

Recommendation Report Detailed Planning Analysis

Owner: 91 Eglinton Limited Partnership (Liberty Development Corporation)

91 and 131 Eglinton Avenue East and 5055 Hurontario Street

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1. Community Comments

Comments received through correspondence were generally directed towards intensification. Below is a summary and response to the specific comments heard.

Comment

Concern with proposed height, density, and shadow impact.

Response

The applicant has reduced the building heights and number of units. A Sun / Shadow Study has been reviewed through these applications and has been deemed satisfactory.

Comment

Concern with increased traffic congestion and pedestrian safety in the area, in particular, at the intersection of Hurontario Street and Eglinton Avenue.

Response

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

Comment

This proposal will create a large group of buildings cut off from the neighbourhood. There is no consideration of neighbourhood or sense of community in the overall planning for the area. In other areas of the GTA we have seen these types of developments not enhancing the livability of the area,

and potentially leading to troubled neighbourhoods. Walkability and small retail units are a must.

Response

The applicant has revised their proposal to include a minimum of 1 300 m² (13,993 ft²) of retail and office commercial uses. Multi-use trails have been introduced, sidewalk locations have been confirmed, the public park has been relocated and expanded, and larger development blocks have been broken up through the reconfiguration of the road network. Staff will continue to work with the applicant to ensure that retail entrances are centrally located within the development to encourage pedestrian movement on-site.

Comment

This area is already too crowded and the additional density proposed and removal of trees will lead to an environmental disaster in terms of flooding.

Response

Comments received from the Transportation and Works Department (T&W) on the Functional Servicing and Stormwater Management Report state that they are satisfactory. Detailed site drainage and tree removal applications (if applicable) 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 24, 2020 and the further revised proposal was recirculated to outstanding City departments and commenting agencies on July 6, 2020. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Comments dated September 24, 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.

Noise

The evaluation of the noise sources that may have an impact on this development included transportation sources (road, light rail and aircraft) and stationary sources external to this development. Additionally, the assessment considered future LRT vibration impact criteria with respect to ground-borne vibration and vibration induced noise. Noise mitigation will be required due to transportation sources, including building

design requirements and sound barriers for the outdoor living areas; the details of which will be confirmed through the Site Plan process once the final architectural, mechanical and grading plans are available. Potential noise sources that may be generated by the development, including mechanical equipment, will be mitigated through the detailed design of the building.

Stormwater Management

The Functional Servicing Report (FSR) and Stormwater Management Report 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 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. On-site stormwater re-use is being pursued. Prior to Site Plan Approval, additional information is required to clarify if a groundwater management strategy will be required.

Traffic

A total of five traffic impact study (TIS) submissions were provided by WSP in support of the proposed development. Each submission was reviewed and audited by the City's Transportation and Works Department. Based on the latest submission, dated February 2020, the study complied with the City's TIS guidelines and was deemed satisfactory. The study concluded that the proposed development is anticipated to generate 471 (100 in, 371 out) and 670 (426 in, 244 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 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 outlined 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 increased traffic volume and removal of lanes for the Hurontario LRT. However, through multiple submissions of the TIS for the proposed development at 91 Eglinton Avenue it was determined that the development utilizes some of the limited capacity available within the area and the intersection of Hurontario Street and Eglinton Avenue West will operate at an acceptable level of service.

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.

Environmental Compliance

The applicant is required to provide a certification letter-report for lands to be dedicated to the City at the Subdivision Agreement stage.

Additionally, the applicant is required to provide additional technical information to confirm monitoring wells decommissioning, aboveground storage tank and underground storage tank removal, septic tank decommissioning and dewatering commitment letter, all of which are to be addressed prior to registration of the subdivision.

Engineering Drawings and Plans

Municipal infrastructure, including but not limited to servicing works, road works along Armdale Road, Thornwood Drive and Eglinton Avenue, land dedication and easements are required as a result of this development. The review of the detailed engineering drawings will be further evaluated as part of the municipal infrastructure detailed design and addressed through the subdivision agreement prior to registration of the proposed development.

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 and approval of the draft plan of subdivision can be addressed through draft plan conditions, the subdivision agreement and 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. This development proposal includes a commitment for an affordable housing contribution of either \$15 million, or 5% of the total units proposed (up to 125 affordable ownership units) on site (mix of 1 and 2 bedroom unit types), or a partnership with a non-profit housing provider to deliver 5% of total units proposed (up to 125 affordable ownership or rental units), or that a combination of these contributions be made in a form and on terms satisfactory to the City

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 with 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 within 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 Mississauga Official Plan Policies for the Uptown Major Node Character Area, to permit six apartment buildings including three with heights of

35, 35, and 37 storeys, which will contain a maximum of 2,500* condominium apartment dwelling units, a minimum of 1,300 m² (13,993 ft²) of retail commercial and office space, 20* three storey condominium townhomes, a maximum FSI of 5.6, and a public park. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

*The applicant's current proposal includes 2,433 apartment units and 16 three storey condominium townhomes; however, the proposed official plan amendment and rezoning allow for a maximum of 2,500 apartment units and 20 three storey townhomes to allow for flexibility and future market demand changes.

- ***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, this development will have an estimated population of 5,342. 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 hectare (52 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 (between 81 and 122 residents plus jobs per acre across the node). This proposal will provide 1,562 residents per hectare (633 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 7 jobs per hectare (3 jobs per acre). While 22 jobs per hectare (9 jobs per acre) are currently present in the Uptown Major Node, a range of uses are permitted in the node, including lands with Mixed Use and Office Use designations.

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 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** and **Residential Medium Density**, which permits apartment buildings and all forms of townhomes, respectively.

The proposed amendment would result in six apartment buildings with heights of 19, 24, 25, 35, 35 and 37 storeys, a maximum of 2,500 condominium apartment dwelling units with retail and office uses, 20 townhomes, and a public park.

This proposal requires that the subject lands east of Thornwood Drive be redesignated from **Residential Medium Density** to **Residential High Density** to permit the proposed 25 storey apartment building at the southeast quadrant of the site, whereas townhomes are permitted as of right. A portion of the **Residential High Density** and **Residential Medium Density** lands will also be redesignated to **Public Open Space** to permit a public park in the northeast portion of the subject site.

The subject lands will be removed from **Residential High Density – Special Site 2** of the Uptown Major Node Character Area and **Residential High Density – Special Site 8** will be added to the Uptown Major Node Character Area, Mississauga Official Plan (MOP) Policies to permit the following:

- permit three apartment buildings with heights of 35, 35 and 37 storeys
- require a minimum of 1 300 m² (13,993 ft²) of retail commercial and office space
- to permit a maximum FSI of 5.6

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

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:

- Number 19, 19A, 19B, 19C and 103 on Hurontario Street, approximately 170 m (558 ft) northwest of the site.
- Number 7, 35, 35A, and 87 on Eglinton Avenue East, having direct access to the area.

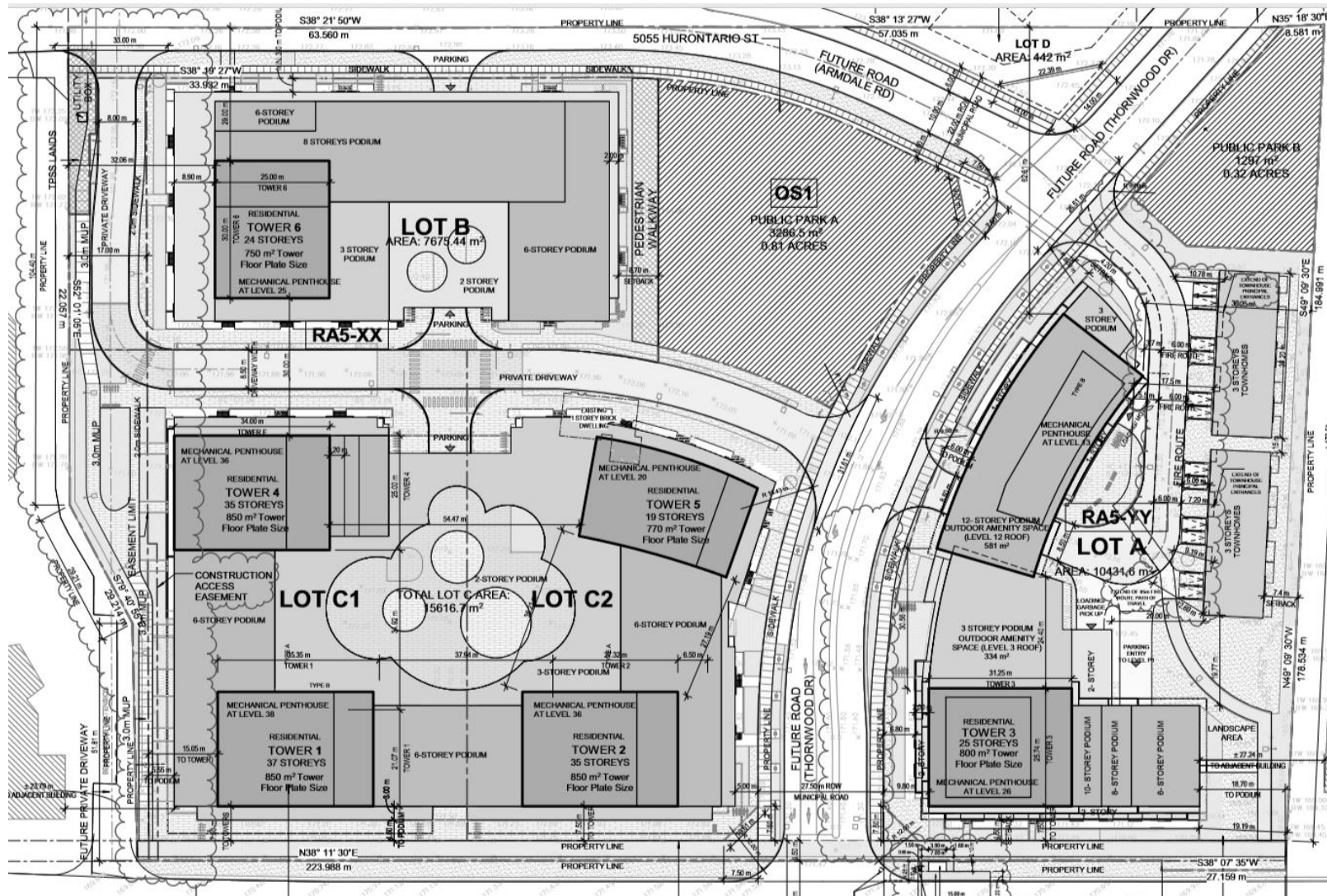
There is a transit stop on Eglinton Avenue East within 111 m (364 ft) of the site, and on Hurontario Street within 170 m (558 ft) of the site.

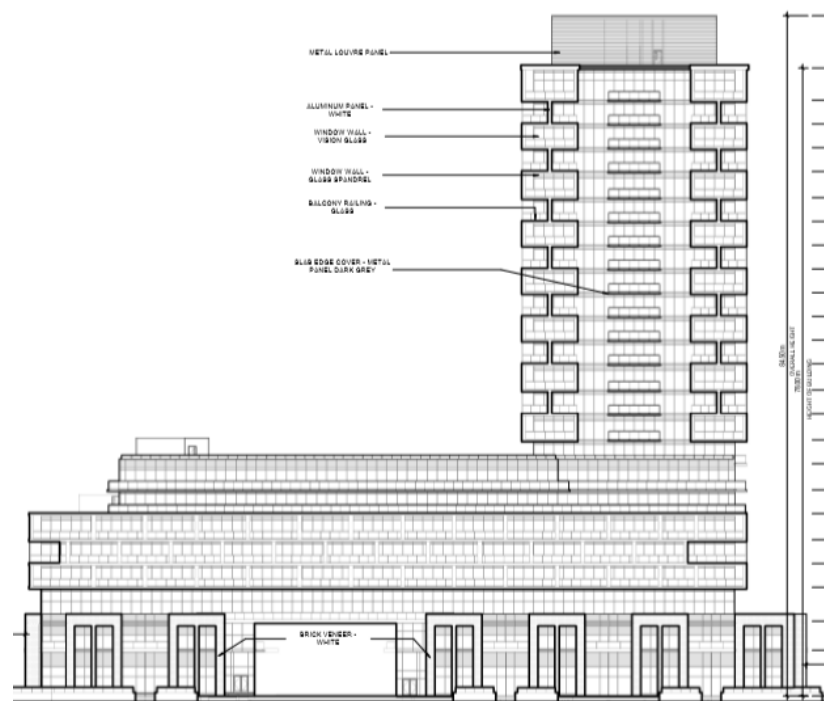
The node contains the Emerald Centre (west side of Hurontario Street, south of Eglinton Avenue West), Cityside Shopping Centre (northeast corner of Hurontario Street and Eglinton Avenue East), Mississauga Marketplace Plaza (southeast corner of Hurontario Street and Eglinton Avenue East) and 30 Eglinton West Commercial Centre (southwest corner of Hurontario Street and Eglinton Avenue West). These plazas provide a range of retail commercial uses and services including a grocery store, drug store, medical offices, gym, Service Ontario and restaurants. The Frank McKechnie Community Centre and Library are located on Bristol Road East, east of Hurontario Street, approximately 1.5 km (0.93 miles) northeast of 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.

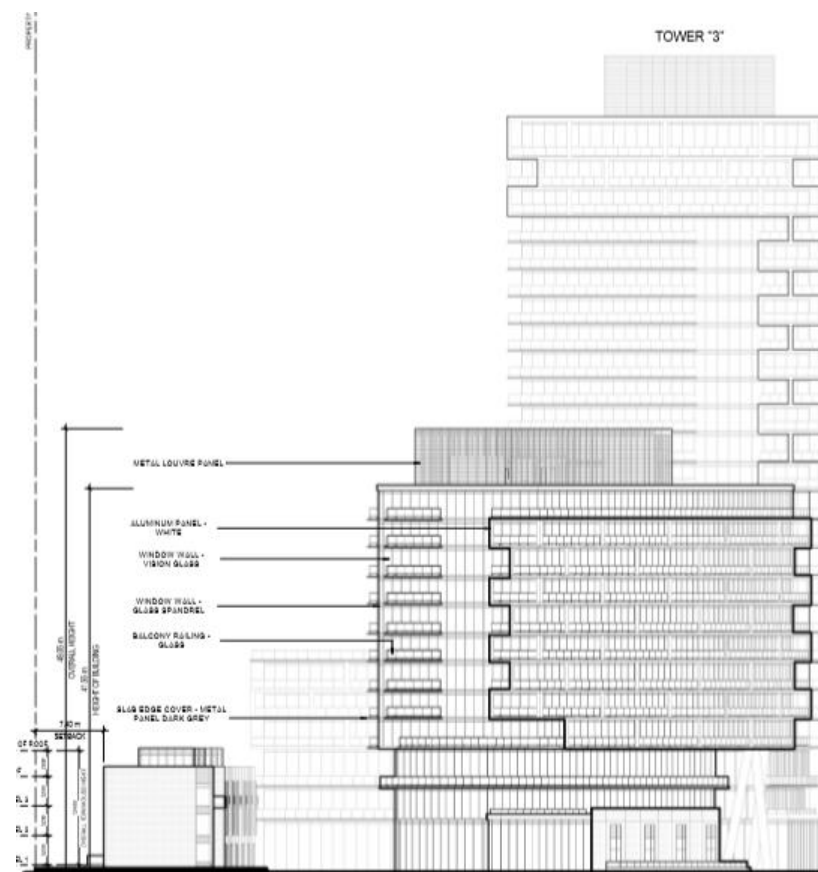
8. Revised Site Plan and Elevations

The applicant has provided these revised site plan and elevation drawings:

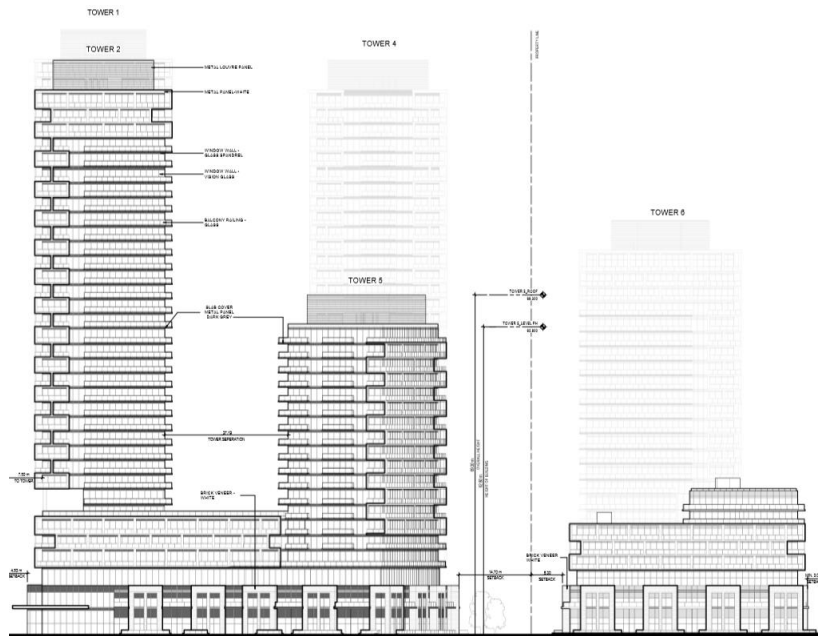




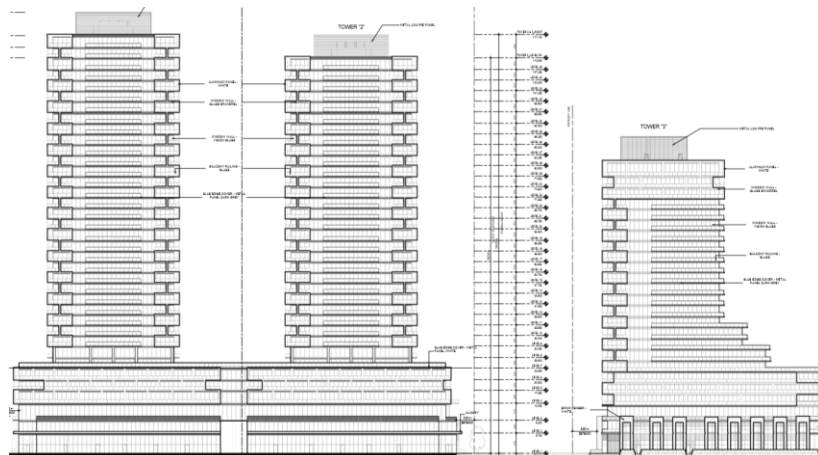
North Elevation



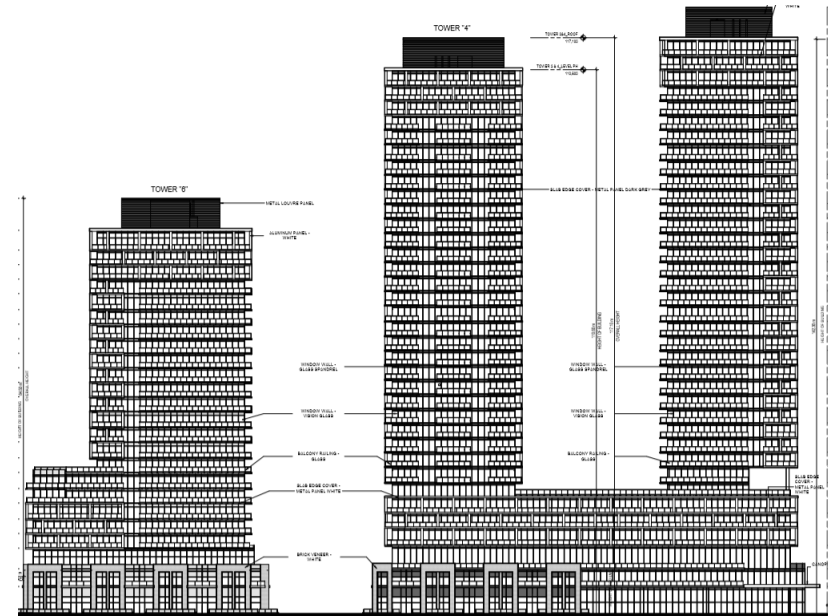
North Elevation



East Elevation



South Elevation



West Elevation

9. Zoning

The proposed **RM6-13** (Townhouses on a CEC - Road) is appropriate to accommodate the proposed completion of a townhome project on abutting lands with 4 three storey common element condominium (CEC) townhomes.

The proposed **OS1** (Open Space) is appropriate to accommodate the proposed public park.

The proposed **RA5-Exception** (Apartment) is appropriate to accommodate the proposed six apartment buildings with heights of 19, 24, 25, 35, 35 and 37 storeys which will contain

2,433 condominium apartment units and retail and office uses, 16 three storey condominium townhomes and a public park.

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

Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
Additional Permitted Uses	N/A	Commercial School Recreational Establishment
Maximum number of townhomes	N/A	20
Maximum number of dwelling units	N/A	2,500
Maximum Floor Space Index (FSI)	2.9	5.6
Maximum Dwelling Height – Flat Roof	25 storeys 77 m (252.6 ft)	37 storeys 144 m (472 ft)
Minimum total gross floor area – non-residential	N/A	1 300 m ² (13,993 ft ²)
Minimum Front and Exterior Side Yard	7.5 m – 10.5 m (24.6 – 34.5 ft)	3.0 m (9.8 ft)

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
Minimum Interior Side Yard	4.5 m – 9.0 m (14.8 – 29.5 ft)	5.5 m (18.0 ft)
Minimum Rear Yard	7.5 m – 15.0 m (24.6 – 49.2 ft)	2.5 m (8.2 ft)
Minimum landscaped area	40 % of lot area	38.2% of lot area
Minimum amenity area	The greater of 5.6 m ² (60.3 ft ²) per dwelling unit or 10% of the site area	4.5 m ² (48.4 ft ²) per dwelling unit
Minimum number of resident parking spaces		
per studio unit	1.0	0.8
per 1-bedroom unit	1.25	0.9
per 2-bedroom unit	1.40	1.0
per 3-bedroom unit	1.75	1.3
shared visitor parking	N/A	0.15
Required number of parking spaces for non-residential uses	As outlined in Table 3.1.1.2 in the Zoning By-law	For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/ non-residential parking in accordance with the following:

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
		the greater of 0.15 visitor spaces per unit or Parking required for all non-residential uses located on the same lot as the residential use, shall not be included in the above shared parking arrangement and shall be provided in accordance with applicable regulations contained in Table 3.1.2.2 of this By-law
Maximum number of tandem parking spaces	N/A	20% of the required resident parking spaces provided that each pair of tandem spaces is allocated to one dwelling unit
Minimum distance from a structure completely below finished grade	3.0 m (9.8 ft)	0.5 m (1.64 ft)

*The applicant's current proposal includes 2,433 apartment units and 16 three storey condominium townhomes; however, the proposed official plan amendment and rezoning allow for a maximum of 2,500 apartment units and 20 three storey townhomes to allow for flexibility and future market demand changes.

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 **D** (Development) which permits legally existing uses. The applicant is seeking to permit six condominium apartment buildings with heights of 19, 24, 25, 35, 35 and 37 storeys which will contain 2,433 condominium apartment units and retail and office uses, 16 three storey condominium townhomes, and a public park. As the project is seeking additional height and density and is larger than 5 000 m² (54,000 ft²) in size, 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 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 \$15 million, or 5% of the total units proposed (up to 125 affordable ownership units) on site (mix of 1 and 2 bedroom unit types), or a partnership with a non-profit housing provider to deliver

5% of total units proposed (up to 125 affordable ownership or rental units), or that a combination of these contributions be made. Such additional contributions if determined to be applicable based on the City's Bonus Zoning Policy 07-03-01, will be subject to the terms of the Section 37 agreement 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.

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.

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 air shaft/exhaust vent locations, wind and noise mitigation measures, the design and siting of suitable canopies for entrances, tree removal permission, the waste collection design, and the groundwater management strategy for the underground parking garage.

13. Draft Plan of Subdivision

The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions attached as Appendix 3.

Development will be subject to the completion of services and registration of the plan.

14. Conclusions

In conclusion, City staff have evaluated the applications to permit six apartment buildings with heights of 19, 24, 25, 35, 35 and 37 storeys which will contain 2,433 condominium apartment units and retail and office uses, 16 three storey condominium townhomes, and a public park 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 uses. Proposed building heights decrease to the north and east to achieve a more appropriate transition to existing and planned land uses.

Although the proposed applications are expected to only generate 7 jobs per hectare (3 jobs per acre), the subject

property is designated Residential High Density and **Residential Medium Density** in the Official Plan and is therefore not required to provide non-residential uses. Other sites within the node permit a range of non-residential uses, including lands designated **Mixed Use** and **Office**.

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 increased development through the Uptown Node Capacity Review is likely to benefit future residents.

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

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