

## Recommendation Report Detailed Planning Analysis

**Owner: Pinnacle International (Ontario) Ltd.**

**0 and 5044 Hurontario Street**

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## 1. Community Comments

Comments received through correspondence and at the public meeting were generally directed towards increased density, traffic, and whether sufficient parkland will be available. Below is a summary and response to the specific comments heard.

### Comment

Concern with proposed height, density and departure from original approvals

### Response

The applicant has reduced the number of buildings, building heights and number of units

### Comment

Concern with increased traffic congestion and pedestrian safety in the area and limited access in and out of the area

### Response

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

### Comment

Concern that there will not be any parks within the development

### Response

A public park is not proposed through these development applications. However, a public park was dedicated through

the previous subdivision application process, and is located on the northeast corner of Eglinton Avenue West and Fairwind Drive. This park is within 400 m (1,312 ft.) walking distance from the proposed development and additional information on this park design and construction timing can be found at <http://www.mississauga.ca/portal/residents/parks-park-524-525>.

Approximately 40 percent of the current development is anticipated to be landscaped area and cash in lieu of parkland is to be provided for additional units not covered by the applicant's previous Cash-in-Lieu (CIL) of Parkland Dedication requirement payment.

### Comment

Concern with lack of parking

### Response

The applicant has not requested any further parking rate reductions. As of right permissions for the site require the applicant to provide a total of 508 parking spaces for the proposed development, while 624 parking spaces are proposed.

### Comment

Concern with drainage in the area

### Response

Comments received from the Transportation and Works Department (T&W) on the Functional Servicing Report state that it is satisfactory. Furthermore, T&W is in receipt of an acceptable stormwater drainage concept. Detailed site

drainage will be addressed through the site plan approval process.

## **2. Updated Agency and City Department Comments**

### **UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**

The revised applications were circulated to all City departments and commenting agencies on February 28, 2020 and the further revised proposal was recirculated to outstanding City departments and commenting agencies on June 15, 2020. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

#### **Economic Development**

On December 11, 2019 Council approved the Economic Development Strategy 2020-2025 (GC-0652-2019). The new Economic Development Strategy has three Core Economic Priorities. "Develop Distinctive Places" is one of three core priorities. A key priority for the city is to attract employment uses to anchor higher order transit oriented development in proximity to LRT stops. The subject lands abut a future LRT stop at Eglinton/Hurontario, and are located in an area of the city that is deemed an intensification area. Official Plan Sections 10.2.1 and 10.2.3 have identified intensification areas as locations for both major and secondary office. Establishing employment at this location is also supported by Mississauga's Official Plan under Sections 5.1.3, 5.1.4, 5.1.6.

Section 5.3 of the Official Plan requires a population to employment ratio of 2:1 in a Major Node. Based on the revised proposal, 1,355 residential units would be constructed which would generate 2,967 residents. Based on a factor of 2:1 population to employees, this would generate corresponding 1,483 jobs to meet the official plan targets. Hemson's Development Charges Study attributes 23 m<sup>2</sup> (248 ft<sup>2</sup>) per employee for office space. On this basis, an additional 34 185 m<sup>2</sup> (36,796 ft<sup>2</sup>) of office space should be achieved within the Node. The applicant is requesting considerations for employment uses that range from a minimum 9 130 m<sup>2</sup> (98,275 ft<sup>2</sup>) to a maximum 25 200 m<sup>2</sup> (271,251 ft<sup>2</sup>). The proposed considerations can accommodate 397 to 1,096 employees.

The applicant is encouraged to maximize the amount of non-residential gross floor area on-site to provide for employment opportunities and be transit supportive.

Comments from Economic Development have been addressed in this Appendix.

#### **Transportation and Works**

Comments updated July 29, 2020, state that technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

This site is also subject to the requirements of Registered Plan 43M-1957 and will be required to comply with a number of

provisions related to grading and streetscape works, prior to Site Plan Approval, as set-out in the existing Development and Servicing Agreements.

The evaluation of the noise sources that may have an impact on this development included road, aircraft and future HLRT traffic. Noise mitigation will be required, including mandatory air conditioning for residential units and sound barriers for outdoor living areas, the details of which will be confirmed through the Site Plan process. Potential noise sources that may be generated by the development, including mechanical equipment, will be mitigated through the detailed design of the building. A vibration study was also completed to evaluate the potential impact from the adjacent future HLRT corridor, which concluded that mitigation measures are not required.

The Functional Servicing Report (FSR) and Stormwater Management Report (SWMR) indicate that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving Municipal drainage system, on-site stormwater management controls for the post development discharge is required. The applicant has demonstrated a satisfactory stormwater servicing concept. Water reuse for landscaped areas and building maintenance functions on site is being pursued. Prior to Site Plan Approval, additional information is required to determine if a permanent groundwater management strategy is required for the underground parking garage, how the site will meet the water quality requirements, the details related to the stormwater tank, as well as an overall refinement of the stormwater management report.

A Phase I and II Environmental Site Assessment (ESA), dated August 18, 2008; a Phase II ESA, dated October 23, 2008; and an ESA dated December 5, 2019 were prepared by Terraprobe and were provided in support of the proposed development. The consultant has indicated that all the groundwater and the soil on the property meet the applicable standards. No further action is required at this time.

A total of six traffic impact study (TIS) submissions were provided by IBI Group in support of the proposed development. Each submission was reviewed and audited by the City's Transportation and Works Department. Based on the sixth submission, dated February 19, 2020, the study complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 423 (123 in, 300 out) and 546 (316 in, 230 out) two-way site trips for the weekday AM and PM peak hours respectively.

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

#### Road Network Capacity

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

The TIS acknowledges the future capacity issues at the Hurontario Street and Eglinton Avenue West intersection and concludes that the development's future trip generation will increase the existing road network capacities due to the increase traffic volume and removal of lanes for the Hurontario LRT. Additionally, the TIS completed an "As-of-Right Comparison" ("AOR") which compared and analyzed the existing development and further traffic impacts to the surrounding road network based on Pinnacle's applications. Based on the AOR comparison, the change in volume, delay and overall level of service was minimal.

It is anticipated that the completion of the Hurontario Light Rail Transit ("HuLRT") project will encourage public transit use and reduce single occupancy vehicle (SOV) trips to and from the Uptown Node.

As discussed in the June 19, 2020 Capacity Study report, staff are in the process of developing further policies and plans that could help to manage some of this growth and ensure that the Uptown Node can thrive as a complete, vibrant and well served community into the future. Notwithstanding transportation capacity constraints, the City has received and processed other development applications within the Uptown Node area including OZ 18/013 W5 (8 Nahani Way) and OZ 16/010 W5 (35 Watergarden Drive). These developments have either taken advantage of the limited road capacity remaining or required creative implementation solutions to be supported.

Transportation and Works is satisfied that the information reviewed to date is satisfactory, and in accordance with City

requirements. Any outstanding items required to facilitate the implementation of the Zoning By-law can be addressed through the Site Plan review process.

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

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

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

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

### **4. Consistency with PPS**

Section 1.1.3.2 of the PPS states that *land use patterns within settlement areas shall be based on densities and a mix of land uses which 1. efficiently use land and resources, 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and*

*avoid the need for their unjustified and/or uneconomical expansion, 4. support active transportation, 5. are transit supportive, and where a range of uses can be accommodated.* Policy 1.1.3.3 of the PPS states that *planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.* Policy 1.1.3.4 states that *appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.*

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

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

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

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

## **5. Conformity with Growth Plan**

Section 2.2.2.4 b) in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

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

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

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

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

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

## 6. Region of Peel Official Plan

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

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

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

## 7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Uptown Major Node Character Area, to permit a maximum of 2,370 dwelling units (across Phases 2-5 of the development), a minimum of 9 130 m<sup>2</sup> (98,274.5 ft<sup>2</sup>) of retail commercial and office space, and to permit a 35 storey apartment building in Area 6A (north block, Phase 4, Parts 1 and 2), a 32, 35 and 38 storey apartment building in Area 6B (south block, Phases 3 and 5), and to delete the floor space index (FSI) limit from the subject lands. 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 area intended for intensification in the City's Urban Structure. The existing population of this Major Node is 12,300 with 2,200 jobs. If approved, the proposed development (Phases 4, Part 2 and Phase 5) will have an estimated population of 2,968. By 2041, the City's approved growth forecast projects a population of approximately 20,000 by 2041. 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 the Uptown Major Node of 128 persons plus jobs per hectare (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 4, Part 2 and Phase 5) will provide 1,696 residents per hectare (687 residents per acre), while the Pinnacle Master Plan (Phases 1-5) will provide 1,333 residents per hectare (539 residents per acre). Although Section 5.3.2.6 of MOP indicates that Major Nodes will achieve an average population to employment ratio of between 2:1 to 1:2, this is measured across the entire area of each node. The subject site is designated for residential high density development, rather than mixed use. The number of jobs to be generated from the proposed development is estimated to be 134 jobs per hectare (54 jobs per acre). This is well beyond the existing 22 jobs per hectare (9 jobs per acre) present in the Uptown Major Node.

A range of uses are permitted in the node including Residential High Density, Residential Medium Density, Mixed Use, and Office Use.



*Compatibility with the Neighbourhood*

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

While a maximum height of 25 storeys is permitted as of right throughout the Uptown Node, 34 storeys already permitted on the subject property through Special Site 6 of the Uptown Major Node Character Area. 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 proposed amendment would result in permitting four condominium apartment buildings with heights of 32, 35, 35, and 38 storeys, a maximum floor space index (FSI) of 4.8 on the north block (6A, Phase 4, Parts 1 and 2), and a maximum FSI of 7.6 on the south block (6B, Phases 3 and 5), and 1,355 apartment units with retail and office uses.

This proposal requires an amendment to Special Site 6 – Uptown Major Node Character Area, Mississauga Official Plan (MOP) Policies to permit the following:

- a maximum of 2,370 dwelling units, whereas a maximum of 1,969 dwelling units are currently permitted in MOP - an increase of 399 additional dwelling units
- a reduction in the minimum requirement for retail commercial and office space from 10 230 m<sup>2</sup> (115,175 ft<sup>2</sup>) to 9 130 m<sup>2</sup> (98,274.5 ft<sup>2</sup>) – a decrease in retail commercial

office space of 1 100 m<sup>2</sup> (11,840 ft<sup>2</sup>)

- an increase in the maximum permitted building height from 34 to 38 storeys
- a reduction in the maximum floor space index (FSI) permitted on the north block (6A, Phase 4, Parts 1 and 2) from 5.19 to 4.8; and
- an increase in the maximum FSI permitted on the south block (6B, Phases 3 and 5) from 7.11 to 7.6

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

Staff have considered the applicant's request for a minimum of 9 130 m<sup>2</sup> (98,274.5 ft<sup>2</sup>) of retail commercial office space. It is recommended that notwithstanding the **Residential High Density** designation, the site could accommodate additional non-residential development. As such, the special site provision and exception zone will be revised to remove the existing maximum total gross floor area - non-residential requirements for the site, alongside clauses that restrict non-residential uses outside of podiums. While the applicant may not build additional non-residential uses, some of the building could be converted in the future, subject to the provision of adequate required parking. This will enable the major node to more easily achieve its goal to be a prominent, mixed use centre.

*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.

A future Light Rail Transit (LRT) stop is proposed at the intersection of Hurontario Street and Eglinton Avenue West, just south of the subject property.

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

- Number 17 on Hurontario Street having direct access to the 407 Park and Ride and City Centre Transit Terminal, which connects directly to the Cooksville GO station and to the Transit Way;
- Number 87 on Eglinton Avenue West having direct access Meadowvale Town Centre and Renforth Station;
- Number 103 on Hurontario Street having direct access to Brampton Gateway Terminal and the Port Credit Go Station; and
- Number 35 and 35A on Eglinton Avenue which provide access to the Islington (TTC) Station

There is a transit stop on Eglinton Avenue West within 78 m (256 ft.) of the site, and on Hurontario Street within 113 m (371 ft.) of the site.

The Uptown Major Node contains the Emerald Centre (west side of Hurontario, north of Highway 403), Cityside Shopping Centre (northeast corner of Hurontario Street and Eglinton Avenue East), Mississauga Marketplace Plaza (southeast corner of Hurontario Street and Eglinton Avenue West). These plazas provide a range of services including a grocery store, drug store, medical offices, Service Ontario, and restaurants. The Frank McKechnie Community Centre and Library are located on Bristol Road East, east of Hurontario Street, northeast of the subject property, approximately 2 km (1.24 miles) away from the site.

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

## 8. Revised Site Plan and Elevations

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



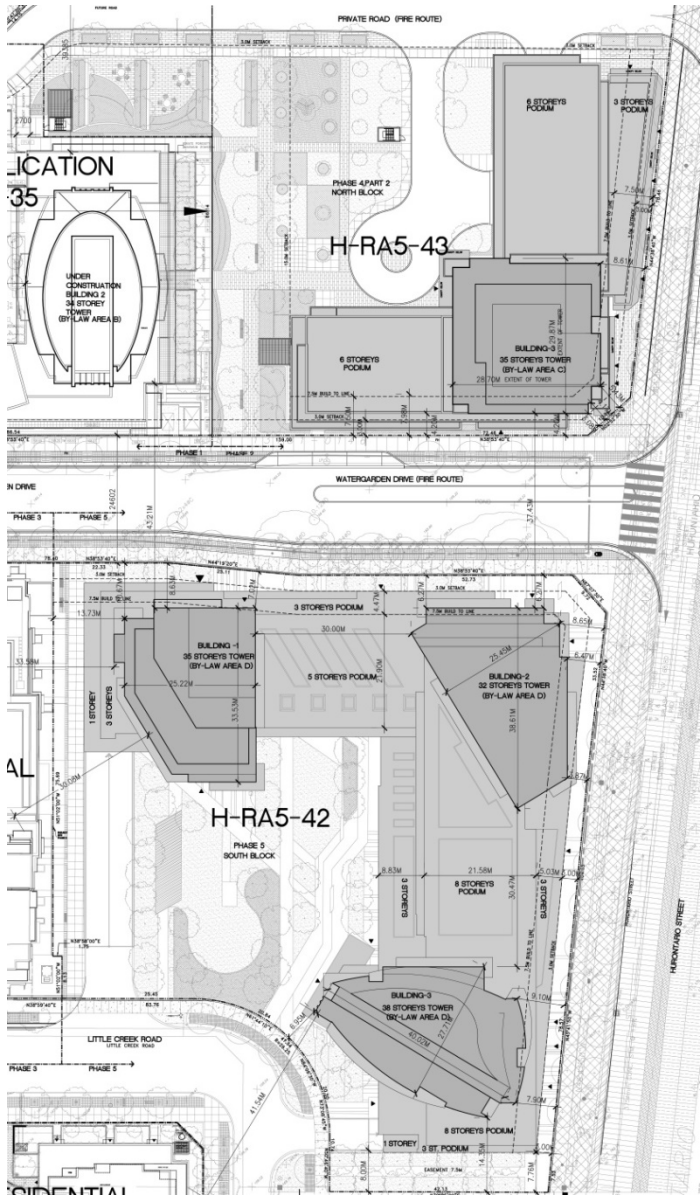
9. Zoning

The proposed **H-RA5-Exception** (Apartment) is appropriate to accommodate the proposed four condominium apartment buildings containing 1,355 units with heights of 32, 35, 35, and 38 storeys along with retail and office uses and an FSI range of between 4.8 and 7.6.

Below is an updated summary of the proposed site specific zoning provisions:

Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations (RA5-43 North Block / RA5-42 South Block)	Proposed RA5-Exception Zone Regulations
Maximum Number of Dwelling Units	748/1121	874/1355
Maximum Floor Space Index (FSI)	5.19/7.11	4.8/7.6
Minimum Total Gross Floor Area (GFA) non-residential	Area A2 – 4 770 m <sup>2</sup> (51,343.9 ft <sup>2</sup> ) / Area C – 2 000 m <sup>2</sup> (21,527.8 ft <sup>2</sup> ), Area D – 4 000 m <sup>2</sup> (43,055.6 ft <sup>2</sup> )  Total: 10 770 m <sup>2</sup> (115,927.3 ft <sup>2</sup> )	Area A1 – 230 m <sup>2</sup> (2,475.7 ft <sup>2</sup> , Area A2 – 900 m <sup>2</sup> (9,688 ft <sup>2</sup> / 8 000 m <sup>2</sup> (86 111.3 ft <sup>2</sup> )  Total: 9 130 m <sup>2</sup> (98,274.5 ft <sup>2</sup> )



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D	3 storeys	6 storeys									
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E	1 storeys	8 storeys									
Maximum length a streetwall may be set back beyond the build-to-line of 7.5 m	20% for both zones	37% / 76%									
Maximum length a streetwall may be set back beyond the build-to-line	5% for both zones	6% / 15 %									
Maximum projection of a balcony from the exterior wall of a tower	1.8 m (5.9 ft.) / 1.75 m (5.74 ft.)	2.5 m (8.2 ft.) for both zones									
Maximum projection of architectural elements, fins, and cornices from the exterior building wall	Not applicable / 1.75 m (5.74 ft.)	2.5 m (8.2 ft.) for both zones									

Zone Regulations	RA5 Zone Regulations (RA5-43 North Block / RA5-42 South Block)	Proposed RA5-Exception Zone Regulations
Maximum projection of a canopy from the exterior building wall of bottom 3 storeys	Not applicable / 2.5 m (8.2 ft.)	3.0 m (9.8 ft.) / 2.5 m (8.2 ft.)

Staff have considered the applicant's request for a minimum of 9 130 m<sup>2</sup> (98,274.5 ft<sup>2</sup>) of retail commercial office space, and recommend that the zoning be revised to require a minimum of 9 400m<sup>2</sup> (101,181 ft<sup>2</sup>). The applicant is presently showing 9 637.9 m<sup>2</sup> (103,742 ft<sup>2</sup>) of retail commercial office space on their rezoning site plan, however requiring a minimum of 9 400 m<sup>2</sup> (101,181 ft<sup>2</sup>) of non-residential use in the Zoning By-law should provide an acceptable amount of flexibility to the applicant. This revision will help enable the major node to more easily achieve its goal to be a prominent, mixed use centre.

## 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 **H-RA5-42, RA5-42, H-RA5-43, and RA5-43** (Apartments) which permits five apartment buildings with heights of 15 and 34 storeys on the north block (6A, Phase 4, Parts 1 and 2) and three apartment buildings with heights of 5, 34 and 34 storeys on the south block (6B, Phases 3 and 5), with retail and office commercial uses on the first three to five storeys of the buildings. The **Residential High Density: Special Site 6** zone allows a maximum of 34 storeys and a maximum floor space index (FSI) of 5.19 for the north block (6A, Phase 4, Parts 1 and 2), and a maximum FSI of 7.11 for the south block (6B, Phases 3 and 5), with a total of 1,969 dwelling units in total. The applicant is seeking to permit a maximum of 38 storeys, with a maximum FSI of 4.8 on the north block (6A, Phase 4, Parts 1 and 2), a maximum FSI of 7.6 on the south block (6B, Phases 3 and 5), and a total of 2,370 dwelling units. As the project is greater than 34 storeys, adds an additional 399 units, and has an FSI greater than 7.11, it meets the minimum threshold for a Section 37 contribution.

## 11. "H" Holding Symbol

Should this application be approved by Council, staff will request an "H" Holding Symbol be placed on the south block (Phase 5) which can be lifted upon:

- a satisfactory Section 37 agreement is in place with the City of Mississauga for an affordable housing contribution of either \$2.5 million, or 20 affordable rental units, or 20 affordable ownership units, and such additional contribution if determined to be applicable based on the

City's Bonus Zoning Policy 07-03-01, subject to the terms of the Section 37 agreement being contribution in a form and content satisfactory to the Planning and Building Department. This agreement shall be in a form (for example, a Section 37 Agreement) and on terms satisfactory to the City.

The existing "H" Holding Symbol will remain on the north block (Phase 4, Part 2) until:

- a satisfactory agreement is in place with the City of Mississauga for a \$375,000 public art contribution to be provided for Area 'A2' identified on Schedule RA5-43.

## 12. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. A site plan application (SP 20/073 W4) for the eastern portion of the north block (6A, Phase 4, Part 2) was submitted on July 10, 2020 for the proposed development.

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

- air shaft/exhaust vent locations
- proposed low impact development techniques
- utility/tree corridor conflicts (if any)
- wind and noise mitigation measures
- outstanding sun/shadow matters

- the design of the north-south pedestrian connection
- underground parking garage ramp design
- commercial loading layout
- groundwater management strategy for the underground parking garage
- access modifications
- detailed stormwater management and grading review
- waste collection design

## 13. Conclusions

In conclusion, City staff has evaluated the applications to permit four condominium apartment buildings containing 1,355 units with heights of 32, 35, 35 and 38 storeys with retail and office use against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

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

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 is estimated to be 134 jobs per hectare (54 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** generally within Mississauga Official Plan.

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

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