Context**

#### **Surrounding Land Uses**

North and east of the subject lands are residential plan of subdivisions containing detached, semi-detached, townhouse dwellings and apartments. South and west of the subject lands 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, townhouses and apartments.

The surrounding land uses are:

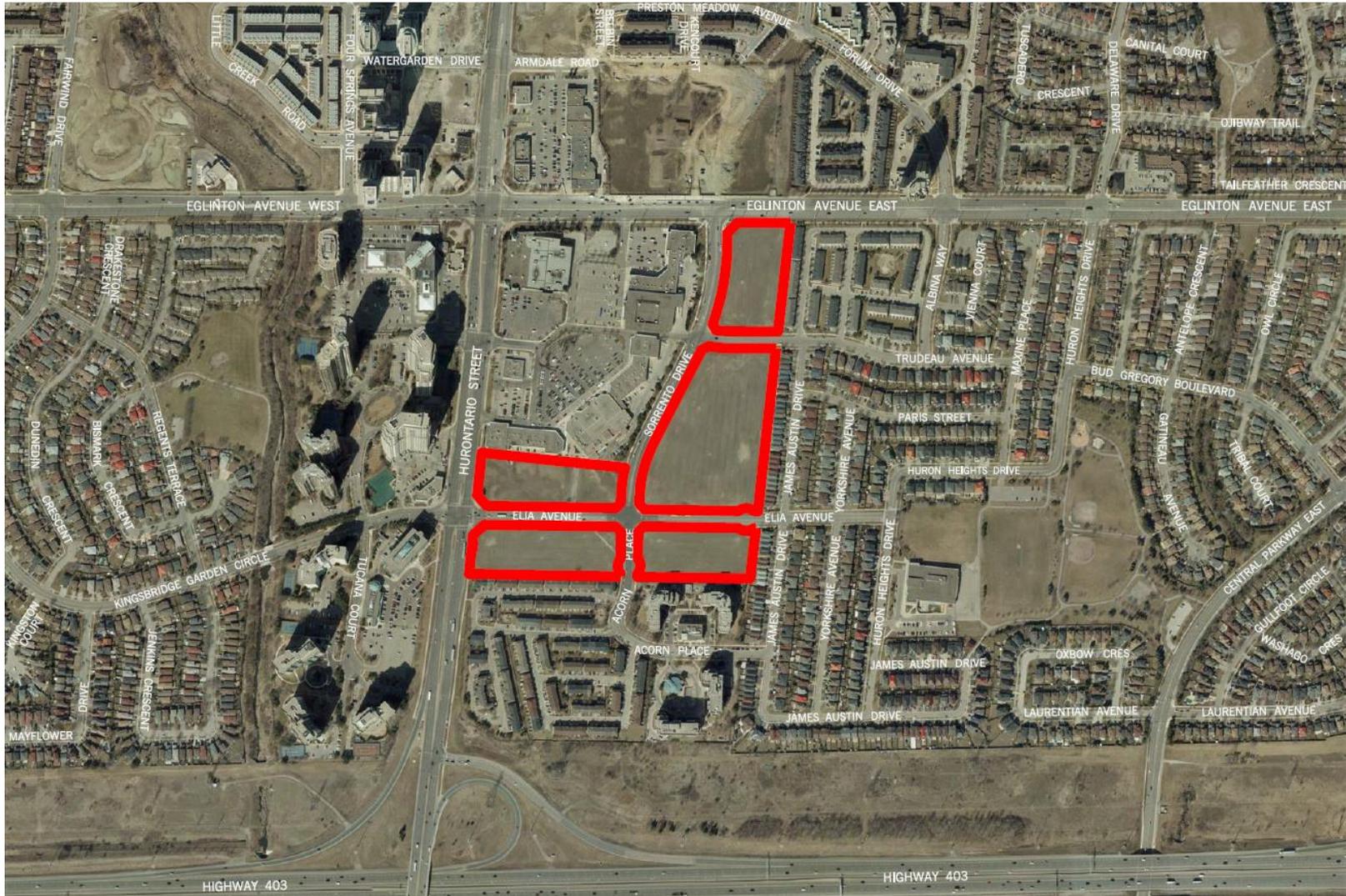
- North: Detached dwellings, semi detached dwellings and townhouses
- East: Detached dwellings, semi detached dwellings and townhouses and apartments
- South: Commercial plaza, townhouse and apartments
- West: Commercial plaza and apartments

#### **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 2000s.

The site is generally located in the southeast quadrant of Eglinton Avenue West and Hurontario Street behind the one storey commercial plaza. Hurontario Street has been identified as part of an Intensification Corridor in Mississauga Official Plan (MOP) and 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 4615 Hurontario Street, 25, 35, 55, 105 and 110 Elia Avenue and 136 Eglinton Avenue East

## 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 18/16 and T-M18005 W5 – 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 W5 – 5008 Hurontario Street – application in process to permit new upgraded gas station pumps, canopy and convenience building
- OZ 18/011 W5 – 0 and 5044 Hurontario Street – applications in process to permit 4 apartment buildings with retail and office uses located in the building's podium
- OZ 21/002 W4 – 30 Eglinton Avenue West – applications in process to permit 3 apartment buildings (up to 45 storeys in height) with ground floor commercial uses.

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

## Community and Transportation Services

The proposed development is located approximately 200 m (656 ft.) from Huron Heights Park (P-273), zoned **OS1** (Open Space - Community Park) which is approximately 6.61 hectares (16.3 acres) in area and includes two unlit softball diamonds, a natural ice rink, an accessible and a regular play site, two parking lots, a multi-pad, a cricket pitch, a spray pad, two 9X9 soccer fields and one 7X7 soccer field.

This development proposal will not have a significant impact on the Frank McKechnie 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 17 – Hurontario
- Route 35 – Eglinton-Ninth Line
- Route 35A – Eglinton-Tenth Line

- Route 7 – Airport
- Route 87 – Meadowvale-Skymark
- Route 34 – Credit Valley
- Route 315 – Rick Hansen – City Centre

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>	The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)  Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)	Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)  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)

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</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>
<p><b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b></p>	<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 a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<p><b>Region of Peel Official Plan (ROP)</b></p>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, 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** and **Office – Special Site 1**. The **Residential High Density** designation permits apartments. 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).

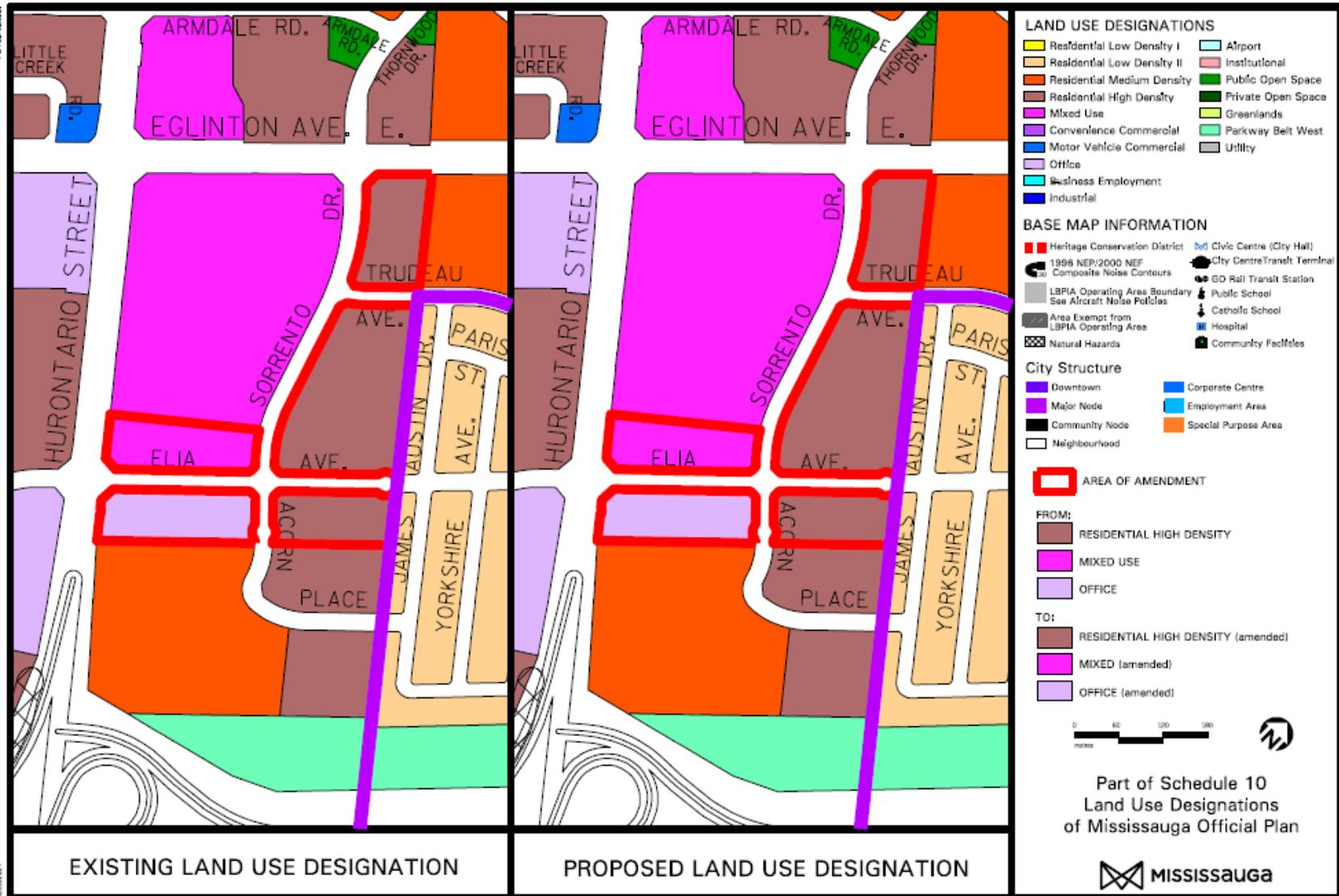
### Proposed Designation

The applicant is proposing to amend the **Residential High Density** and **Office – Special Site 1** to permit maximum building heights of 28 – 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.

	<b>General Intent</b>
<p><b>Chapter 5 Direct Growth</b></p>	<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> <ol 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> </ol> <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> <ol 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> </ol> <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 from 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>

	<b>General Intent</b>
	<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> <p>Lands designated Residential High Density will permit:</p> <ol style="list-style-type: none"> <li>a. apartment dwelling.</li> <li>b. uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and</li> </ol>

	<p><b>General Intent</b></p> <p>c. 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.</p> <p>Lands designated Mixed use will permit will permit:</p> <ul style="list-style-type: none"> <li>a. commercial parking facility;</li> <li>b. financial institution;</li> <li>c. funeral establishment;</li> <li>d. makerspaces</li> <li>e. motor vehicle rental;</li> <li>f. motor vehicle sales;</li> <li>g. overnight accommodation;</li> <li>h. personal service establishment;</li> <li>i. post-secondary educational facility;</li> <li>j. residential, in conjunction with other permitted uses;</li> <li>k. restaurant;</li> <li>l. retail store; and</li> <li>m. secondary office</li> </ul>
<p><b>Chapter 13 Major Nodes</b></p>	<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 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</p>

	<b>General Intent</b>
	<p>(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> <li>ii. connections to parks, public spaces and retail uses at grade, where appropriate; and</li> <li>iii. a substantial amount of transparent vision glass at grade, where appropriate.</li> </ul> </li> <li>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.</li> <li>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)</li> </ul> <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> <ul style="list-style-type: none"> <li>a. transportation demand management;</li> <li>b. transit oriented development and design;</li> <li>c. pedestrian/cycling connections; and</li> <li>d. access management plan (Section 13.4.5.12)</li> </ul>

	<b>General Intent</b>
	<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> <ol style="list-style-type: none"> <li>a. the design of private open space will integrate seamlessly with Uptown’s parkland system, adjoining street network, and pedestrian environment;</li> <li>b. the private open space interfaces with existing and/or proposed development in a legible and cohesive manner; and</li> <li>c. the private open space is maintained as universally accessible and open to the public (Section 13.4.6.5)</li> </ol> <p>Notwithstanding the provisions of the Residential High Density and Office designations, the following additional policies will apply:</p> <ol style="list-style-type: none"> <li>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;</li> <li>b. the preferred location of office development will be adjacent to Hurontario Street;</li> <li>c. architectural building and site plan solutions will be developed to create an interesting and identifiable street edge along Hurontario Street</li> <li>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)</li> </ol>
<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

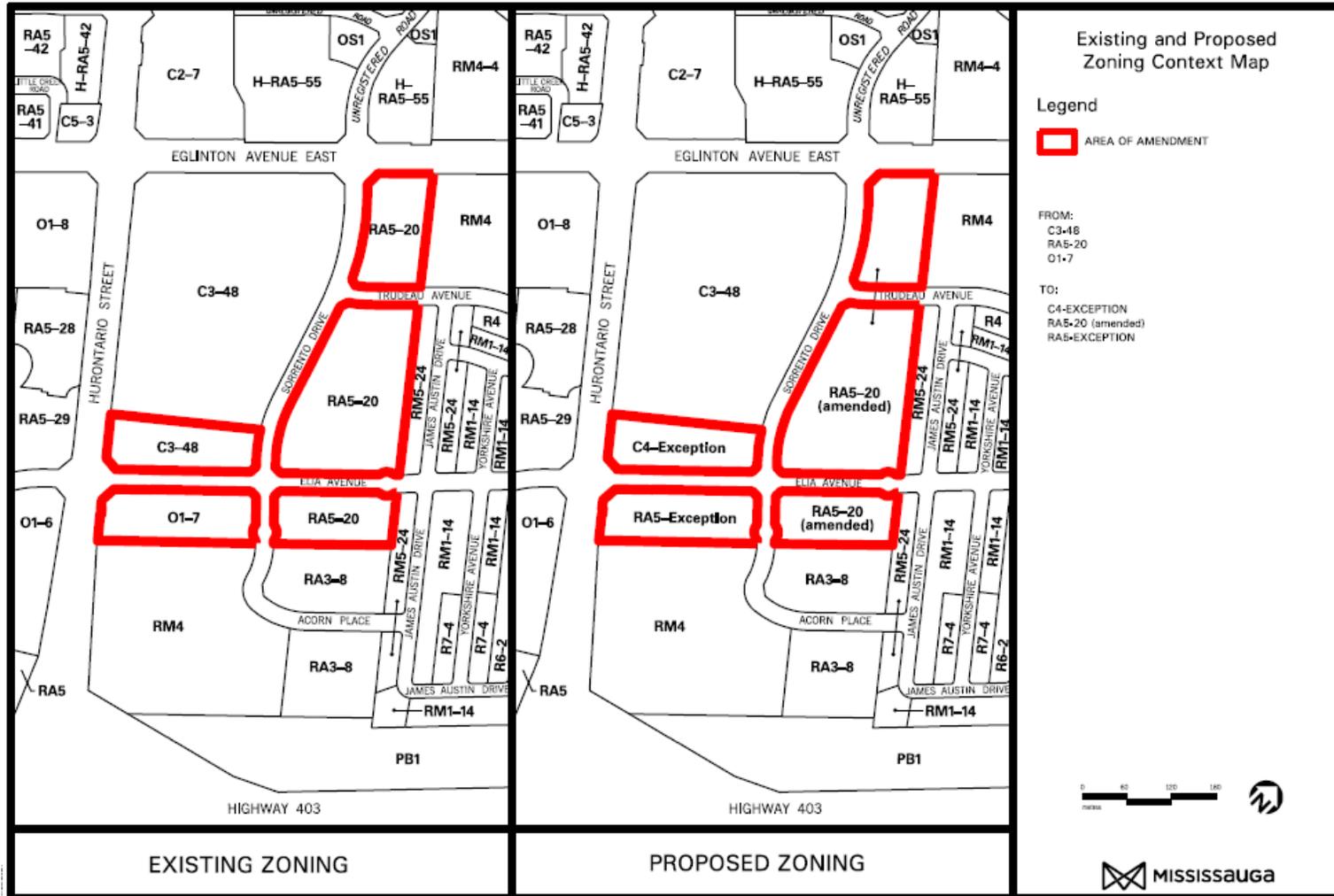
The subject lands are currently zoned **RA5-20** (Apartments), **O1-7** (Minor Office) and **C3-48** (General Commercial). The **RA5-20** zoning permits apartment, long-term care and retirement buildings. The **O1-7** zone permits office, financial institution, medical office, commercial school, veterinary clinic, apartment, office/apartment combination, retail commercial use accessory to an office. The **C3-48** zone permits retail store, motor vehicle sales, leasing and or rental facility, restaurant, convenience restaurant, take-out restaurant, veterinary clinic, animal care establishment, funeral establishment, service establishment, commercial school, financial institution, repair establishment, beverage/food preparation establishment, medical office, office, overnight accommodation, banquet hall / conference centre / convention centre, garden centre and outdoor garden centre accessory to a retail store.

### Proposed Zoning

The applicant is proposing to amend the **RA5-20** (apartment) and **O1-7** (Minor Office) zones and rezone the lands zoned **C3-48** (General Commercial) to **C4-Exception** (Mainstreet Commercial) to permit eight apartments, ranging in height from 28 to 42 storeys with 4,295.7 m<sup>2</sup> (46,238.5 ft<sup>2</sup>) of ground related commercial uses, one 45 storey mixed use building and eight blocks of townhouses totaling 120 dwellings. A combined total of 4,690 dwellings are proposed.

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

### Excerpt of Zoning Map 29



### Proposed Zoning Regulations

Zone Regulations	C3-48 Zone Regulations	Proposed C4-Exception Zone Regulations – Block 1
<p><b>Permitted uses</b></p>	<p>Retail store less than or equal to 600m<sup>2</sup>  <b>GFA-Non-residential;</b>            Retail store greater than or equal to 600m<sup>2</sup>  <b>GFA-Non-residential</b>  <b>Motor vehicle sales, leasing and or rental facility - Restricted</b>  <b>Restaurant,</b>  <b>Convenience Restaurant,</b>  <b>Take-out Restaurant,</b>  <b>Veterinary Clinic,</b>  <b>Animal Care Establishment,</b>  <b>Funeral Establishment,</b>  <b>Service Establishment,</b>  <b>Commercial School,</b>  <b>Financial Institution,</b>  <b>Repair Establishment,</b>  <b>Beverage/Food Preparation Establishment,</b>  <b>Medical Office, Office,</b>  <b>Overnight Accommodation,</b>  <b>Banquet Hall / Conference Centre / Convention Centre,</b>  <b>Recreational Establishment,</b>  <b>Amusement Arcade</b>  <b>Entertainment Establishment,</b>  <b>Garden Centre,</b>  <b>Private Club,</b>  <b>University / College</b>            Outdoor Garden Centre accessory to a</p>	<p><b>Apartment</b>            Retail store less than or equal to 600m<sup>2</sup> GFA-  <b>Non-residential;</b>            Retail store greater than or equal to 600m<sup>2</sup> GFA-  <b>Non-residential</b>  <b>Restaurant,</b>  <b>Convenience Restaurant,</b>  <b>Take-out Restaurant,</b>  <b>Veterinary Clinic,</b>  <b>Animal Care Establishment,</b>  <b>Funeral Establishment,</b>  <b>Service Establishment</b>  <b>Financial Institution,</b>  <b>Repair Establishment</b>  <b>Office</b>  <b>Medical Office</b>  <b>Recreational Establishment</b>  <b>Entertainment Establishment</b>  <b>Private Club</b></p>

Zone Regulations	C3-48 Zone Regulations	Proposed C4-Exception Zone Regulations – Block 1
	retail store.	
Minimum <b>Front Yard</b>	4.5 m (14.8 ft.)	2.1 m (6.9 ft.)
Maximum <b>Front Yard</b>	N/A	4.5 m (14.8 ft.)
Minimum <b>Exterior Side Yard</b>	4.5 m (14.8 ft.)	2.1 m (6.9 ft.)
Maximum <b>Height</b>	Sloped Roof – 20.0 m (65.6 ft.) Flat Roof – 16.5 m (54.1 ft.)	45 storeys / 146.7 m (481.3 ft.)
Minimum depth of a <b>landscape buffer</b> measured from a lot line that is a street line	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
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 bedroom 1.75 / dwelling unit for three bedroom 0.20 / dwelling unit for residential visitor Retail - 4.3 per 100m <sup>2</sup> (1076.4 ft <sup>2</sup> ) <b>GFA - non-residential</b> Office - 3.2 per 100m <sup>2</sup> (1076.4 ft <sup>2</sup> ) <b>GFA - non-residential</b>	0.8 / dwelling unit for studio 0.9 / dwelling unit for one bedroom 0.95 / dwelling unit for two bedroom 1.0 / dwelling unit for three bedroom 0.15 / dwelling unit for residential visitor Retail - 1.0 per 100m <sup>2</sup> (1076.4 ft <sup>2</sup> ) <b>GFA – non residential</b> Office - 2.0 per 100m <sup>2</sup> (1076.4 ft <sup>2</sup> ) <b>GFA – non residential</b>

Zone Regulations	Existing RA5-20 Zone Regulations	Proposed Amended Zone Regulations – Block 2	Proposed Amended Zone Regulations – Block 3	Proposed Amended Zone Regulations – Block 5
Permitted uses	<p style="text-align: center;"><b>Apartment</b></p> <p style="text-align: center;"><b>Long-Term Care Building</b></p> <p style="text-align: center;"><b>Retirement Building</b></p>	<p style="text-align: center;"><b>Apartment</b></p> <p style="text-align: center;"><b>Stacked Townhouse</b></p> <p style="text-align: center;"><b>Back-to-back Townhouse</b></p> <p style="text-align: center;">Retail store less than or equal to 600m<sup>2</sup> (6,458.3 ft<sup>2</sup>) <b>GFA-Non-residential</b></p> <p style="text-align: center;">Retail store greater than or equal to 600m<sup>2</sup> (6,458.3 ft<sup>2</sup>) <b>GFA-Non-residential</b></p> <p style="text-align: center;"><b>Restaurant</b></p> <p style="text-align: center;"><b>Convenience Restaurant</b></p> <p style="text-align: center;"><b>Take-out Restaurant</b></p> <p style="text-align: center;"><b>Veterinary Clinic</b></p>	<p style="text-align: center;"><b>Apartment</b></p> <p style="text-align: center;"><b>Stacked Townhouse</b></p> <p style="text-align: center;"><b>Back-to-back Townhouse</b></p>	<p style="text-align: center;"><b>Apartment</b></p> <p style="text-align: center;"><b>Stacked Townhouse</b></p> <p style="text-align: center;"><b>Back-to-back Townhouse</b></p>

Zone Regulations	Existing RA5-20 Zone Regulations	Proposed Amended Zone Regulations – Block 2	Proposed Amended Zone Regulations – Block 3	Proposed Amended Zone Regulations – Block 5
		<p>Animal Care Establishment</p> <p>Funeral Establishment</p> <p>Service Establishment</p> <p>Financial Institution</p> <p>Repair Establishment</p> <p>Office</p> <p>Medical Office</p> <p>Recreational Establishment</p> <p>Entertainment Establishment</p> <p>Private Club</p>		

Zone Regulations	Existing RA5-20 Zone Regulations	Proposed Amended Zone Regulations – Block 2	Proposed Amended Zone Regulations – Block 3	Proposed Amended Zone Regulations – Block 5
<b>Maximum Gross Floor Area</b>	Buildable Area 'A' (Block 2) 37,990.0 m <sup>2</sup> (408,921.0 ft <sup>2</sup> )  Buildable Area 'B' (Block 3) 47,850.0 m <sup>2</sup> (515,053.1 ft <sup>2</sup> )  Buildable Area 'C' (Block 3 and 6) 29,700.0 m <sup>2</sup> (319,688.1 ft <sup>2</sup> )  Buildable Area 'D' (Block 5) 20,340.0 m <sup>2</sup> (218,937.9 ft <sup>2</sup> )	74,003.5 m <sup>2</sup> (796,567 ft <sup>2</sup> )	89,671.3 m <sup>2</sup> (965,213.8 ft <sup>2</sup> )	43,730.4 m <sup>2</sup> (470,710.1 ft <sup>2</sup> )
<b>Maximum Height</b>	Buildable Area 'A' (Block 2) 20 storeys  Buildable Area 'B' (Block 3) 25 storeys  Buildable Area 'C' (Block 3 and 6) 25 storeys	Apartment 42 storeys / 132.8 m (435.7 ft.)  Stacked Townhouse / Back to back Townhouse 3 storeys / 14.6 m (47.9 ft.)	Apartment 36 storeys / 116.5 m (382.2 ft.)  Stacked Townhouse / Back to back Townhouse 3 storeys / 14.6 m (47.9 ft.)	Apartment 28 storeys / 90.5 m (296.9 ft.)  Stacked Townhouse / Back to back Townhouse – 3 storeys / 14.6 m (47.9 ft.)

Zone Regulations	Existing RA5-20 Zone Regulations	Proposed Amended Zone Regulations – Block 2	Proposed Amended Zone Regulations – Block 3	Proposed Amended Zone Regulations – Block 5
	Buildable Area 'D' (Block 5) 12 storeys			
Minimum <b>Front Yard</b>	Buildable Area 'A', 'B' 'C' and 'D' 5.0 m (16.4 ft.)	4.1 m (13.5 ft.)	4.2 m (13.8 ft.)	4.5 m (14.8 ft.)
Minimum <b>Interior Yard</b>	Buildable Area 'A'  Maximum 4 storeys 15.0 m (49.2 ft.)  Maximum 10 storeys 30.0 m (98.4 ft.)  Maximum 20 storeys 45.0 m (147.6 ft.)  Buildable Area 'B' and 'C'  Maximum 4 storeys 15.0 m (49.2 ft.)  Maximum 10 storeys 30.0 m (98.4 ft.)  Maximum 25 storeys 45.0 m (147.6 ft.)  Buildable Area 'D'	15.0 m (49.2 ft.)	15.0 m (49.2 ft.)	0.5 m (1.6 ft.)

Zone Regulations	Existing RA5-20 Zone Regulations	Proposed Amended Zone Regulations – Block 2	Proposed Amended Zone Regulations – Block 3	Proposed Amended Zone Regulations – Block 5
	5.0 m (16.4 ft.)			
Minimum <b>Exterior Side Yard</b>	Buildable Area ‘A’, ‘B’ ‘C’ and ‘D’ 5.0 m (16.4 ft.)	5.7 m (18.7 ft.)	5.0 m (16.4 ft.)	4.5 m (14.8 ft.)
Minimum <b>Rear Yard</b>	Buildable Area ‘A’, ‘B’ and ‘C’ 5.0 m (16.4 ft.)  Buildable Area ‘D’  Maximum 4 storeys 15.0 m (49.2 ft.)  Maximum 10 storeys 30.0 m (98.4 ft.)  Maximum 12 storeys 45.0 m (147.6 ft.)	4.3 m (14.1 ft.)	4.3 m (14.1 ft.)	15.0 m (49.2 ft.)
Maximum projection of a balcony located above the <b>first storey</b> measured from the outermost face or faces of the <b>building</b> from which the balcony projects	1.0 m (3.3 ft.)	3.1 m (10.2 ft.)	3.1 m (10.2 ft.)	3.1 m (10.2 ft.)
Minimum number of <b>parking spaces</b>	<b>Apartment</b>	0.8 / dwelling unit for studio  0.9 / dwelling unit	0.8 / dwelling unit for studio  0.9 / dwelling unit	0.8 / dwelling unit for studio  0.9 / dwelling unit

Zone Regulations	Existing RA5-20 Zone Regulations	Proposed Amended Zone Regulations – Block 2	Proposed Amended Zone Regulations – Block 3	Proposed Amended Zone Regulations – Block 5
	<p>1.0 / dwelling unit for studio</p> <p>1.25 / dwelling unit for one bedroom</p> <p>1.40 / dwelling unit for two bedroom</p> <p>1.75 / dwelling unit for three bedroom</p> <p>0.20 / dwelling unit for residential visitor</p> <p>Retail - 4.3 per 100m<sup>2</sup> (1076.4 ft<sup>2</sup>) <b>GFA - non-residential</b></p> <p>Office - 3.2 per 100m<sup>2</sup> (1076.4 ft<sup>2</sup>) <b>GFA - non-residential</b></p> <p><b>Back to Back and Stacked Townhouse</b></p> <p>1.1 / dwelling unit for studio / one bedroom</p> <p>1.5 / dwelling unit for</p>	<p>for one bedroom</p> <p>0.95 / dwelling unit for two bedroom</p> <p>1.0 / dwelling unit for three bedroom</p> <p>0.15 / dwelling unit for residential visitor</p> <p>Retail - 1.0 per 100m<sup>2</sup> (1076.4 ft<sup>2</sup>) <b>GFA – non residential</b></p> <p>Office - 2.0 per 10 m<sup>2</sup> (1076.4 ft<sup>2</sup>) <b>GFA – non residential</b></p>	<p>for one bedroom</p> <p>0.95 / dwelling unit for two bedroom</p> <p>1.0 / dwelling unit for three bedroom</p> <p>0.15 / dwelling unit for residential visitor</p> <p>Retail - 1.0 per 100m<sup>2</sup> (1076.4 ft<sup>2</sup>) <b>GFA – non residential</b></p> <p>Office - 2.0 per 100m<sup>2</sup> (1076.4 ft<sup>2</sup>) <b>GFA – non residential</b></p>	<p>for one bedroom</p> <p>0.95 / dwelling unit for two bedroom</p> <p>1.0 / dwelling unit for three bedroom</p> <p>0.15 / dwelling unit for residential visitor</p> <p>Retail - 1.0 per 100m<sup>2</sup> (1076.4 ft<sup>2</sup>) <b>GFA – non residential</b></p> <p>Office - 2.0 per 100m<sup>2</sup> (1076.4 ft<sup>2</sup>) <b>GFA – non residential</b></p>

Zone Regulations	Existing RA5-20 Zone Regulations	Proposed Amended Zone Regulations – Block 2	Proposed Amended Zone Regulations – Block 3	Proposed Amended Zone Regulations – Block 5
	two bedroom  1.75 / dwelling unit for three bedroom  2.0 / dwelling unit for four bedroom  0.20 / dwelling unit for residential visitor			
Minimum depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an <b>Apartment</b> zone	4.5 m (14.8 ft.)	4.4 m (14.4 ft.)	5.5 m (18.0 ft.)	
Minimum percentage of total required <b>amenity area</b> to be provided in one contiguous area	50%	35%	52.5%	100%
Minimum <b>amenity area</b> to be provided outside at grade	55.0 m <sup>2</sup> (592.0 ft <sup>2</sup> )	50.0 m <sup>2</sup> (538.2 ft <sup>2</sup> )	260.0 m <sup>2</sup> (2,798.6 ft <sup>2</sup> )	0.0 m <sup>2</sup> (0.0 ft <sup>2</sup> )

Zone Regulations	RA5 Zone Regulations	Proposed RA5 – Exception Zone Regulations – Block 4
Permitted uses	<p style="text-align: center;"> <b>Apartment</b>  <b>Long-Term Care Building</b>  <b>Retirement Building</b> </p>	<p style="text-align: center;"> <b>Apartment</b>            Retail store less than or equal to 600m<sup>2</sup>  <b>GFA-Non-residential</b>            Retail store greater than or equal to            600m<sup>2</sup> <b>GFA-Non-residential</b>  <b>Restaurant</b>  <b>Convenience Restaurant</b>  <b>Take-out Restaurant</b>  <b>Veterinary Clinic</b>  <b>Animal Care Establishment</b>  <b>Funeral Establishment</b>  <b>Service Establishment</b>  <b>Financial Institution</b>  <b>Repair Establishment</b>  <b>Office</b>  <b>Medical Office</b>  <b>Recreational Establishment</b> </p>

Zone Regulations	RA5 Zone Regulations	Proposed RA5 – Exception Zone Regulations – Block 4
		<p align="center"><b>Entertainment Establishment</b></p> <p align="center"><b>Private Club</b></p>
Minimum <b>Gross Floor Area</b>	1,000 m <sup>2</sup> (10,763.9 ft <sup>2</sup> ) per storey for every storey above 12 storeys	73,902.8 m <sup>2</sup> (795,483.1 ft <sup>2</sup> ) total
Maximum <b>Height</b>	25 storeys / 77.0 m (252.6 ft.)	36 storeys / 114.1 m (374.3 ft.)
Minimum <b>Front and Exterior Side Yard</b>	<p>For that portion of the dwelling with a <b>height:</b></p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p align="center">7.5 m (24.6 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p align="center">8.5 m (27.9 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p align="center">9.5 m (31.2 ft.)</p> <p>For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.):</p> <p align="center">10.5 m (34.4 ft.)</p>	<p>For that portion of the dwelling with a <b>height:</b></p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p align="center">2.5 m (8.2 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p align="center">2.5 m (8.2 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p align="center">2.5 m (8.2 ft.)</p> <p>For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.):</p> <p align="center">6.6 m (21.7 ft.)</p>

Zone Regulations	RA5 Zone Regulations	Proposed RA5 – Exception Zone Regulations – Block 4
<p><b>Minimum Interior Side Yard</b></p>	<p>For that portion of the dwelling with a <b>height:</b></p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p style="text-align: center;">4.5 m (14.8 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p style="text-align: center;">6.0 m (19.7 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p style="text-align: center;">7.5 m (24.6 ft.)</p> <p>For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.):</p> <p style="text-align: center;">9.0 m (29.5 ft.)</p>	<p>For that portion of the dwelling with a <b>height:</b></p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p style="text-align: center;">0.4 m (1.3 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p> <p style="text-align: center;">0.4 m (1.3 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p style="text-align: center;">0.4 m (1.3 ft.)</p> <p>For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.):</p> <p style="text-align: center;">23.7 m (77.8 ft.)</p>
<p><b>Maximum Rear Yard</b></p>	<p>For that portion of the dwelling with a <b>height:</b></p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p style="text-align: center;">7.5 m (24.6 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p>	<p>For that portion of the dwelling with a <b>height:</b></p> <p>less than or equal to 13.0 m (42.7 ft.):</p> <p style="text-align: center;">4.5 m (14.8 ft.)</p> <p>Greater than 13.0 m (42.7 ft.) and less than or equal to 20.0 m (65.6 ft.):</p>

Zone Regulations	RA5 Zone Regulations	Proposed RA5 – Exception Zone Regulations – Block 4
	<p>10.0 m (32.8 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>12.5 m (41.0 ft.)</p> <p>For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.):</p> <p>15.0 m (49.2 ft.)</p>	<p>4.5 m (14.8 ft.)</p> <p>Greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.):</p> <p>7.5 m (24.6 ft.)</p> <p>For that portion of the dwelling with a height greater than 26.0 m (85.3 ft.):</p> <p>9.0 m (29.5 ft.)</p>
<p>Minimum Above Grade Separation Between Buildings</p>	<p>For that portion of dwelling with a height greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.)</p> <p>12.0 m (39.4 ft.)</p>	<p>For that portion of dwelling with a height greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.)</p> <p>18.2 m (59.7 ft.)</p>
<p>Minimum number of parking spaces</p>	<p>1.0 / dwelling unit for studio</p> <p>1.25 / dwelling unit for one bedroom</p> <p>1.40 / dwelling unit for two bedroom</p> <p>1.75 / dwelling unit for three bedroom</p> <p>0.20 / dwelling unit for residential visitor</p> <p>Retail - 4.3 per 100m<sup>2</sup> (1076.4 ft<sup>2</sup>) <b>GFA - non-residential</b></p>	<p>0.8 / dwelling unit for studio</p> <p>0.9 / dwelling unit for one bedroom</p> <p>0.95 / dwelling unit for two bedroom</p> <p>1.0 / dwelling unit for three bedroom</p> <p>0.15 / dwelling unit for residential visitor</p> <p>Retail - 1.0 per 100m<sup>2</sup> (1076.4 ft<sup>2</sup>) <b>GFA - non residential</b></p>

Zone Regulations	RA5 Zone Regulations	Proposed RA5 – Exception Zone Regulations – Block 4
	Office - 3.2 per 100m <sup>2</sup> (1076.4 ft <sup>2</sup> ) <b>GFA - non-residential</b>	Office - 2.0 per 100m <sup>2</sup> (1076.4 ft <sup>2</sup> ) <b>GFA – non residential</b>
Minimum setback from a <b>parking structure</b> completely below finished grade, inclusive of external access stairwells, to any <b>lot line</b>	3.0 m (9.8 ft.)	2.2 m (7.2 ft.)
Minimum depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an <b>Apartment</b> zone	4.5 m (14.8 ft.)	2.5 m (8.2 ft.)
Minimum <b>amenity area</b> to be provided outside at grade	55.0 m <sup>2</sup> (592.0 ft <sup>2</sup> )	0.0 m <sup>2</sup> (0.0 ft <sup>2</sup> )
<p>Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the applications be approved.</p>		

### Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified

housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments

incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City’s official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City’s annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028

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

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

In support of the proposal, a housing report was submitted. Comments have been received from the City Planning Strategies Division indicating that the report does not provide sufficient information to evaluate how the proposal is addressing the provision of a range of housing options. This matter will need to be addressed prior to staff bringing forward a recommendation report.

## 5. School Accommodation

### The Peel District School Board

Student Yield	School Accommodation							
4 Kindergarten to Grade 6	Nahani Way P.S.	Barondale P.S.	Cooksville Creek P.S.	Huntington Ridge P.S.	Bristol Road Middle P.S.	Fairwind Sr. P.S.	Applewood Heights S.S.	
1 Grade 7 to Grade 8								
1 Grade 9 to Grade 12	Enrolment: 483 Capacity: 628 Portables: 0	Enrolment: 463 Capacity: 444 Portables: 0	Enrolment: 437 Capacity: 580 Portables: 0	Enrolment: 473 Capacity: 624 Portables: 0	Enrolment: 619 Capacity: 615 Portables: 0	Enrolment: 538 Capacity: 671 Portables: 0	Enrolment: 1,219 Capacity: 1,284 Portables: 0	

### The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
85 Kindergarten to Grade 8	St. Pio of Pietrelcina	John Cabot Catholic Secondary
71 Grade 9 to Grade 12	Enrolment: 412 Capacity: 671 Portables: 0	Enrolment: 94 Capacity: 933 Portables: 0

## 6. Community Questions and Comments

A community meeting was held by Ward 4 Councillor, John Kovac on December 15, 2021. 51 people attended the meeting virtually.

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 further traffic congestion in the area
- The construction activity will be too noisy and cause inconvenience to residents in the area
- 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 (December 8, 2021)	Peel Region By-Law 1-2000 states that local Official Plans amendments are exempt from Regional approval where they do not require an amendment to the Regional Official Plan; where they have regard to the Provincial Policy Statement and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the Planning Act and where the Region has advised that no Regional Official Plan amendment is required to accommodate the local Official Plan amendment. We are pleased to advise that this proposed amendment is exempt from approval under the Planning Act by the Region of Peel.

Agency / Comment Date	Comments
	<p>A revised Functional Servicing Report (FSR) addressing the below comments and showing proposed sanitary sewer and water servicing plans for the development and provision for the adjacent land, if any, will be required for review and approval by the Region prior to the engineering submission.</p> <p>We acknowledge receiving the Functional Servicing Report (FSR) dated May 2021 prepared in support of the Elia Lands developments by Counterpoint Engineering. A full FSR comment memo will be sent directly to the engineering consultant, however see highlights of the comments below</p> <p>Water</p> <p>The lands are located in water pressure zone 3. Existing infrastructure in the vicinity of the development is a 300 mm (11.8 in) watermain on Elia Avenue, a 300 mm (11.8 in) watermain on Acorn Place, a 300 mm (11.8 in) watermain on Sorrento Drive, a 300 mm (11.8 in) watermain on Trudeau Avenue, a 600mm (23.6 in) watermain on Eglinton Avenue and a 300 mm (11.8 in) watermain on Hurontario Street to the proposed site. An updated Functional Servicing Report (FSR) showing proposed water servicing plans for the development and provision for the adjacent land will be required for review and approval by the Region prior to the engineering submission. External construction may be required. The Region may require a Condominium Water Servicing Agreement and a draft Declaration and Description with completed Schedule A for the future Common Elements Condominiums, if any.</p> <p>Wastewater</p> <p>Municipal sanitary sewer facilities existing in the vicinity of the proposed development is a 250 mm (9.8 in) to 375 mm (14.8 in) sanitary sewer flowing west on Elia Avenue, a 300 mm (11.8 in) sanitary sewer flowing north on Acorn Place and a 250mm sanitary sewer flowing south on Sorrento Drive. An updated Functional Servicing Report (FSR) showing proposed sanitary sewer servicing plans for the development and provision for the adjacent lands, if any will be required for review and approval by the Region prior to the engineering submission. The subdivision cannot proceed with development until upsizing the existing 250 mm (9.8 in) sanitary sewer on Sorrento Drive to 300 mm (11.8 in) from Eglinton Avenue to Elia Avenue and upsizing or twinning the existing 250 mm (9.8 in), 300 mm (11.8 in) &amp; 375 mm (14.8 in) sewers on Elia Avenue &amp; Kingsbridge Garden Circle to 450 mm (17.7 in) &amp; or 525 mm (20.7 in) from Sorrento Drive to Regents Trail (MH 1792919 to MH 1793573) and preliminary approved to the Regions satisfaction. External construction will be required.</p> <p>Waste</p> <p>It is noted that office and commercial spaces require waste collection through a private waste hauler. The Region of Peel will provide front-end collection of garbage and recyclable materials to residential units subject to all conditions being met and labelled on a Waste Management Plan prior to the draft plan of subdivision, official plan amendment and rezoning application approval. Please refer to the full list of Waste comments and requirements provided under associated subdivision application 21T-21003M.</p>

Agency / Comment Date	Comments
	<p>Public Health</p> <p>The Region of Peel and the City of Mississauga are working collaboratively to ensure health is considered as part of the review of development applications, and where warranted communicated to local Council. After review of the draft plan of subdivisions and the proposed site plan, please find our recommendations below:</p> <ul style="list-style-type: none"> <li>- Public outdoor areas such as pedestrian walkways, parks and parking areas should include pedestrian- scaled lighting, shading and benches.</li> <li>- A well designed streetscape improves safety, the comfort and convenience of travelling by foot or bike and makes the public space more inviting. We support a prominent access point to the streetscape from the various buildings. A recommendation within our health assessment promotes that main entrances points are facing the streetscape to promote walkability for pedestrians within the neighbourhood. Similarly, the locations and design of sidewalks and pathways should be strategically located to connect to community amenities and transportation nodes.</li> <li>- In order to encourage alternative modes of transportation, reduced parking standards in exchange for car share spaces are recommended.</li> <li>- To support an age-friendly development, the open spaces should be planned for multi-generational use. Considerations can include design elements which support physical activity, such as an array of visual and sensory experiences and landscaping along the sidewalks and or walking paths.</li> <li>- Upon receipt of a detailed site plan for the individual blocks, we may have additional comments.</li> </ul> <p>Housing</p> <p>Given the size and nature of the proposed development, including the opportunity to contribute towards complete communities, Regional staff request a contribution be made towards the following housing needs identified in the Peel Housing Strategy, Peel Housing and Homelessness Plan, Regional Official Plan, and draft Regional Official Plan housing targets and objectives. The Region requests a mix of rental and ownership tenure including affordable housing. This application is located within the Hurontario Eglinton Major Transit Station Area in Mississauga. This area may be subject to an inclusionary zoning by-law in the future, and, consequently, the applicant should be conscious of the ongoing consultation process regarding the potential for inclusionary zoning.</p> <p>Affordable Housing Contribution - As one option to contribute to affordable housing needs within this proposed development, the applicant may consider a donation of land to the Region to be used for affordable housing. Regional staff would be interested in working with the applicant to establish the terms of such a donation.</p> <p>Potential Funding - Regional staff urge the applicant to consider and explore all available sources of funding available for affordable housing, including the Canadian Mortgage and Housing Corporation Rental Construction Financing program and the Region of Peel Affordable Housing Incentives Pilot Program.</p>
Dufferin-Peel Catholic District School Board	Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of

Agency / Comment Date	Comments
(September 2, 2021)	<p>Mississauga school accommodation condition need not be applied.</p> <p>That the applicant shall agree in the Development and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots: (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.", and (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."</p>
Peel District School Board (October 7, 2021)	<p>The developer shall agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school facilities, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy.</p> <p>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: 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 Boards Transportation Policy. You are advised to contact the Planning and Accommodation department of the Peel District School Board to determine the exact schools. 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. Bus stop locations will be assessed and selected by the Student Transportation of Peel Regions Bus Stop Assessment procedure and process (STOPR012)". c) Whereas, despite the efforts of the Peel District School Board, please be advised that noise, dust and truck traffic are normal circumstances during the construction of a school, and once constructed, the school will have normal operating conditions for a school such as noise, exterior lighting, portable classrooms (including installation and removal), and increased traffic on surrounding streets during peak A.M. and P.M. hours and during special events.</p> <p>Insufficient elementary school capacity within the Mississauga Uptown Node Area was identified and confirmed during the 2019 Uptown Node Capacity Study Review. Given the evaluation of the Uptown Node Capacity Study Review and the proposed 9 towers ranging from 28 to 45 storeys, in addition to 8 blocks of three storey back-to-back townhouses, the Peel District School Board is requesting the need for one new elementary school for this area. To this end, the PDSB is asking for a meeting with the Elia Corporation and City of Mississauga to identify the location of a new elementary school facility.</p>
City Community Services Department – Park Planning Section, (October 6, 2021)	<p>Prior to the issuance of building permits, parkland credits will be applied for the proposed Community Park and 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
City Community Services Department – Forestry (Private Property) (April 15, 2021)	<p>The applicant is advised that Tree Removal Permission is required to injure or remove trees on private property depending on the size and number of trees and the location of the property. The applicant is to submit a Tree Removal application for the proposed injury and removal of trees on site. The Tree Removal application will be reviewed in conjunction with the site plan application. The approval of the Tree Permission application is required prior to the earliest of the Demolition Permit/the Erosion and Sediment Control Permit/Site Plan approval. The Tree Removal application is to be submitted to Urban Forestry, and will be issued when the drawings are approved, securities provided and the protective hoarding is installed, inspected and approved by an Urban Forestry representative. Further information is available at: <a href="http://www.mississauga.ca/portal/residents/urbanforestry">www.mississauga.ca/portal/residents/urbanforestry</a> or by calling the department at (905)615-3200 ext. 4100.</p>
City Community Services Department – Streetscape (November 17, 2021)	<p>Streetscape Plans on the frontages on Elia Avenue are required. Plans are to be prepared at a max. 1:200 scale and include all above and below ground utilities (including street lights, hydro transformers and pull-puts, bell and cable boxes etc.), sidewalk and driveway locations, vegetation, easements, proposed lot lines, road and boulevard width. Cross-sections and elevations should be provided where applicable. Plans must show planting locations and plant list indicating height, spread, caliper, root conditions and quantities. The plans are to be prepared by a certified Landscape Architect. Soil cell planting details are to be adjusted to specific site conditions. Site furniture details are also required. The developer will be responsible for the cost and construction of the streetscape corridor and the boulevard works and shall enter into the appropriate agreements of with the City outlining these works which will be detailed through comments by the Community Services, Transportation and Works, and Planning and Building Departments.</p> <p>The applicant shall provide a cost estimate representing 100% of the owners total cost for streetscape and boulevard works for the frontages on Elia Ave. The cost breakdown is to be entered into Schedule G of the Agreement.</p>
City Community Services Department – Heritage (September 1, 2021)	<p>The property has archaeological potential due to its proximity to a present or past watercourse or known archaeological resource. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the approval authority and the Ministry of Heritage, Sport, Tourism, and Culture Industries confirming that all archaeological resource concerns have met licensing and resource conservation requirements. Letters to this effect from said Ministry corresponding to each archaeological assessment report and activity are required to be submitted to the Culture Division for review.</p>
City Community Services Department – Culture (September 7, 2021)	<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 ft<sup>2</sup>) 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 (September 28, 2021)	<p>Block 2 townhouses will require a fire access route designed in accordance with by-law 1036-81. It should be noted that the driveway between the high-rise towers and the townhouses is over 90 m long. This will require a turn-around facility in accordance with By-law 1036-81.</p>

Agency / Comment Date	Comments
	<p>Identify fire access routes for all buildings complete with dimensions and turning radii.</p> <p>Will the proposed townhouses include firewalls? If so, the maximum 15 m (49.2 ft.) distance from a main door to fire access route is required to be achieved. As well, a 45 m (147.6 ft.) distance is required from other doors to the fire access route. This does not appear to be met for some of the proposed townhouses.</p>
<p>Economic Development Office (December 8, 2021)</p>	<p>We encourage the applicant consider uses such as medical offices, day care, education and training, personal service uses and financial institutions to serve the local community.</p> <p>The subject lands are within walking distance to a future LRT stop at Eglinton / Hurontario (450 m) and are located in an area of the City that is deemed an intensification area (Official Plan - Schedule 2). Official Plan Policy 10.2.3 directs that outside of an Employment Area secondary office will be encouraged in a major Transit Station Area (MTSA) or Corridors. Directing employment to this location is supported by Mississauga's Official Plan under Policies 5.1.3, 5.1.4, 5.1.6 promoting economic prosperity, creating livable and accessible communities while providing for a range of mixed use live/work opportunities. The Economic Development Office is very supportive of concentrating and moving the office to Block 1 from Block 4 as well as the provision of retail within Blocks 1, 2 and 4. Provided the office and retail is maintained at these numbers, we have no concerns with Block 1.</p> <p>Having regard for Official Plan Policy 5.3, the proposed additional residential growth is not balanced and outweighs the employment growth across the entire landholdings under this development application. To achieve conformity with Policies 5.3.1.5, 5.3.1.6 of the Official Plan, the goals of the Growth Plan as well as the Provincial Policy Statement, we recommend that at grade retail and second story office be incorporated within the podiums across the buildings within the proposed development. Given the increase of the residential population and pursuant to Section 5.3, we request that you contribute towards the Uptown Major Node's 2:1 or 1:2 ratio and provide additional office in the proposed buildings within the podium.</p>
<p>City Transportation and Works Department (December 14, 2021)</p>	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</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>Stormwater</p> <p>A Functional Servicing &amp; Stormwater Management Report (FSR &amp; SWM), prepared by Counterpoint Engineering, dated May 2021, 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, 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 required to provide further technical information to:</p>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> <li>- Develop an acceptable strategy to capture the external flow from the adjacent properties to ensure that it does not enter into the site's private storm sewer</li> <li>- Demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site.</li> </ul> <p>Traffic</p> <p>A Traffic Impact Study (TIS), prepared by LEA Consulting Ltd and dated June 2021, 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:</p> <ul style="list-style-type: none"> <li>- An updated TIS addressing all staff and peer reviewer comments;</li> <li>- Revised plans to illustrate the required land dedication through Block 1 for a 24-26m right-of-way north/south public road located between Hurontario Street and Sorrento Drive;</li> <li>- Updated turning movement diagrams to evaluate the internal site circulation and access points;</li> <li>- Review the driveway accesses to ensure Elia Avenue, Sorrento Drive, Trudeau Avenue, a new north/south public roadway, and the internal driveways can operate efficiently;</li> <li>- Address any traffic concerns from the Community related to the proposed development.</li> </ul> <p>Environmental Compliance</p> <p>Based on the first submission and the review of the Phase One Environmental Site Assessment (ESA), dated December 23, 2020, prepared by Terraprobe, the applicant is required to provide the following information as part of the subsequent submissions:</p> <ul style="list-style-type: none"> <li>- Phase Two ESA report along with the reliance letter;</li> <li>- Reliance letter for the Phase One ESA</li> <li>- Land dedication clarification</li> <li>- Dewatering Commitment letter</li> </ul> <p>In addition, a Record of Site Condition is required prior By-law enactment.</p> <p>Noise</p> <p>A Preliminary Noise Feasibility Study prepared by HGC Engineering, dated May 27, 2021, was submitted for review. The noise report evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Primary noise sources that may have an impact on this development include</p>

Agency / Comment Date	Comments
	<p>road traffic from Hurontario Street, Eglinton Avenue West, and Highway 403, as well as adjacent commercial developments. Further information is required to assess the impacts of noise levels, and identify appropriate mitigation measures for this development.</p> <p>Engineering Plans/Drawings</p> <p>The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which are to be revised as part of subsequent submissions, in accordance with City Standards.</p>
<p>Light Rail Transit Office (October 24, 2021)</p>	<p>Please be advised that higher order transit is planned for Hurontario Street in the form of light rail transit (LRT) operating between Port Credit GO and Brampton's Gateway Station. Metrolinx representatives have been circulated this development application and will be providing comments separately regarding this submission. Ensure all required clearances and/or agreements requested by Metrolinx have been addressed prior to rezoning, plan of subdivision and/or site plan approval where applicable.</p> <p>The Mobilinx design of the HuLRT corridor which is currently at the 90% complete stage should inform the design of the Hurontario Street frontage. The boulevard adjacent to this development is fairly narrow, therefore, ensure there are no above or below ground encroachments proposed onto the boulevard. Ensure the servicing, grading, site plan and landscape plan are coordinated with the Metrolinx/Mobilinx HuLRT design information so there are no conflicts.</p>
<p>Canada Post (September 21, 2021)</p>	<p>In order to provide mail service for this development, Canada Post requests that the owner/developer be notified of and comply with the following conditions: With respect to the 8 blocks back-to-back townhouse dwellings: The owner/developer must consult with Canada Post to determine suitable locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans. The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and The City of Mississauga. The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post. The owner/developer will be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off. The owner/developer agrees to provide the following for each Community Mailbox site and include these requirements on appropriate servicing plans:</p> <ol style="list-style-type: none"> <li>1. A Community Mailbox concrete base pad per Canada Post specifications</li> <li>2. Any required walkway across the boulevard, as per municipal standards</li> <li>3. Any required curb depressions for wheelchair access</li> </ol> <p>As the project nears completion (60 days prior for the first occupancy), it is requested that the Developer contact me directly for Community Mailbox arrangements. In order to service the 9 residential buildings Canada Post requires: The owner/developer to provide a rear-loaded lock-box assembly which will be owned and maintained by the owner/developer and must be erected in a centralized location. As per our revised National Policy, no retail units will receive delivery to the</p>

Agency / Comment Date	Comments
	<p>door. For any building where there are more than 100 units, a secure, rear-fed mailroom must be provided. The owner/developer agrees to provide Canada Post with access to any locked doors between the street and the lock-boxes via the Canada Post Crown lock and key system. This encompasses, if applicable, the installation of a Canada Post lock in the building's lobby intercom and the purchase of a deadbolt for the mailroom door that is a model which can be retrofitted with a Canada Post deadbolt cylinder. The complete Canada Post Standards Manual for Builders &amp; Developers can be downloaded at: <a href="https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf">https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf</a></p> <p>As the project nears completion, it is requested that the Developer contact me directly for a Postal Code as existing postal coding will not apply and new postal codes will be issued for this development.</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>- Rogers Cable</li> <li>- Ministry of Transportation</li> <li>- Bell Canada</li> <li>- Trillium Health Partners</li> <li>- Enbridge Gas</li> <li>- Hydro One Network</li> <li>- Canada Post</li> <li>- Alectra Utilities</li> <li>- City Community Services Department – Forestry (Public Property)</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>- Finance Department</li> </ul>

### Development Requirements

There are engineering matters including: grading, environmental, 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)

The Planning Act was amended by Bill 197, COVID-19 Economic Recovery Act, 2020, S.O. 2020, c. 18. Section 37 height and density bonus provisions have been replaced with a

new Community Benefit Charge (CBC). According to the Planning Act, the former density bonusing provisions continue to apply to development applications until the earlier of the City passing a CBC by-law, or September 18, 2022. If City Council passes a CBC by-law, the charge would be applied City-wide to developments that are 5 storeys or more and with 10 or more residential units whether or not there is an increase in permitted height or density. The timing of the recommendation report and Council's adoption of a zoning by-law amendment, if any, will determine whether density bonusing or the CBC by-law will apply. Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits or density bonusing (Section 37) 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
- 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

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.

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