

# Recommendation Report Detailed Planning Analysis

**Owner: 1997937 Ontario Inc. (Liberty Development Corp.)**

## **5081 Hurontario Street**

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## 1. Community Comments

Through correspondence, comments from the public were generally directed towards the proposed increased density. Below is a summary and response to the specific comments heard.

### Comment

Do the environmental and technical studies that were prepared for the proposed development take into consideration the safety and comfort of the future occupants of these buildings and the surrounding community?

### Response

The applicant has prepared numerous technical studies, reports and drawings (including environmental studies) in support of the proposed development applications (refer to Appendix 1 – Information Report for the list of submitted materials). These materials, which are required to be prepared by qualified professionals in accordance with the City's terms of reference, have been deemed satisfactory for the purposes of making a recommendation to Council on the merits of these applications. Refer to Section 2 of this Appendix for updated agency and City department comments.

## 2. Updated Agency and City Department Comments

### UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The revised applications were circulated to all City departments and commenting agencies on June 22, 2021, November 22, 2021 and April 4, 2022. A summary of the comments on the initial proposal are contained in the Information Report attached as Appendix 1. Below are updated comments.

### Transportation and Works

Technical reports, plans and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed in accordance with City requirements to confirm the feasibility of the proposal from an engineering standpoint.

### Stormwater

The Functional Servicing and Stormwater Management Report prepared by C.F. Crozier & Associates Inc. November 2021 indicates that an increase in stormwater runoff will occur with the development of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge are required.

The applicant has demonstrated a satisfactory stormwater servicing concept. Green roofs and water reuse on site are being pursued. Further details related to the stormwater tank, reuse component to meet the water balance requirement, as well as the overall refinement of the stormwater management report will be addressed prior to Site Plan approval.

### **Traffic**

A total of three Traffic Impact Study (TIS) submissions were provided by LEA Consulting Ltd. in support of the proposed development. Each submission was reviewed and audited by the City's Transportation and Works Department. The third submission study, dated March 30<sup>th</sup>, 2022 complies with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 168 (46 in, 122 out) and 235 (137 in, 98 out) two-way vehicular site trips for the weekday AM and PM peak hours in 2025, respectively.

With the traffic generated by the proposed development, the study area intersections and proposed vehicular accesses are expected to operate at acceptable levels of service in a dense urban context.

### **Road Network Capacity**

In response to development pressure in the Uptown Node, staff undertook preliminary work to understand the cumulative impacts of this higher amount of growth in the Uptown Node on the provision of infrastructure and services, as reported in the Corporate Report titled "Uptown Node Capacity Review", dated June 29, 2020. As the area continues to develop, key

intersections within the Uptown Node will be under increasing pressure during the peak AM and PM hours only.

The Transportation Impact Study (TIS) completed by the applicant's consultant identifies traffic capacity constraints along the Hurontario Street corridor. However, these are primarily attributable to the conservatively estimated background traffic, and removal of vehicular lanes due to the Hurontario Light Rail Transit (LRT). It should be noted that these capacity constraints are projected, regardless of whether the proposed development is built. In comparing the future background (without the proposed development) and the future total (with the proposed development) scenarios, the maximum increase in average delay for an individual intersection movement during the AM/PM peak hours is 10 seconds. This is considered a nominal increase and there remains excess vehicular capacity throughout the adjacent road network.

The subject site fronts a higher-order transit corridor (Hurontario LRT); will have a plethora of active transportation mobility options; and is located within close proximity to many amenities. The overall transportation capacity of the road network will be greatly enhanced through the introduction of dedicated higher-order transit and active transportation infrastructure. Furthermore, Transportation Demand Management (TDM) measures are proposed as part of the development, to reduce the traffic impacts of the subject site including unbundled parking, bicycle parking, pre-loaded PRESTO cards, and enhanced pedestrian-friendly streetscapes. It is anticipated that these measures will

encourage public transit use and reduce Single Occupancy Vehicle (SOV) trips to and from the subject site and the Uptown Node.

Staff are in the process of developing further policies and plans that will help to manage some of this growth and ensure that the Uptown Node can thrive as a complete, vibrant, and well-served community into the future. Notwithstanding the traffic capacity constraints, the City has received and processed several other development applications within the Uptown Node area.

Therefore, while the adjacent vehicular levels of service are projected to be less than optimal, the proposal will help achieve a more pedestrian-oriented and transit friendly environment without adversely impacting public safety.

### **Environmental Compliance**

A Phase One Environmental Site Assessment and a Phase Two Environmental Site Assessment, both dated December 2018 and prepared by WSP, have been submitted in support of the proposed development. No further action is required.

### **Noise**

A Noise Study prepared by Jade Acoustics Inc., dated October 2020, was submitted for review. The study evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. The evaluated noise sources that may impact this development include road traffic noise, Hurontario Light Rail Transit and associated power substation noise, the nearby

commercial properties, and mechanical equipment of other nearby residential buildings. Final details related to noise mitigation requirements will be further addressed at the Site Plan stage.

### **Engineering Plans and Drawings**

The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans, etc.). Transportation and Works is satisfied that the information reviewed to date is satisfactory and in accordance with City requirements. No new municipal infrastructure (roads or services) are required as a result of this development.

### **3. *Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)***

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

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

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

#### 4. Consistency with PPS

The Public Meeting Report dated April 16, 2021 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

The proposed development will utilize surrounding community infrastructure, has adequate access to servicing and is located in close proximity to transit infrastructure. The proposed

development represents an efficient land use pattern that avoids environmental health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

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

#### 5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.
- Section 2.2.2.3 also directs municipalities to identify the

appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

The proposed development conforms to the Growth Plan as it is intensifying a high density site and utilizing existing municipal infrastructure.

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

## 6. Region of Peel Official Plan

As summarized in the public meeting report dated April 16, 2021 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is located within the Urban System of the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System to achieve intensified and compact form and a 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.

The proposed development conforms to the ROP as it is an appropriate development that efficiently uses land to contribute to housing choices in the neighbourhood.

## 7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Uptown Major Node Character Area, to permit three apartment buildings with heights of 23, 33 and 38 storeys containing 1,265 condominium apartment units, a minimum of 2 280 m<sup>2</sup> (24,541.7 ft<sup>2</sup>) of retail commercial and office uses and a maximum floor space index of 7.26. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

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

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

### *Directing Growth*

The subject site is located in the Uptown Major Node Character Area, an Intensification Area in the City's Urban Structure.

The existing population of this Major Node is 12,300 with 2,200 jobs. If approved, the proposed development (Phase 2) will have an estimated population of 1,621, an increase of approximately 364 persons. By 2041, the City's approved growth forecast projects a population of approximately 20,000. The average household size is 2 with 87% of people living in apartment buildings that are five storeys or more. The mix of housing tenure for the area is 2,665 units (61%) owned and 1,730 units (39%) rented with a vacancy rate of approximately 0.9%. In addition, the number of jobs within this Character Area is 2,185. Total employment combined with the population results in a PPJ for Uptown Major Node of 128 persons plus jobs per ha (316 persons plus jobs per acre).

Section 5.3.2.4 of MOP indicates that Major Nodes will achieve a minimum gross density of between 200 and 300 residents and jobs combined per hectare (or between 81 and 122 residents plus jobs per acre). This proposal (Phase 2) will

provide 705 residents per hectare (263 residents per acre), while the overall development (Phase 1 and Phase 2) will provide 2,269 residents per hectare (914 residents per acre). Although Section 5.3.2.6 of MOP indicates that Major Nodes will achieve an average population to employment ratio of between 2:1 and 1:2, this is measured across the entire area of each node. The subject site is designated for residential high density development, rather than mixed use. The number of jobs to be generated from this proposal (Phase 2) is estimated to be 54 jobs per hectare (22 jobs per acre), while the overall proposed development (Phase 1 and Phase 2) is estimated to be 51 jobs per hectare (21 jobs per acre). This is well beyond the existing 22 jobs per hectare (9 jobs per acre) present in the Uptown Major Node.

In addition to being located in a Major Node, the subject lands are also located on Hurontario Street, an Intensification Corridor, and are located within the Major Transit Station Area (MTSA) for the proposed Light Rail Transit (LRT) station at the intersection of Eglinton Avenue West and Hurontario Street. MTSA's are also identified as Intensification Areas in MOP.

### *Compatibility with the Surrounding Area*

Within Intensification Areas, appropriate height and built form transitions will be required between sites and their surrounding areas. While a maximum height of 25 storeys is permitted in the Major Node, additional height can be considered: where an appropriate transition in height will be achieved; the City Structure hierarchy is maintained; the development proposal enhances existing or planned development and the

development proposal is consistent with the policies of the OP (Section 13.1.1.3).

The subject site is designated **Residential High Density – Special Site 2**, which permits apartment buildings with a maximum height of 30 storeys containing 1,077 units (1,323 dwelling units on areas 2A and 2C), a minimum of 2 750 m<sup>2</sup> (29,500.8 ft<sup>2</sup>) and a maximum of 6 300 m<sup>2</sup> (67,812.6 ft<sup>2</sup>) of retail commercial and office uses and a maximum floor space index (FSI) of 6.13.

The proposed amendments would revise the **Residential High Density – Special Site** designation to permit three apartment buildings with heights of 23, 33, and 38 storeys containing 1,265 condominium apartment units, a minimum of 2 280 m<sup>2</sup> (24,541.7 ft<sup>2</sup>) and a maximum of 6 300 m<sup>2</sup> (67,812.6 ft<sup>2</sup>) of retail commercial and office uses and a maximum FSI of 7.26.

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

A range of uses are permitted in the node including **Residential High Density, Residential Medium Density, Mixed Use, Office and Motor Vehicle Commercial**. The lands surrounding the subject site are designated **Residential High Density, Residential Medium Density, and Mixed Use**, which permit apartments, townhomes, and retail commercial uses. The proposed amendment to the **Residential High**

**Density – Special Site** would maintain the existing permissions for apartments on the subject site, while increasing the maximum permitted building height, number of units and FSI. The proposal also reduces the minimum required floor area for retail commercial and office uses.

#### *Services and Infrastructure*

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

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

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

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

There is a transit stop on Hurontario Street within 110 m (361 ft.) of the site, and on Eglinton Avenue West within 177 m (581 ft.). A future Light Rail Transit (LRT) stop is proposed at the intersection of Hurontario Street Eglinton Avenue West, as well as Hurontario Street and Bristol Road. The LRT will provide transit connections along Hurontario Street through Mississauga, Brampton, as well as to Milton and the Lakeshore GO lines.

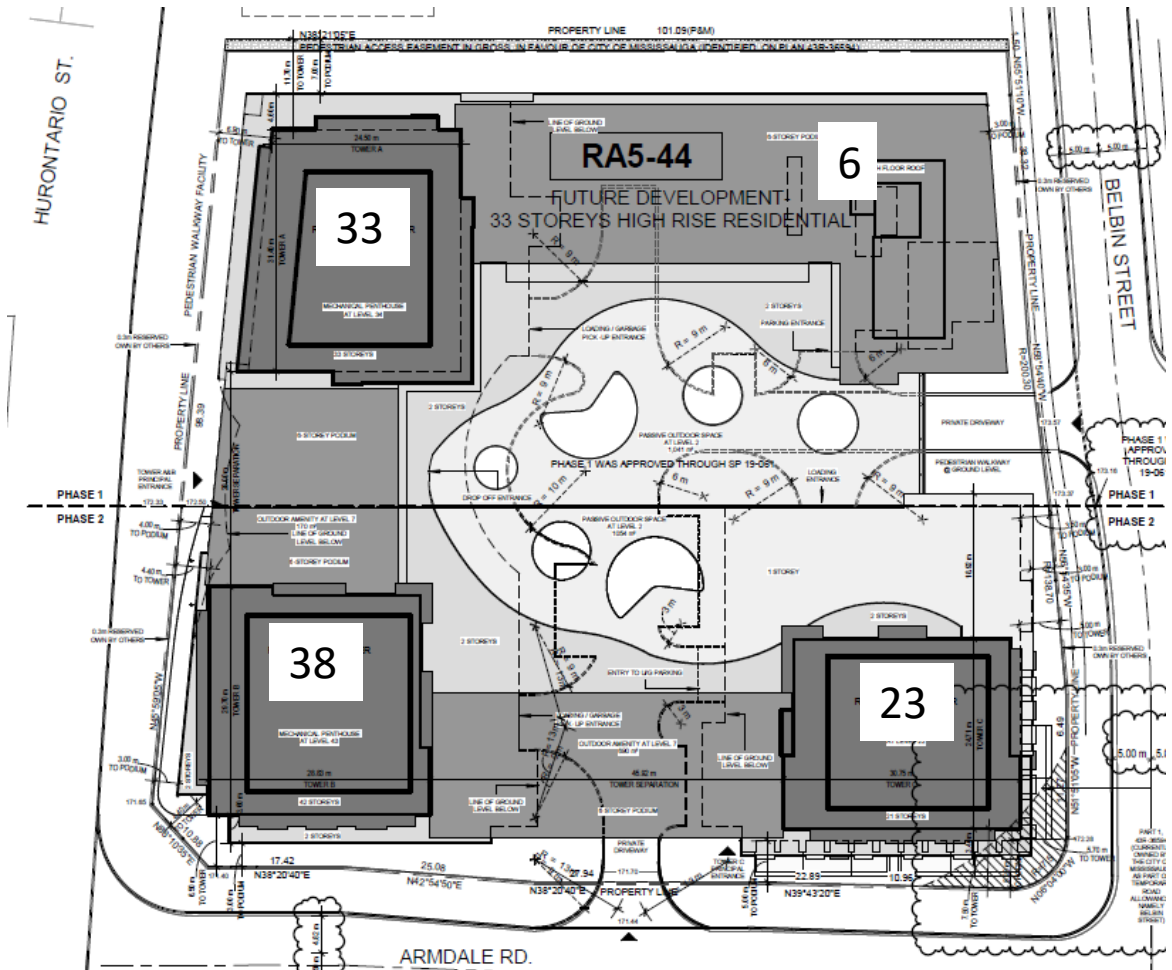


The node contains the Emerald Centre (west side of Hurontario Street, south of Eglinton Avenue West), Cityside Shopping Centre (northeast corner of Hurontario Street and Eglinton Avenue East), Mississauga Marketplace Plaza (southeast corner of Hurontario Street and Eglinton Avenue East) and 30 Eglinton West Commercial Centre (southwest corner of Hurontario Street and Eglinton Avenue West). These plazas provide a range of services including a grocery store, drug store, medical offices, gym, Service Ontario, and restaurants. A park block was approved in the subdivision to the south east. The Frank McKechnie Community Centre and Library is located 2.5 km (1.5 miles) east of the subject property.

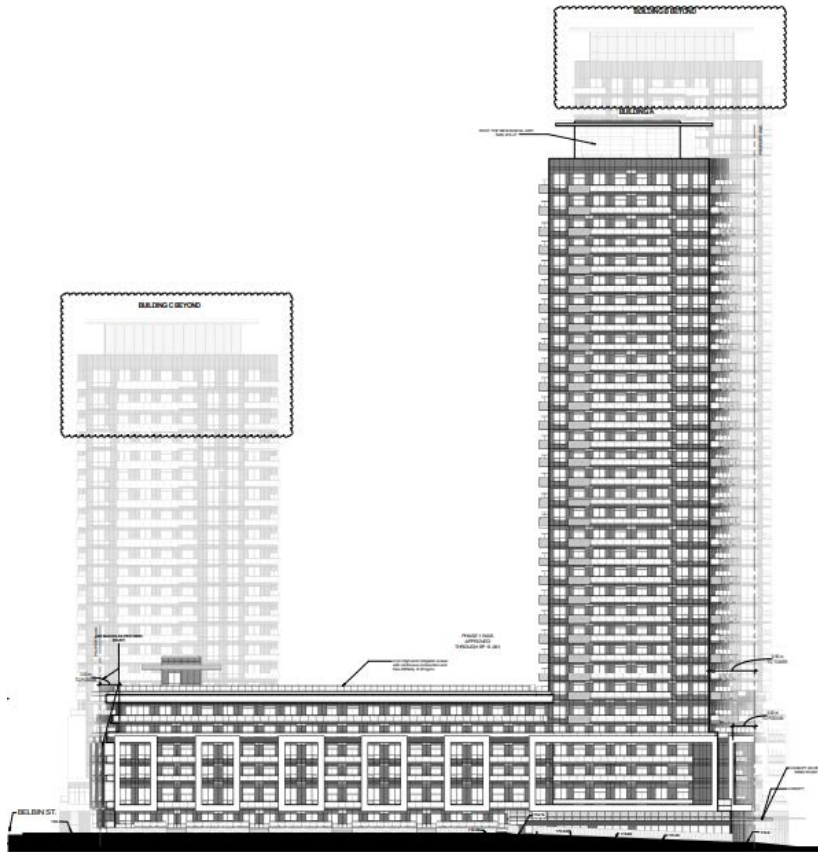
For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

### 8. Revised Site Plan and Elevations

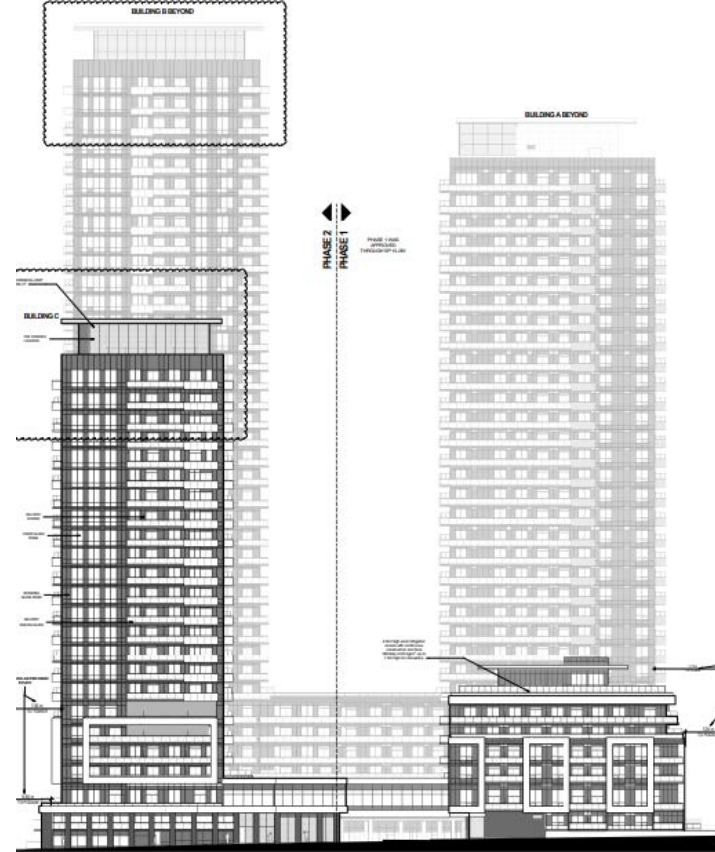
The applicant has provided a revised site plan and elevations as follows:



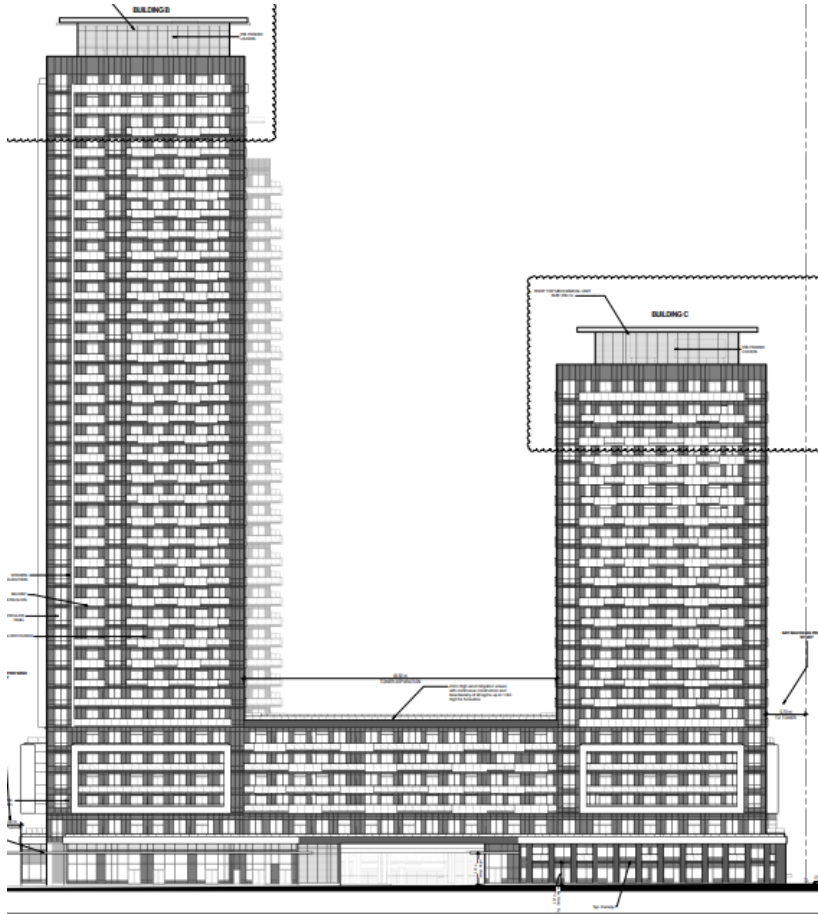
Site Plan



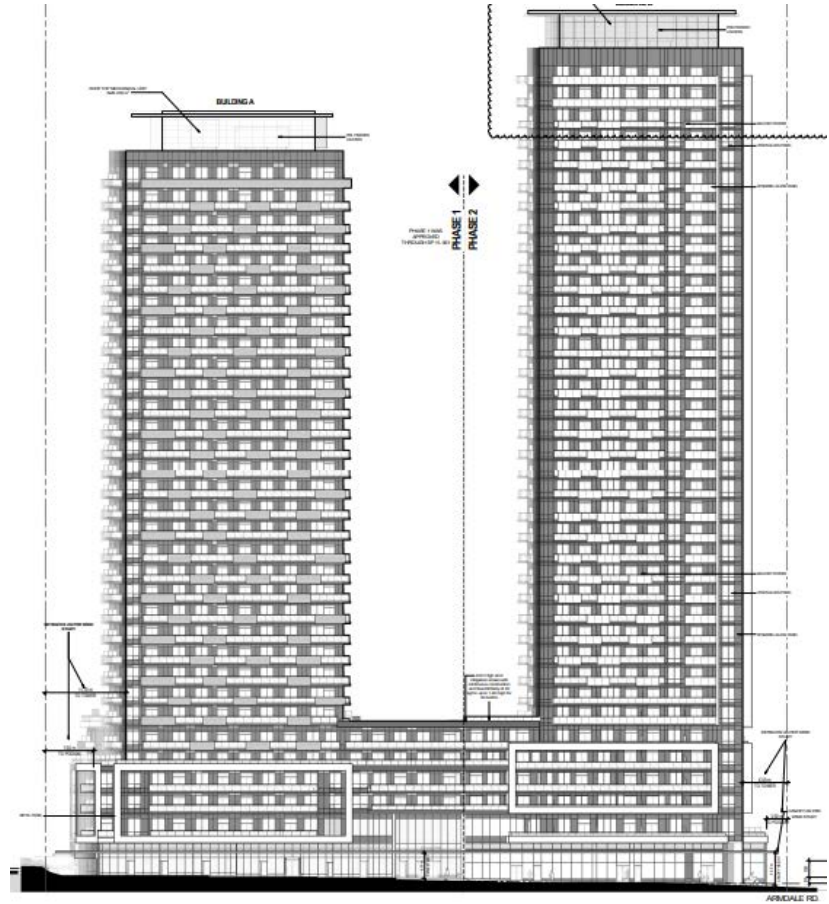
North Elevations



East Elevations (Belbin Street)



South Elevations (Armdale Road)



West Elevations (Hurontario Street)

## 9. Zoning

The proposed **RA5-Exception** (Apartments) is appropriate to accommodate the proposed three apartment buildings with heights of 23, 33, and 38 storeys, containing 1,265 dwelling units, retail commercial and office uses and an FSI of 7.26.

The Committee of Adjustment approved minor variance application ("A"409/19) in 2019 which allowed the following:

- A height of 33 storeys whereas a maximum height of 30 storeys was permitted
- Parking rates were reduced to
  - 0.9 resident parking spaces per 1 bedroom unit whereas 1.10 parking spaces is required
  - 1.0 resident parking spaces per 2 bedroom unit whereas 1.10 parking spaces is required
  - 1.3 resident parking spaces per 3 bedroom unit whereas 1.20 parking spaces is required
- To permit a walkway along Hurontario Street within the landscape buffer whereas a walkway is only permitted to traverse a landscape buffer
- To permit walkways, stairs and vents along the northern property line within the landscape buffer whereas such obstructions are not permitted in a landscape buffer
- To permit a setback percentage from the build-to-line of 35% whereas a maximum setback percentage from the build-to-line of 20% is permitted
- To permit a balcony projection of 1.5 m (4.9 ft.) whereas a maximum balcony projection of 1.0 m (3.3 ft.) is permitted

This zoning by-law amendment recognizes the approvals previously granted by the Committee of Adjustment. Below is an updated summary of the proposed site specific zoning provisions:

### Proposed Zoning Regulations

Zone Regulations	Existing RA5-44 Zone Regulations	Proposed RA5-Exception Zone Regulations
Maximum number of <b>dwelling units</b>	1,077	1,265
Maximum <b>floor space index (FSI)</b>	6.13	7.26
Maximum building <b>height</b>	33 <b>storeys</b>	38 <b>storeys</b> 123 m (403.5 ft.)
Minimum number of resident <b>parking spaces</b> per 1, 2 and 3 bedroom units	1 bedroom – 0.9* 2 bedroom – 1.0* 3 bedroom – 1.3*	0.80
Minimum number of visitor <b>parking spaces</b> per condominium apartment dwelling units	0.15	0.15
Minimum number of <b>parking spaces</b> per	4.3 not including restaurants and take-	3.0 including restaurants and take-

Zone Regulations	Existing RA5-44 Zone Regulations	Proposed RA5-Exception Zone Regulations
100 m <sup>2</sup> gross floor area – non-residential	out restaurants	out restaurants under 220 m <sup>2</sup> (2 368 ft <sup>2</sup> )
Retail and visitor <b>parking spaces</b>	<p>For the visitor <b>parking space</b> component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following:</p> <p>The greater of 0.15 visitor <b>parking spaces</b> per unit</p> <p>or</p> <p>Parking required for all non-residential <b>uses</b>, except <b>restaurant and take-out restaurant</b>.</p> <p><b>Restaurant and take-out restaurant</b> shall not be included in the above shared parking arrangement and shall be provided in accordance with applicable regulations</p>	<p>For the visitor <b>parking space</b> component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following:</p> <p>The greater of 0.15 visitor <b>parking spaces</b> per unit</p> <p>or</p> <p>Parking required for all non-residential <b>uses</b>, except <b>restaurant</b> over 220 m<sup>2</sup> (2 368 ft<sup>2</sup>)</p>

Zone Regulations	Existing RA5-44 Zone Regulations	Proposed RA5-Exception Zone Regulations
	contained in Table 3.1.2.2 of this By-law	
Minimum <b>landscaped area</b>	25% of lot area	12% of lot area
Minimum <b>amenity area</b>	The greater of 5.6 m <sup>2</sup> (60.3 ft <sup>2</sup> ) per <b>dwelling unit</b> or 10% of the site area **	4.0 m <sup>2</sup> (47.4 ft <sup>2</sup> ) per dwelling
To permit encroachments in a <b>landscaped buffer</b>	<p>A walkway along the Hurontario Street frontage to be permitted within the required <b>landscape buffer*</b></p> <p>Walkways, stairs, and vents along the northern property line to be permitted within the required <b>landscape buffer</b> along the northern property line*</p>	<p>A walkway along the Hurontario Street frontage to be permitted within the required <b>landscape buffer*</b></p> <p>Walkways, stairs, and vents along the northern property line to be permitted within the required <b>landscape buffer</b> along the northern property line*</p>
Maximum percentage of a streetwall setback beyond the <b>build-to-line</b>	35%*	<p>To the north - 35%*</p> <p>Hurontario St. – 45%</p> <p>Armdale Rd. – 100%</p> <p>Belbin St. – 50%</p>

Zone Regulations	Existing RA5-44 Zone Regulations	Proposed RA5-Exception Zone Regulations
Maximum <b>balcony</b> projection	1.5 m* (4.9 ft.)	1.5 m* (4.9 ft.)
Minimum total <b>gross floor area – non-residential</b>	2 750 m <sup>2</sup> (29,600.8 ft <sup>2</sup> )	2 280 m <sup>2</sup> (24,541.7 ft <sup>2</sup> )
<p>In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.</p> <p>*Approved by the Committee of Adjustment through Minor Variance application "A" 409/19.</p> <p>**Existing RA5 Base Zone Regulation</p>		

Despite the applicant's request for a maximum of 1,270 dwelling units and a maximum FSI of 7.3, staff's recommendation is to allow for a maximum of 1,265 dwelling units and a maximum FSI of 7.26, which provides sufficient flexibility for the applicant to make minor revisions to the development proposal to account for changes in market demands. The development proposal reflected in the conceptual site plan drawings reviewed through these applications include 1,243 units and a FSI of 7.12.

## 10. Bonus Zoning

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

The subject lands are currently zoned **RA5-44** (Apartments) which permits three apartment buildings with heights of 21, 27 and 30 storeys. The current **RA5-44** zone allows 1,077 units and a maximum FSI of 6.13. The applicant is seeking to permit three apartment buildings with heights of 23, 33 and 38 storeys containing 1,265 units and a maximum FSI of 7.26. As additional height is proposed, the project meets the minimum threshold for a Section 37 contribution.

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 Council's adoption of a zoning by-law amendment, if any, will determine whether

density bonusing or the CBC bylaw will apply. Should this application 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.

## 11. "H" Holding Symbol

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

- The execution of a Section 37 (Community Benefits) Agreement to the satisfaction of the City
- Receipt of a signed Development Agreement to the satisfaction of the City

## 12. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development. A site plan application (SP 19/061 W5) for the north block (Phase 1) for one 33 storey apartment building with six storey podium was approved on January 18, 2021.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as:

- detailed stormwater management review
- green development strategies
- streetscape and landscaping
- noise and wind mitigation measures
- utility/tree corridor conflicts (if any)
- access modifications
- site servicing

Through the site plan process, further refinements are anticipated for the retail space, waste collection design, walkways, rooftop design, and bicycle storage facilities.

## 13. Conclusions

In conclusion, City staff has evaluated the applications to permit three apartment buildings with heights of 23, 33 and 38 storeys containing 1,265 condominium apartment units and retail commercial and office uses against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The site is located in the Uptown Major Node Character Area, which is an area designated for intensification, a mix of uses, and higher density housing. The proposed development has been redesigned to be more sensitive to the existing and planned character of the neighbourhood and provides an appropriate transition to adjacent residential uses. The proposed 38 storey apartment building is comparable to the existing apartment at the southwest corner of Kingsbridge



Garden Circle and Tucana Court, which is also located within the Uptown Major Node Character Area. An application for a 38 storey apartment building has also been approved through OZ/OPA 18/011 W5 across Hurontario Street from the subject lands.

Although the proposed applications seek to reduce the minimum total gross floor area of retail and office use, the number of jobs to be generated from the proposed development (Phase 2) is estimated to be 54 jobs per hectare (22 jobs per acre), while the overall proposed development (Phase 1 and Phase 2) is estimated to be 51 jobs per hectare (21 jobs per acre). This is well beyond the existing 22 jobs per hectare (9 jobs per acre) present in the Uptown Major Node. Furthermore, there is no requirement for a minimum amount of non-residential use for sites designated **Residential High Density** within the Mississauga Official Plan.

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