



MEMO

TO: Mark Liddy, P.Eng., 91 Eglinton Limited Partnership
FROM: David Lukezic, M.Eng., LEL, RPP, Project Manager, WSP
Paulo Israel, E.I.T, Designer, WSP
SUBJECT: 91 Eglinton Avenue and 5055 Hurontario Street Transportation Study - Updated Site Plan
DATE: February 4, 2020

Dear Mr. Liddy,

WSP completed a Transportation Study, dated September 11th, 2018, and a Response to Comments report, dated May 29th, 2019 for the proposed high-rise residential development located at 91 Eglinton Avenue and 5055 Hurontario Street, in the City of Mississauga.

This memorandum includes the related traffic, parking, and site circulation impacts from the latest February 4th, 2020 site plan, resulting in a decrease of 147 residential units and newly proposed 1,320sq.m of retail GFA compared to the September 2018 study. Refer to **Appendix A** for the related updated site statistics. WSP discussed the updated study requirements with the City on January 24th, 2020.

UPDATED DEVELOPMENT COMPONENTS

The updated site plan consists of 2,433 residential units (a decrease of 147 units compared to the 2,580 residential units assessed within the September 2018 study), as well as 1,320sq.m of retail GFA. Please refer to **Table 1** below for the updated development statistics comparison.

Table 1 Site Statistics Comparison

Development Site Plan	September 2018 Study	Updated February 4 th , 2020 Plan
Overall Development Units	2580 units	2433 units
Overall Retail GFA	-	1,320sq.m

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Please refer to the section below for an assessment of the proposed development density changes with regards to the projected trip generation.

UPDATED TRIP GENERATION AND ASSOCIATED IMPACTS

Since the proposed development density changed, WSP completed an updated trip generation. Please refer to **Table 2** below for the updated proposed development trip generation during the weekday AM and PM peak hours, derived as within the September 2018 study.

Table 2 Updated Site Trip Generation

Land Use	Basis/Parameter	Vehicle Trips			
		Weekday A.M. Peak Hour		Weekday P.M. Peak Hour	
		Inbound	Outbound	Inbound	Outbound
Residential	ITE Land Use 222 (Multifamily Housing)	118	576	560	276
	Internal Trip Capture Reduction	(1)	(1)	(7)	(3)
	Non-Auto Trip Reduction	(23)	(207)	(138)	(41)
	Total Residential (Primary)	94	368	415	232
Retail	ITE Land use 820 (Shopping Centre)	8	5	26	28
	Internal Trip Capture Reduction	(1)	(1)	(3)	(7)
	Non-Auto Trip Reduction	(1)	(1)	(6)	(3)
	Pass-By Trips	-	-	(6)	(6)
	Total Retail (Primary)	6	3	11	12
Total (Updated February 4th, 2020 Plan)		100	371	426	244
Total (September 2018 Study)		101	422	450	251

Land Use	Basis/Parameter	Vehicle Trips			
		Weekday A.M. Peak Hour		Weekday P.M. Peak Hour	
		Inbound	Outbound	Inbound	Outbound
Incremental Trip Generation Change		(1)	(51)	(24)	(7)

As per the above table, the proposed density change is projected to decrease the overall development trip generation by 52 trips during the weekday AM peak hour (1 inbound trip and 51 outbound trips) and by 31 trips during the weekday PM peak hour (24 inbound trips and 7 outbound trips). This represents a reduction of 10% during the AM peak hour and 4% during the PM peak hour

This decrease in trip generation is projected to have negligible impacts on the boundary road network intersection operations, and the decrease will only result in slight intersection improvements if any change. Therefore, the traffic operations analysis findings and recommendations from the previous studies would not change. The updated future total 2028 traffic volumes surrounding the proposed site is shown in **Figure 1**.

ALL WAY STOP WARRANT ANALYSIS FOR THORNWOOD DRIVE AND ARMDALE ROAD INTERSECTION

An All-Way-Stop warrant analysis was previously completed for the Thornwood Drive at Armdale Road intersection for future conditions. The warrant analysis has been updated and still shows that all-way-stop control is warranted for the intersection for the 2028 future conditions. The detailed analysis is attached in **Appendix B**.

UPDATED PARKING SUPPLY

As per the September 2018 study, parking supply requirement rates were recommended based on residential unit size and phasing as follows:

- 0.8 spaces/unit for bachelor units
- 0.9 spaces/unit for one-bedroom units
- 1.0 spaces/unit for two-bedroom units
- 1.3 spaces/unit for three-bedroom units; and
- 0.15 spaces/unit for visitors for phases 1 and 2
- 0.10 spaces/unit for visitors for phases 3, and 4

Similarly, the 2020 Site plan update includes the following proposed parking rates:

- 0.8 spaces/unit for bachelor units
- 0.9 spaces/unit for one-bedroom units
- 1.0 spaces/unit for two-bedroom units
- 1.3 spaces/unit for three-bedroom units; and
- 0.15 spaces/unit for all visitors

WSP proposes a retail parking rate of 3.8 spaces/100sq.m of GFA, reduced from the bylaw requirement of 4.3 spaces/100sq.m of GFA for the same reason WSP proposed reducing the

residential parking rates (as documented in previous submissions). The retail is proposed to have a shared parking arrangement with the visitor parking supply. The overall shared parking supply is proposed to be calculated as follows:

- the greater of 0.15 visitor spaces/unit OR parking required for all non-residential uses, except restaurant and take-out restaurant.

Restaurant and take-out restaurant shall not be included in the above shared parking arrangement and shall be provided in accordance with the parking rates in **Table 3**.

Table 3 – Restaurant Parking Rates

Land Use	Parking Rate
Restaurant	16.0 spaces per 100 m2 GFA – non-residential
Take-out Restaurant	6.0 spaces per 100 m2 GFA – non-residential

The City of Mississauga has several site-specific by-laws that allow for shared parking and which would be appropriate for this site. For example, the shared parking requirements set out in the Mississauga Zoning By-law 0225-2007, Exception RA5-42 and RA5-44 (See **Attachment C**) are similar to the ones proposed for this site.

Table 4 Updated Vehicular Parking Supply

Land Use		Units/GFA	Required Number of Parking Spaces	Proposed Number of Parking Spaces
February 4th, 2020 Site Plan				
Residential	Bachelors	122 units	98	2,336
	1-Bedroom	1,460 units	1,314	
	2-Bedroom	608 units	608	
	3-Bedroom	243 units	316	
	Total Residential	2,433 units	2,336	
	Visitors	2,433 units	365	366
Retail		1,320sq.m.	0 (Shared with visitor spaces)	0 (Shared with visitor spaces)
Total			2,701	2,702

Based on the updated residential unit count proposed, WSP completed a review of the proposed parking supply using the recommended parking rates. The proposed supply of 2,702 spaces is acceptable and will accommodate the updated number of residential units.

UPDATED SITE PLAN REVIEW

A review of the updated site plan shown in **Figure 2** has been conducted following the City of Mississauga By-law 0225-2007, Region of Peel Waste Collection Design Standard Manual, 2016 and the Geometric Design Guide for Canadian Roads, published by the Transportation Association of Canada (TAC). The proposed internal private driveway meets the minimum 6.0m roadway width and 13.0m centreline turning radius requirement based on the Waste Collection standards. The revised private driveway location meets the required corner clearance of 55m based on TAC, Figure 8.8.2. The north-south private roadway includes a 17m ROW over which the City will have an easement. The 17m ROW was discussed with the City on January 24th, 2020. The architectural drawings will provide the details for the ultimate conditions when the private driveway will extend to Eglinton Avenue. The driveway dimensions, corner clearance, and sight triangles on the north-south private driveway (i.e. future Belbin Street extension) are shown in **Figure 3**.

The provided loading spaces meet the minimum length of 9.0m and width of 3.5m based on the City By-Law, as shown in **Figure 3**. Additionally, the parking spaces meet the minimum length of 5.2m and width of 2.6m with drive aisle widths of 7.0m. The By-Law also require all Type A accessible parking spaces to have a minimum width of 3.4m and all Type B accessible parking spaces to have a minimum width of 2.4m with a barrier-free aisle of 1.5m, which have been met, as shown in **Figure 3** and 4.

The AutoTURN 10.2 software was used to simulate vehicle paths of design vehicles to ensure adequate manoeuvrability for vehicle circulation in critical locations. Garbage truck manoeuvres for the provided loading spaces have been conducted using a Peel Region Front Loader garbage truck. A Peel Region Side Loader garbage truck was used to simulate curb-side pick-up for the proposed townhouses on Lot A. The simulations on **Figure 5** to **8** show that the waste collection vehicles can enter and exit the loading areas and circulate the private driveways without any conflict. It should be noted that during loading operations, waste collection vehicles back-up onto the private street in Lot A and back-up in front of the parking ramps in Lot C. Therefore, WSP suggests that the back-up manoeuvres be controlled by a trained staff member from property management or that a warning system be put in place.

Passenger vehicles were reviewed accessing the ramps and parking at the critical parking spaces as shown in **Figure 9** to **11**.

UPDATED THORNWOOD DRIVE EXTENSION AT EGLINTON AVENUE EAST

As previously noted in the Response to Comments submitted in May 29, 2019, the urban design panel desired full movements at the site driveways on Thornwood Drive; however, there would be a number of operational challenges if that was permitted. The proposed driveways are located approximately 80m north of Eglinton Avenue. Given the close proximity, a full moves driveway would result in the following traffic operations challenges:

- The estimated peak southbound left turn queue under 2028 total traffic conditions is 82m and would block the site driveways;
- The northbound left into the site would be from a shared left-through lane and the left turn vehicle waiting for a gap to turn into the site could block northbound through vehicles that could result in potential spill back to Eglinton Avenue. In the critical pm peak hour this would result in approximately 2 left turn vehicles every minute interfering with through traffic, which is significant;

- A northbound left turn vehicle would interfere with left turn vehicles exiting the driveway on the east side of Thornwood Drive; and
- A southbound left turn vehicle would interfere with left turn vehicles exiting the driveway on the west side of Thornwood Drive.

In addition, there are still sufficient and convenient accesses for vehicular, pedestrian and active transportation movements into and from the site without providing full movements at the driveways on Thornwood Avenue, this includes passenger vehicles as well as larger vehicles such as garbage trucks, fire trucks and moving trucks. A functional sketch of the lane configuration is illustrated in **Figure 12**.

UPDATED SITE PEDESTRIAN FACILITIES WITH PAVEMENT MARKING AND SIGNAGE

The Site Pedestrian Facilities with Pavement Marking and Signage plan submitted in the May 2019 Response to Comments has been updated with the revised site plan, as illustrated in **Figure 13**. Crosswalk markings are proposed at the all-way stop intersection of Thornwood Avenue and Armdale Road to be consistent with the pedestrian crossing treatment shown in Figure 48 of OTM Book 15. Mid-block pedestrian crossovers are proposed within the site to provide pedestrian connections between Lots B and C and within Lot A. A crossride facility, consistent with OTM Book 18, Figure 4.103 is proposed for the proposed Multiuse Use Path (MUP) crossing the future Armdale Road. The sidewalks and drive aisles within the development would be finished in pavers of different textures to provide a pedestrian friendly environment and differentiation to vehicular space.

CONCLUSION

In conclusion, the proposed development's updated site plan proposing a minor unit reduction and minor additional retail area is not projected to alter the findings and recommendations made as part of previous studies submitted by WSP. The changes in site statistics are projected to have a negligible impact on traffic operations at the study intersections.

The proposed supply of 2,702 spaces is acceptable and will accommodate the updated number of residential units.

The updated site plan meets the roadway, loading and parking space dimension requirements specified in the City of Mississauga By-law 0225-2007, Region of Peel Waste Collection Design Standard Manual, 2016 and the Geometric Design Guide for Canadian Roads, published by the Transportation Association of Canada (TAC).

The site circulation assessments demonstrate that the ground and parking level layouts provide adequate manoeuvrability for the necessary vehicles to circulate the driveways and ramps and enter and exit the designated loading and parking spaces.

Should you have any questions about the components of this memorandum, please do not hesitate to contact us.

WSP

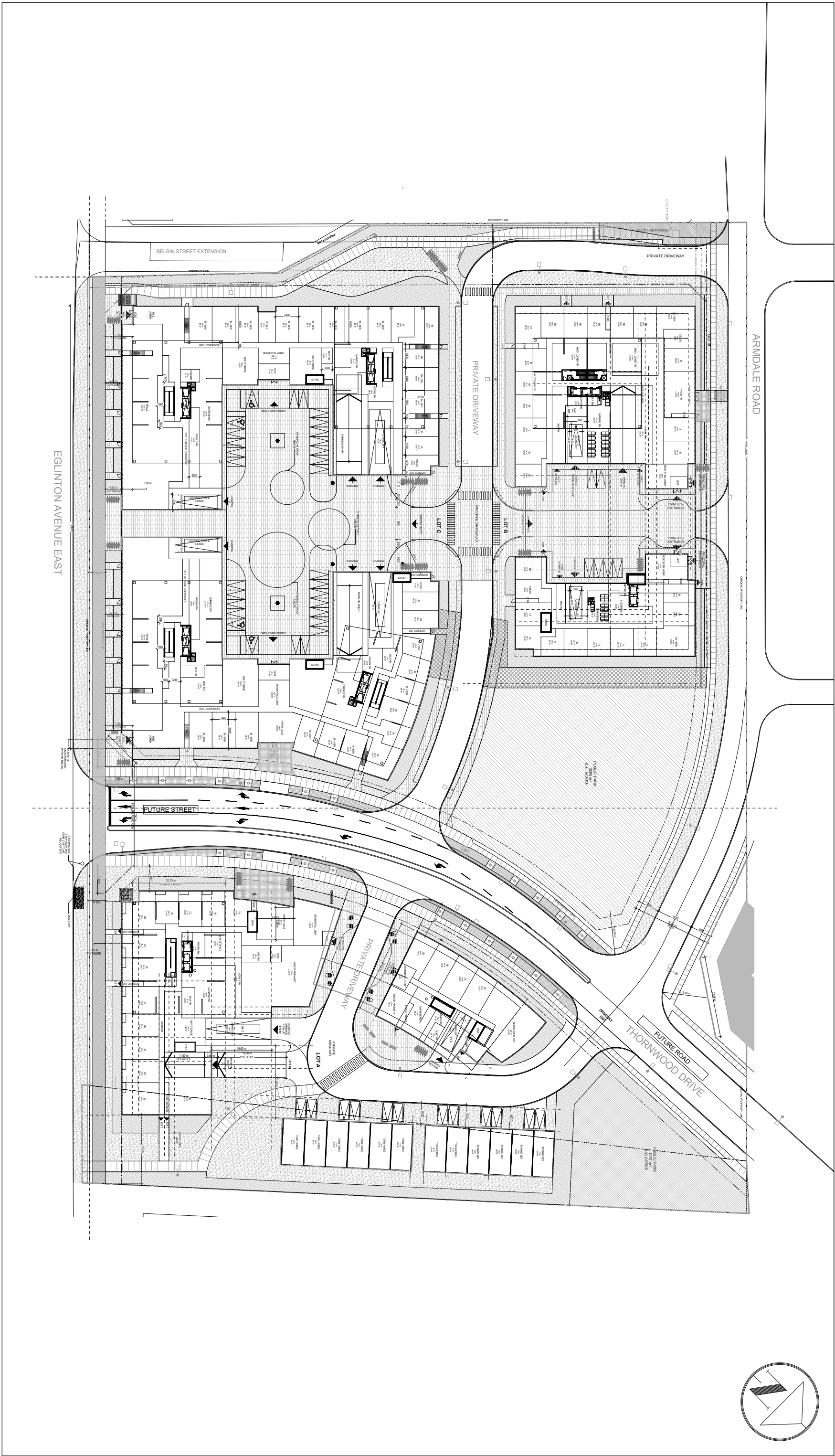
Attachments

<i>Figure 1</i>	<i>Future Total 2028 Traffic Volumes</i>
<i>Figure 2</i>	<i>Updated Site Plan</i>
<i>Figure 3</i>	<i>Ground Floor Plan Dimensions</i>
<i>Figure 4</i>	<i>P1 Floor Plan Dimensions</i>
<i>Figure 5</i>	<i>Front Loader Garbage Truck Manoeuvres on Lot A</i>
<i>Figure 6</i>	<i>Front Loader Garbage Truck Manoeuvres on Lot B</i>
<i>Figure 7</i>	<i>Front Loader Garbage Truck Manoeuvres on Lot C</i>
<i>Figure 8</i>	<i>Side Loader Garbage Truck Manoeuvres on Lot A</i>
<i>Figure 9</i>	<i>Passenger Car Circulation in the Level P1 Floor of Lot A and Lot B</i>
<i>Figure 10</i>	<i>Passenger Car Circulation in the Level P1 Floor of Lot C</i>
<i>Figure 11</i>	<i>Passenger Car Manoeuvres on Critical Parking Spaces</i>
<i>Figure 12</i>	<i>Proposed Thornwood Drive Extension – Functional Sketch</i>
<i>Figure 13</i>	<i>Site Pedestrian Facilities with Pavement Marking and Signage</i>
<i>Appendix A</i>	<i>Updated Site Statistics</i>
<i>Appendix B</i>	<i>All-Way-Stop warrant analysis</i>
<i>Appendix C</i>	<i>Shared Parking Justification</i>

APPENDIX

FIGURES



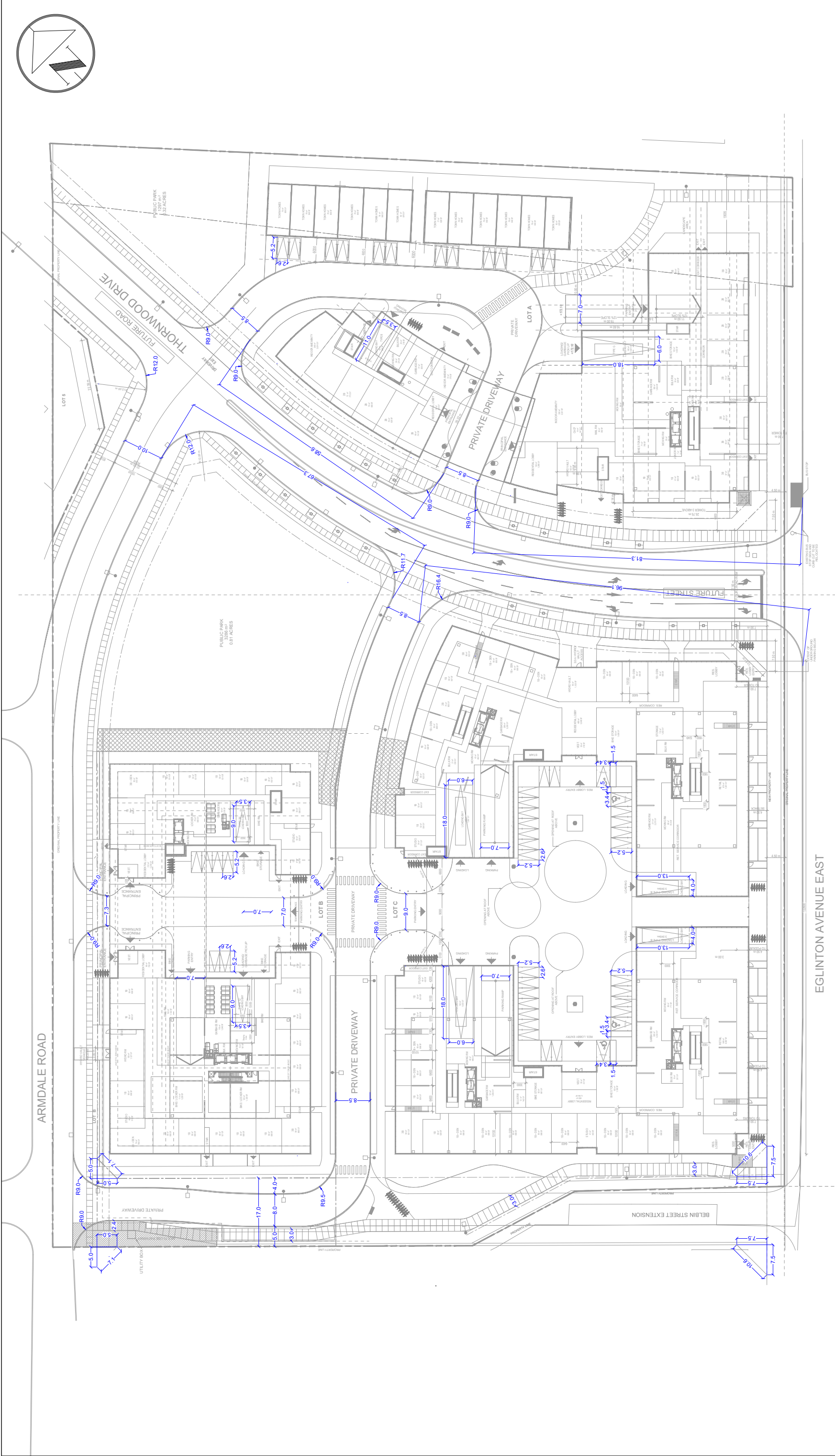


Source: 18-132-Hardscape.dwg, from Studio TLA, received February 03, 2020

Scale: 1:1000



Figure 2
Updated Site Plan
91 Eglinton Avenue East - Updated Site Plan Memo



Source: 18-132-Hardscape.dwg, from Studio TLA, received February 03, 2020

Scale: 1:900

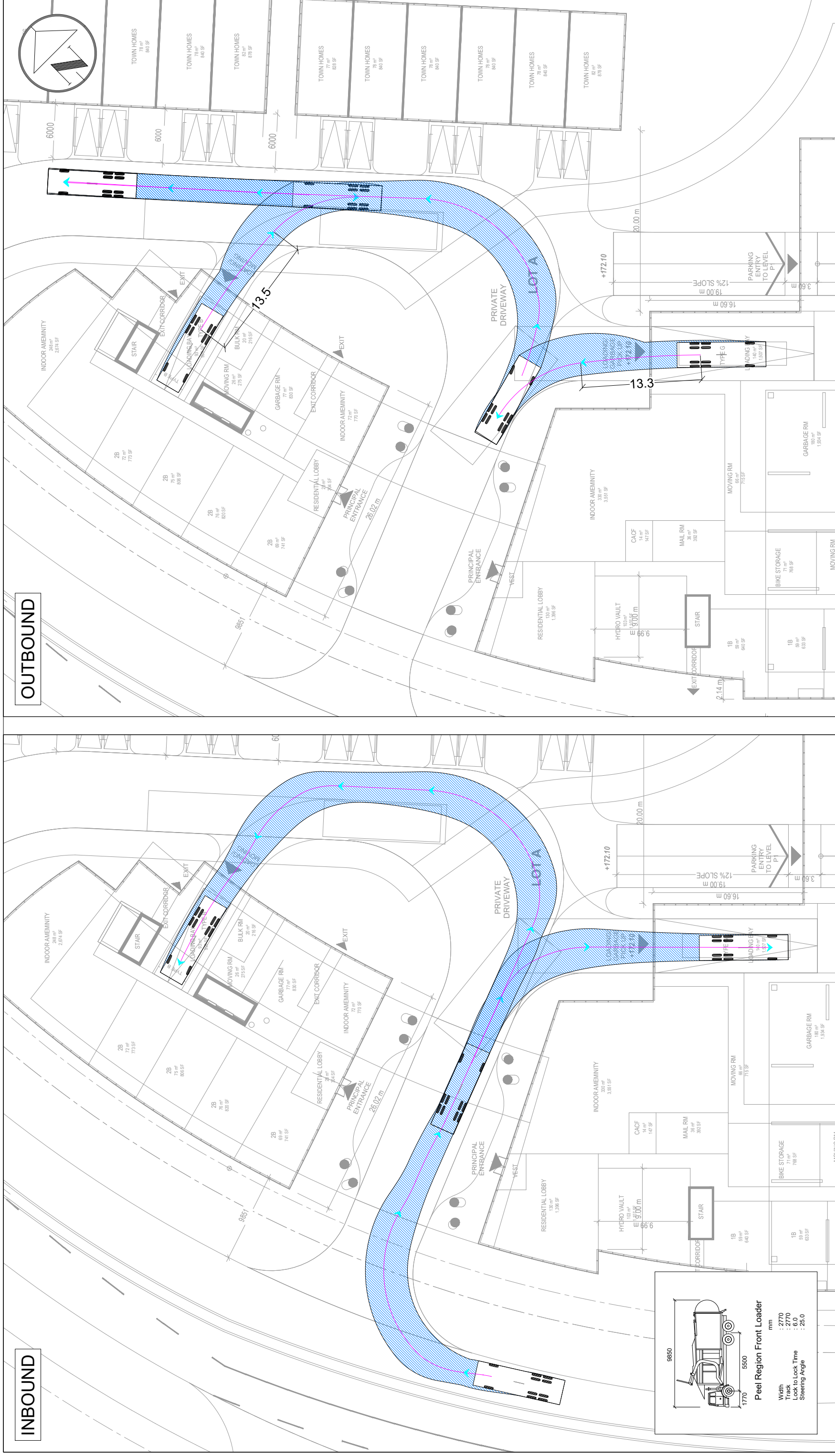
Figure 3
Ground Floor Plan Dimensions
91 Eglinton Avenue East - Updated Site Plan Memo





Scale: 1:800

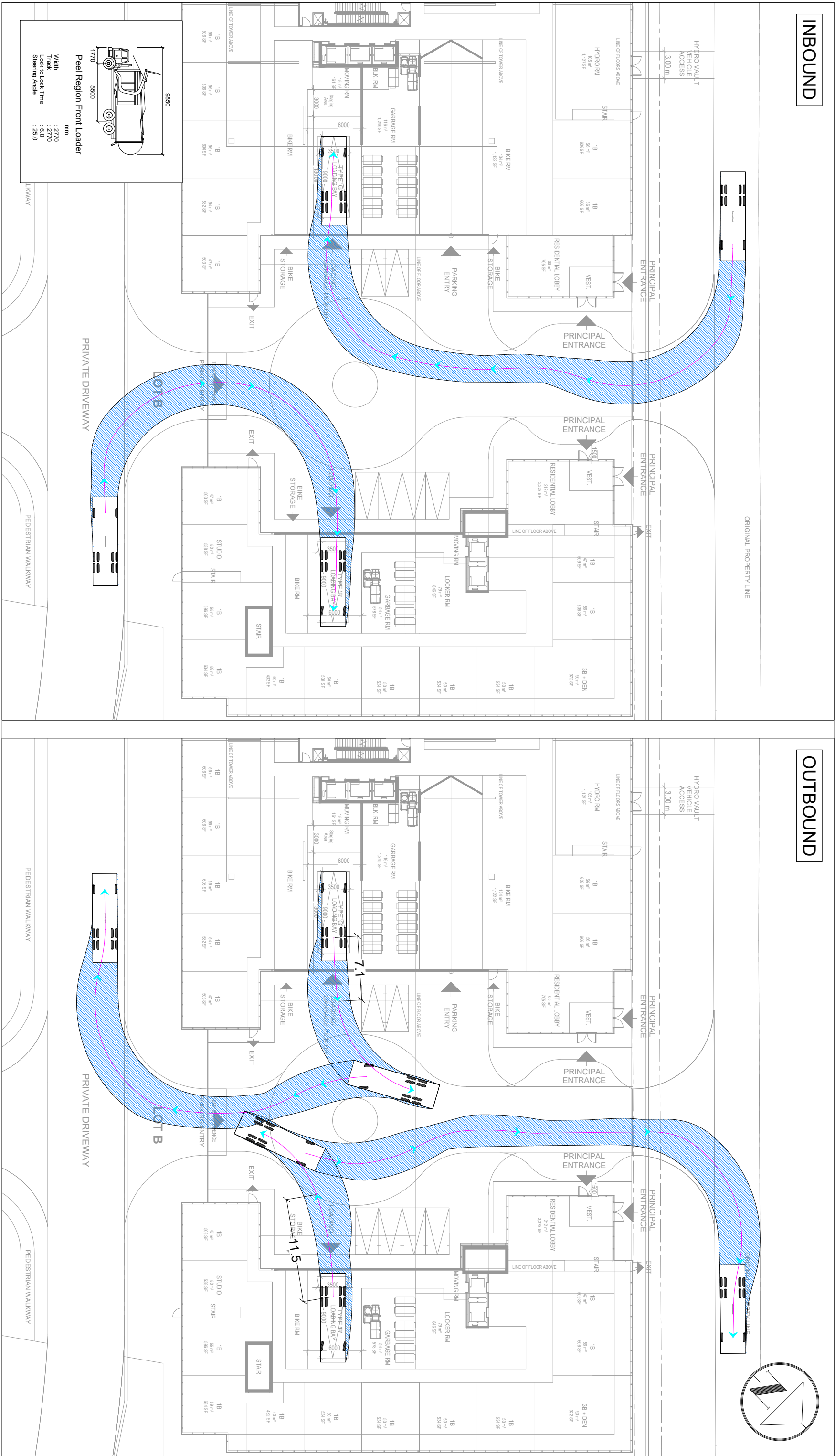
Figure 4
P1 Floor Plan Dimensions



Source: RZ-05 - GROUND FLOOR PLAN.dwg, from DIALOG, received January 28, 2020

Scale: 1:400

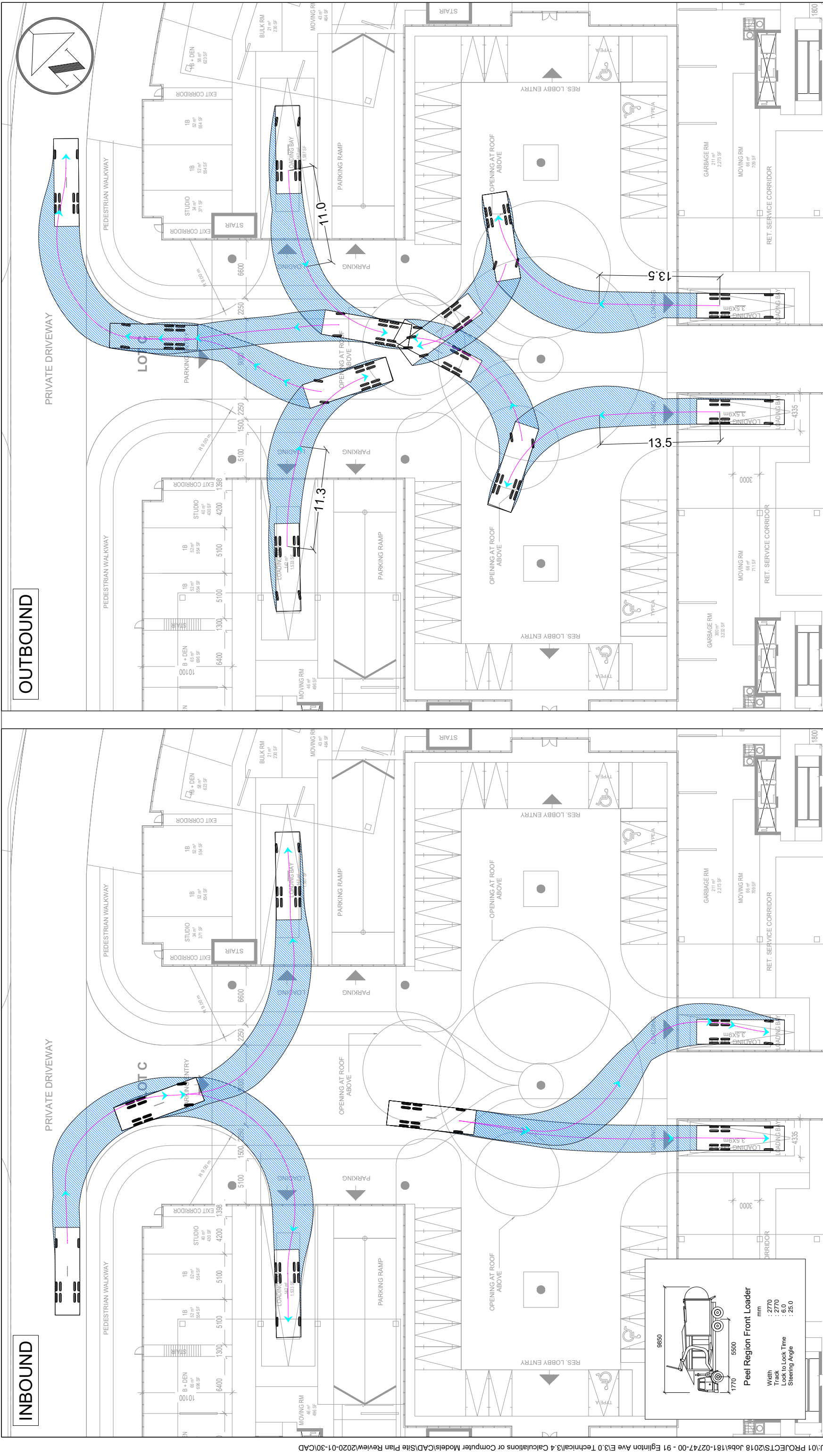
Figure 5
Front Loader Garbage Truck Manoeuvres on Lot A
91 Eglinton Avenue East - Updated Site Plan Memo



Source: RZ-05 - GROUND FLOOR PLAN.dwg, from DIALOG, received January 28, 2020



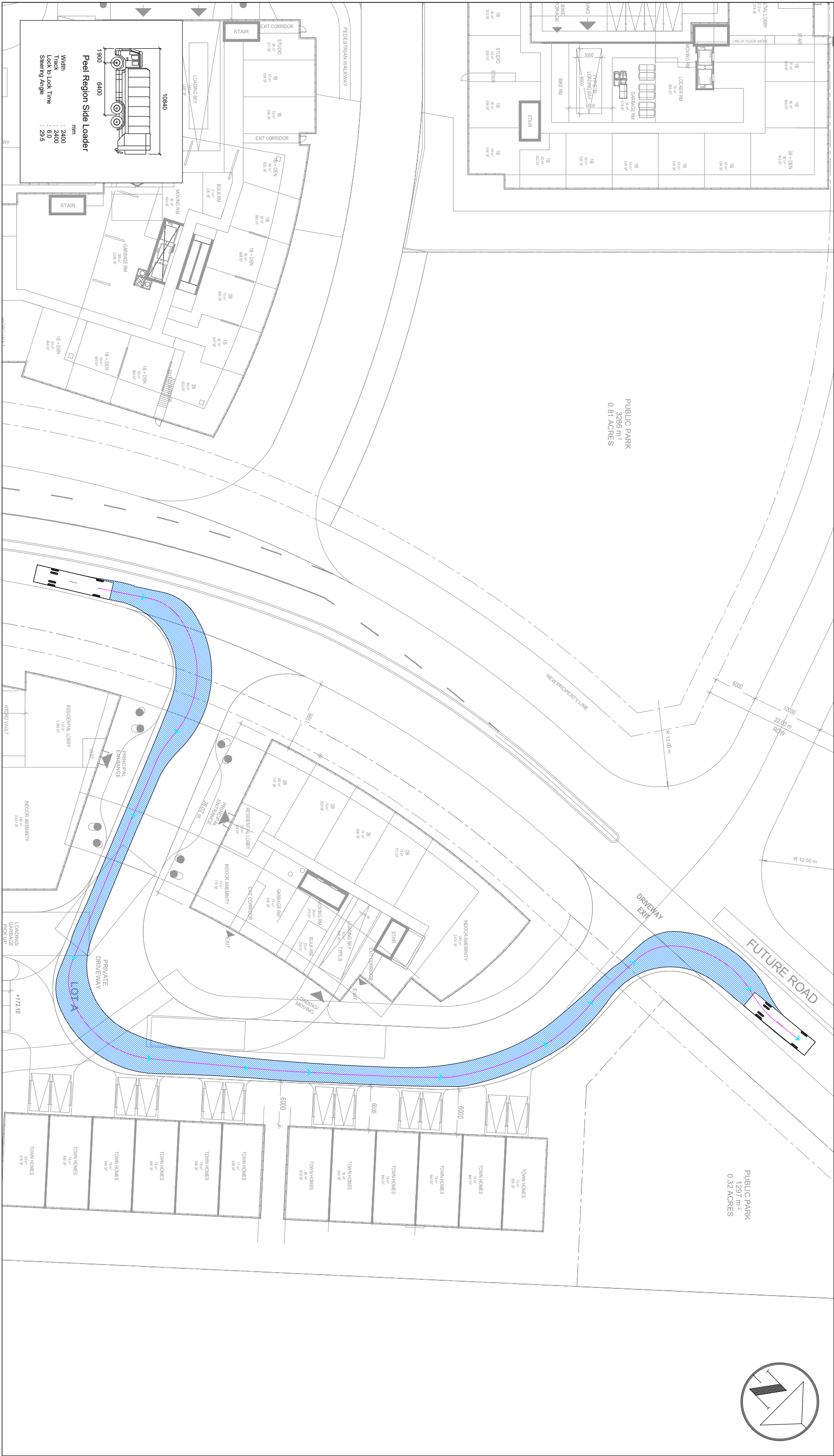
Figure 6
Front Loader Garbage Truck Manoeuvres on Lot B
91 Eglinton Avenue East - Updated Site Plan Memo



Source: RZ-05 - GROUND FLOOR PLAN.dwg, from DIALOG, received January 28, 2020

Scale: 1:400

Figure 7
Front Loader Garbage Truck Manoeuvres on Lot C
91 Eglinton Avenue East - Updated Site Plan Memo



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Figure 8
Side Loader Garbage Truck Manoeuvres on Lot A
91 Eglinton Avenue East - Updated Site Plan Memo



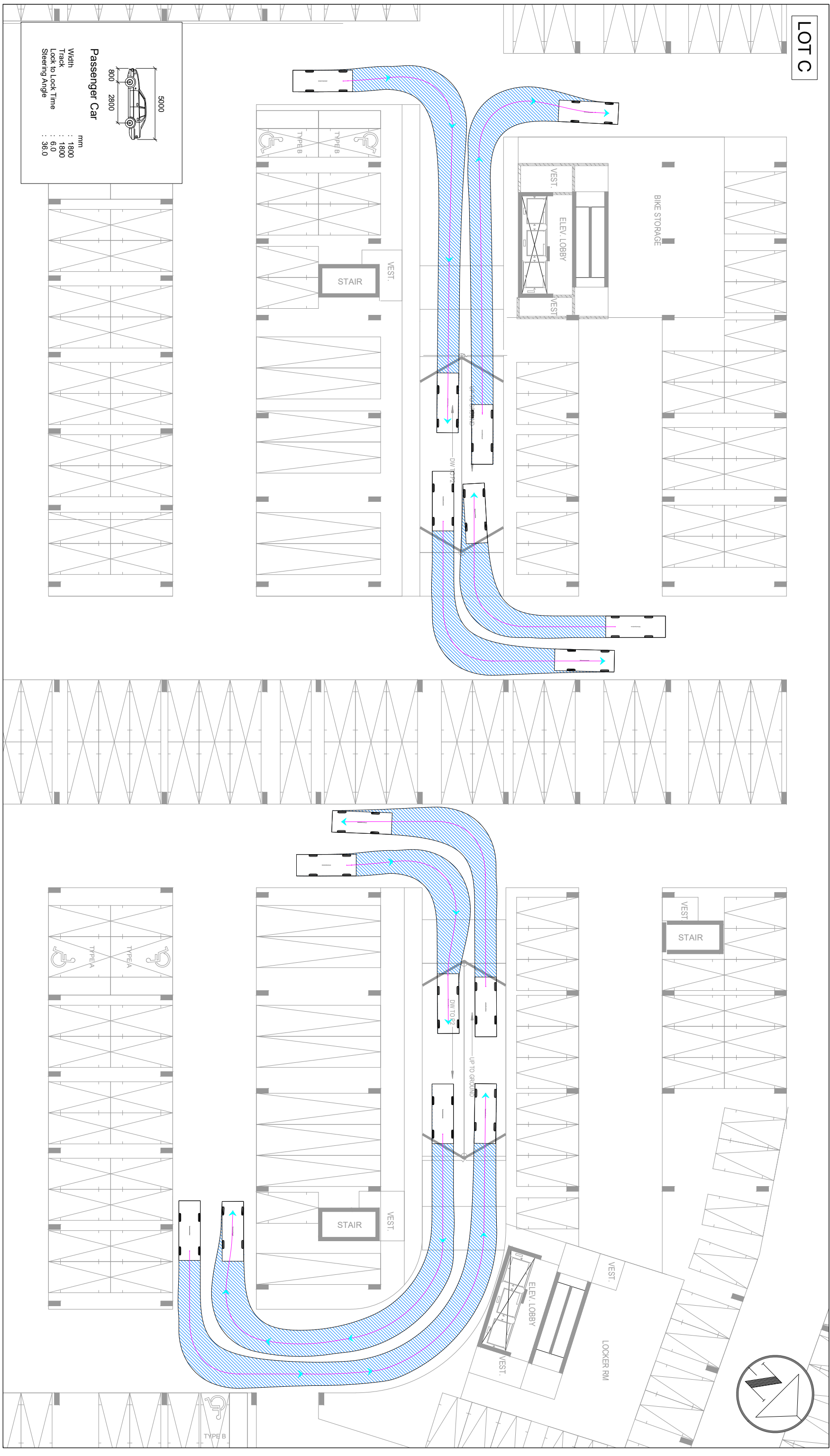
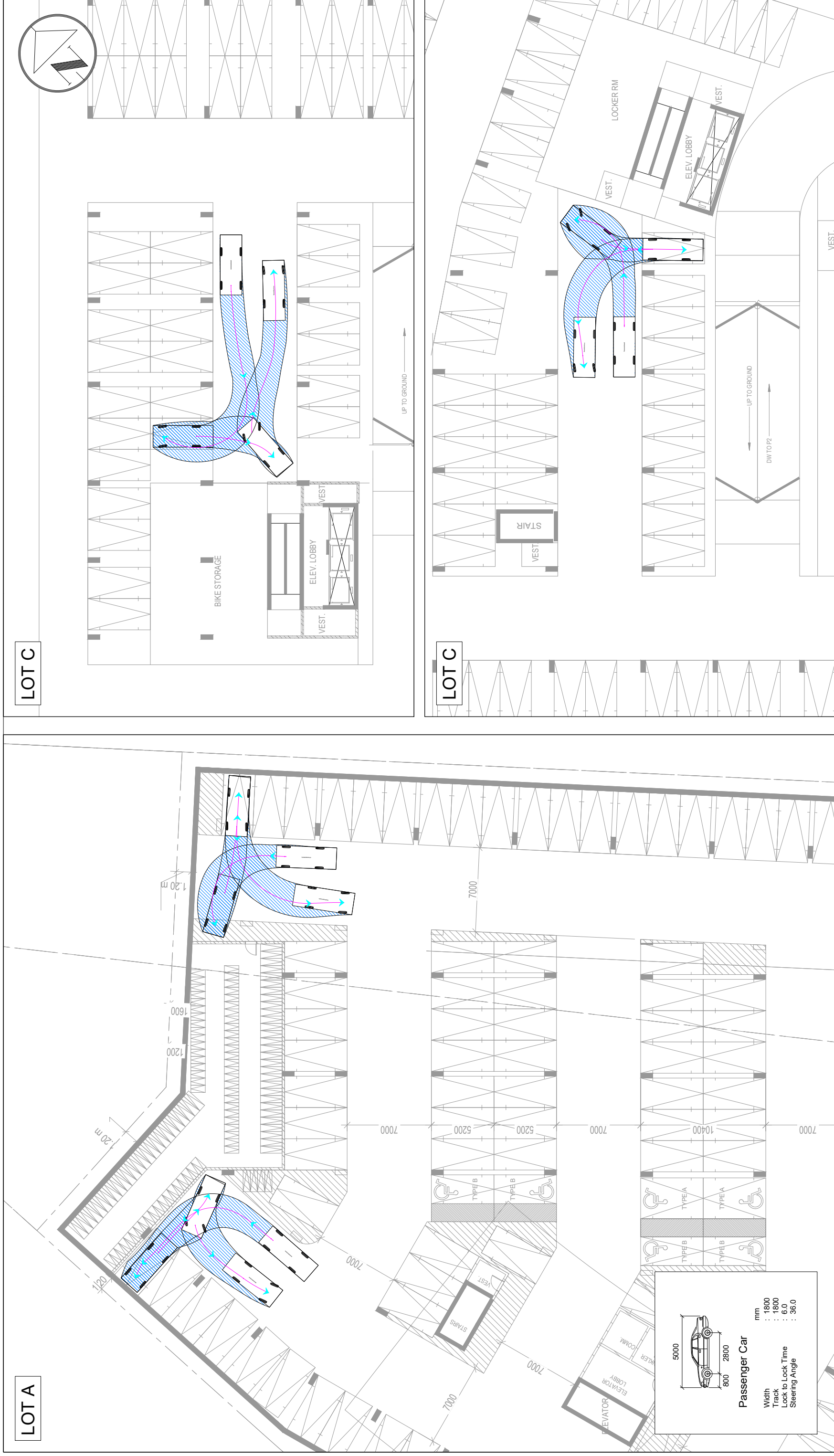


Figure 10
Passenger Car Circulation in the Level P1 Floor of Lot C
91 Eglinton Avenue East - Updated Site Plan Memo



Source: RZ-04 - LEVEL P1 FLOOR PLAN.dwg, from DIALOG, received January 28, 2020

Scale: 1:300

Figure 11
Passenger Car Manoeuvres on Critical Parking Spaces
91 Eglinton Avenue East - Updated Site Plan Memo

LEGEND

Multi-Use Path

Sidewalk

Pedestrian Friendly Space

1

Pedestrian Crossover Sign
(Ra-5R and Ra-5L)
with Stop for Pedestrians
Tab (Ra-4t)

2

Pedestrian Crossover
Ahead Sign
(Wc-27R/Wc-27L)

3

Stop Sign
(Ra-01)

4

30 km/h Speed Limit Sign
(Rb-01)

5

Slow Watch For Turning
Vehicles Sign

6

Bicycle Trail Crossing
Side Street Sign
(Wc-44 R/L)

7

Yield to Pedestrian Sign
(Rb-73)

8

One Way Sign
(Rb-21)

9

Keep Right Sign
(Rb-25)

10

Object Marker Sign
(Wa-33L)

The site plan illustrates the proposed pedestrian infrastructure for 91 Eglinton Avenue East. Key features include:

- Multi-Use Path (Pink):** A continuous path running along the western and southern boundaries of the site.
- Sidewalks (Orange):** Sidewalks are shown along the northern and eastern boundaries, as well as along the internal driveway.
- Pedestrian Friendly Spaces (Blue):** These are located at various points along the sidewalks and the multi-use path, particularly near building entrances and intersections.
- Signage:** Numbered callouts (1-10) indicate the placement of specific signs: 1. Pedestrian Crossover Sign with Stop for Pedestrians Tab; 2. Pedestrian Crossover Ahead Sign; 3. Stop Sign; 4. 30 km/h Speed Limit Sign; 5. Slow Watch For Turning Vehicles Sign; 6. Bicycle Trail Crossing Side Street Sign; 7. Yield to Pedestrian Sign; 8. One Way Sign; 9. Keep Right Sign; 10. Object Marker Sign.
- Other Features:** The plan shows existing and proposed buildings, parking areas, and internal roads like 'PRIVATE DRIVEWAY' and 'THORNWOOD DRIVE'.

Source: 18-132-Hardscape.dwg, from Studio TLA, received February 03, 2020

Scale: 1:900

Figure 13
Site Pedestrian Facilities with Pavement Marking and Signage
91 Eglinton Avenue East - Updated Site Plan Memo

181-02747_Site Plan Review_2020203.dwg_PMSIP (2)

Modified: 2/4/2020 8:59 AM By: paulo israel

Plot Date: 2020/02/04

APPENDIX

A

UPDATED SITE
PLAN

METRIC

THIS DATA IS SCOPED/REPORTED AND MAY NOT BE USED
REPORTED ON OR WITH OTHER ANTITRUST INFORMATION
ALL ORIGINALLY AND EXCLUSIVELY IN LOSS OF REVENUE NOTED
VARIABLE DIMENSIONAL
DO NOT SCALE THE GRAPHING
REPORT RECOGNITION AND AGREEMENT TO THE CONSENT, FIRST
FOR A LIMITED TIME BEFORE CONSIDERING WITH THE WORK

DEALING WITH THE CHALLENGE OF DOCUMENTATION
THESE DOCUMENTS ARE NOT TO BE USED TO BE SUBJECT TO
CONSENT IN THE CONSENTATION FROM WITH

RZ-02

APPENDIX

B

ALL-WAY STOP
CONTROL
WARRANT
ANALYSIS

All-Way Stop Warrant
(Minor Roads)

of legs in the Intersection ("3" or "4"): 4

Peak Hour	Eastbound Approach			Northbound Approach			Westbound Approach			Southbound Approach		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
9:00	51	12	82	54	49	11	83	40	13	8	172	6

All way Stop Warrant (Minor Roads)

Conditions	
1.	Vehicles > 350 on all intersection approaches
2.	Volume split 75/25 (3-way) or 65/35 (4-way)

Intersection:	<u>Thornwood Drive at Armdale Road</u>
Scenario:	2028 Total AM

Peak Hour	Total Vehicles	Volume Split
900	581	48.36%
Met Conditions?	YES	YES

All-way Stop Justified?	YES
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**All-Way Stop Warrant
(Minor Roads)**

# of legs in the Intersection ("3" or "4"):	4
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Peak Hour	Eastbound Approach			Northbound Approach			Westbound Approach			Southbound Approach		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
18:00	15	47	68	251	83	48	70	16	4	24	136	19

All way Stop Warrant (Minor Roads)

Conditions	
1.	Vehicles > 350 on all intersection approaches
2.	Volume split 75/25 (3-way) or 65/35 (4-way)

Intersection:	Thornwood Drive at Armdale Road
Scenario:	2028 Total PM

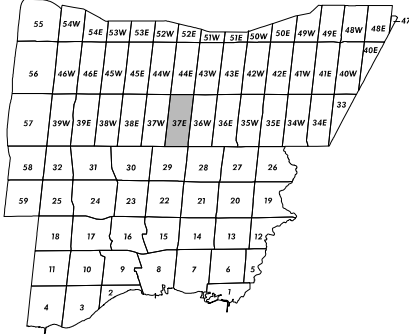
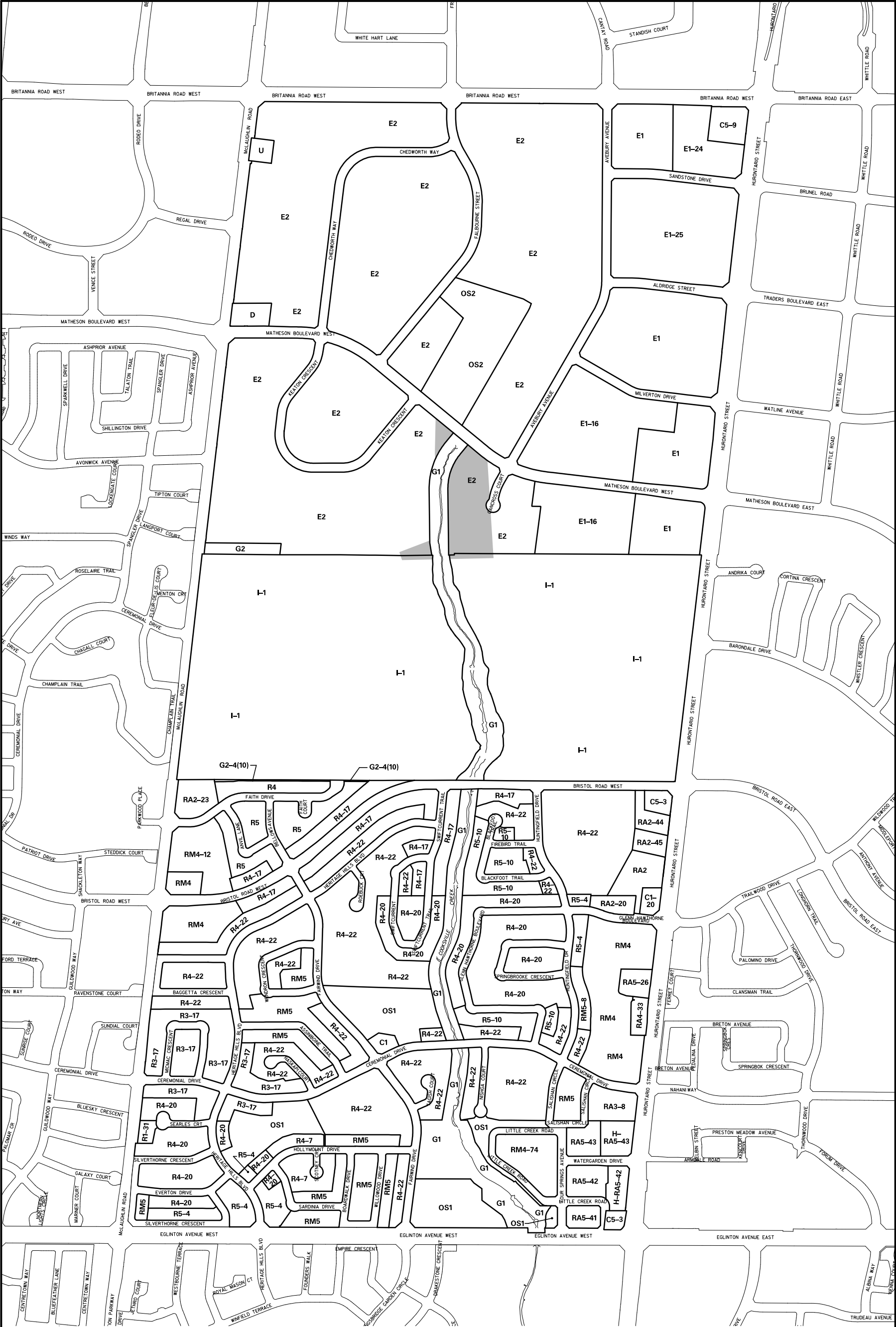
Peak Hour	Total Vehicles	Volume Split
18:00	781	28.17%
Met Conditions?	YES	NO

All-way Stop Justified?	NO
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APPENDIX

C

*MISSISSAUGA
ZONING BY-
LAW 0225-2007,
EXCEPTION
RA5-42 AND
RA5-44*

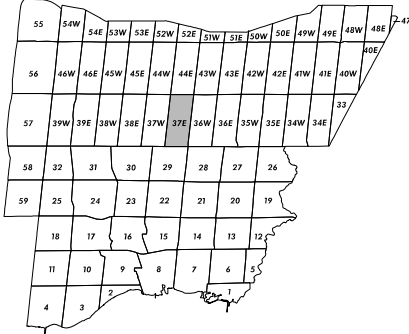
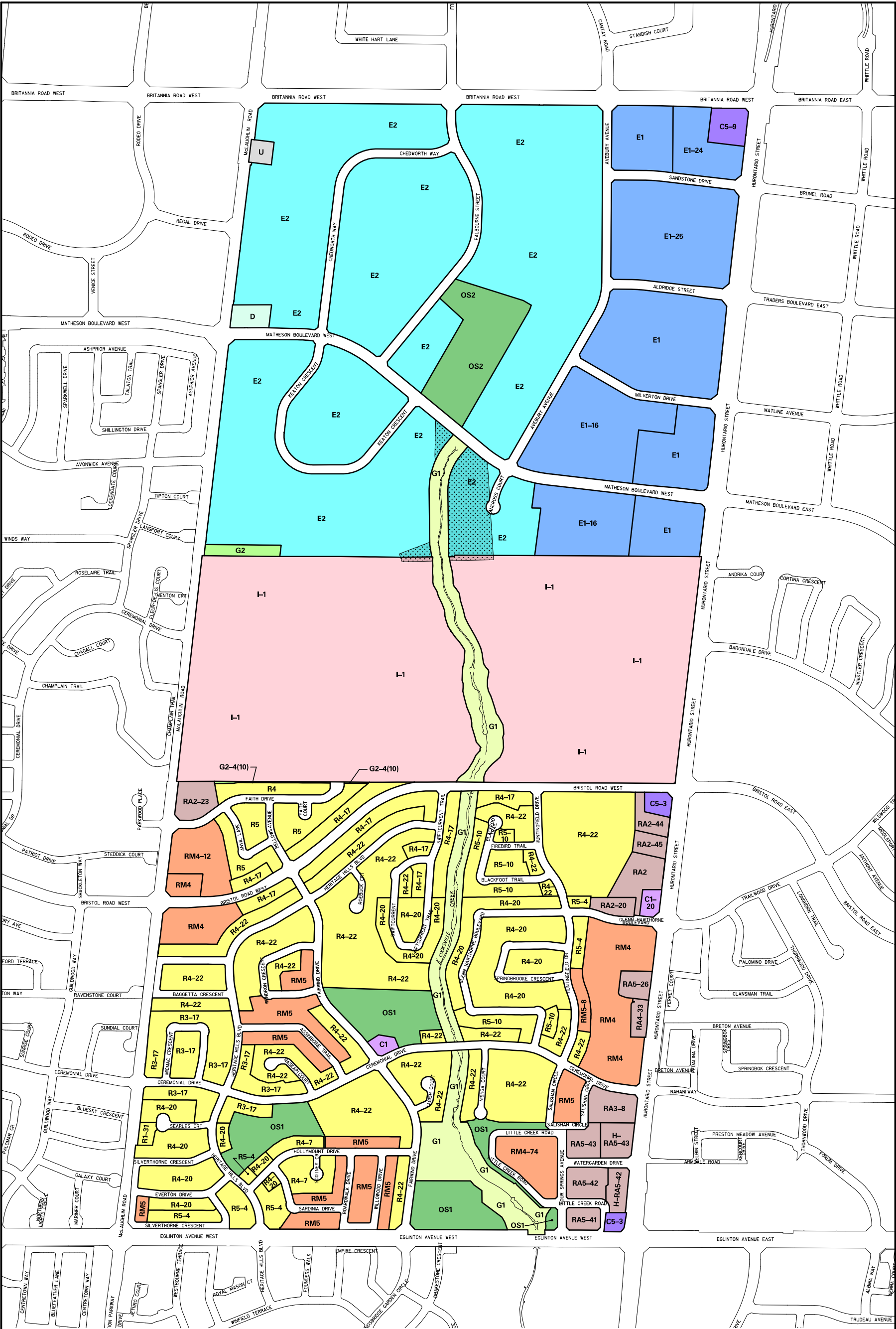


Greenlands Overlay

Zoning Notation Example:
R4-12 = R4-Exception 12

Zoning Map 37E

Schedule "B" To
By-law No. 0225-2007
Revised: 2017 December 31



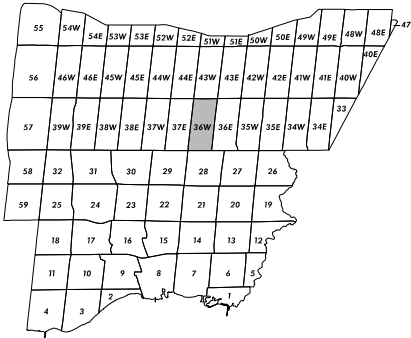
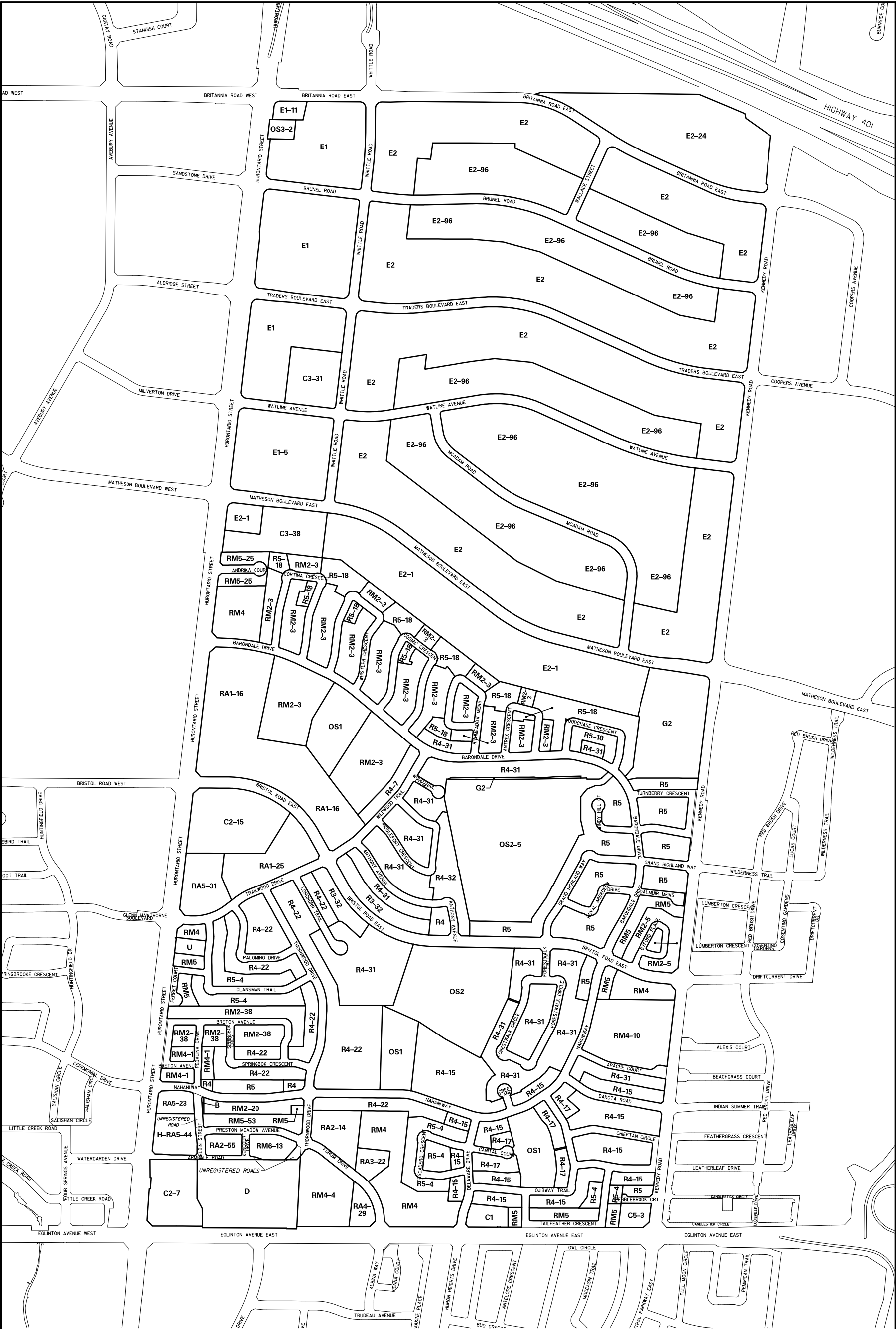
Greenlands Overlay

Zoning Notation Example:
R4-12 = R4-Exception 12

**Zoning
Map 37E**

Schedule "B" To
By-law No. 0225-2007

Revised: 2017 December 31



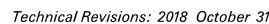
Greenlands Overlay

Zoning Notation Example:
R4-12 = R4-Exception 12

Zoning Map 36W

Schedule "B" To
By-law No. 0225-2007

Revised: 2018 April 30



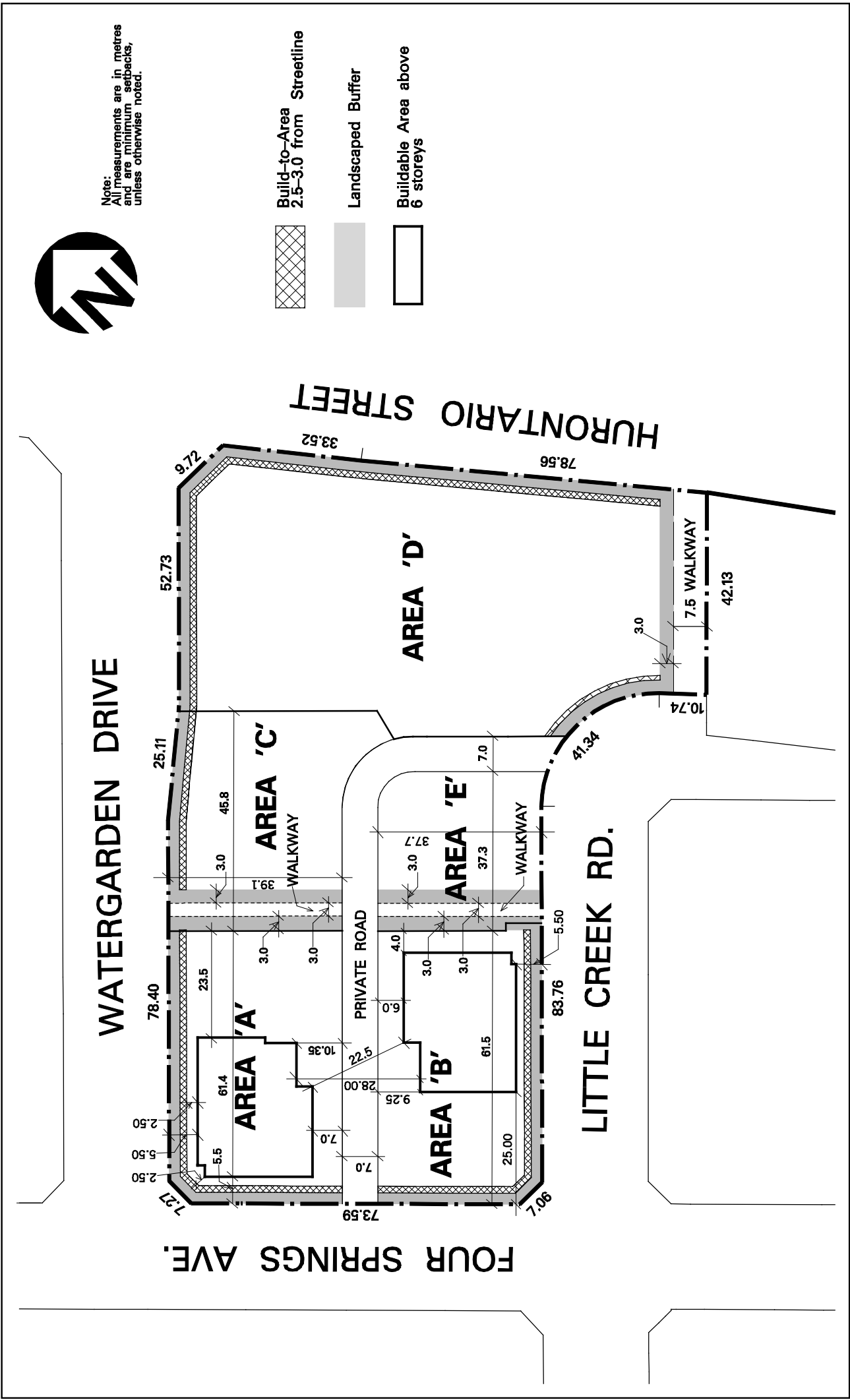
4.15.6.42	Exception: RA5-42	Map # 37E	By-law: 0275-2012, 0243-2014, 0174-2017						
In a RA5-42 zone the permitted uses and applicable regulations shall be as specified for a RA5 zone except that the following uses/regulations shall apply:									
Additional Permitted Uses									
4.15.6.42.1	(1) Office (2) Medical Office - Restricted (3) Retail Store (4) Financial Institution (5) Restaurant (6) Take-out Restaurant (7) Personal Service Establishment								
Regulations									
4.15.6.42.2	The provisions of Lines 1.0 and 3.0 contained in Table 2.1.2.1.1, Subsection 2.1.14, Subsection 4.1.15 and Lines 13.6, 15.4, 15.5 and 15.6 contained in Table 4.15.1 of this By-law shall not apply								
4.15.6.42.3	For the purposes of this By-law, all lands zoned RA5-42 shall be considered one lot								
4.15.6.42.4	Maximum number of dwelling units on all lands zoned RA5-42		1 121						
4.15.6.42.5	The uses contained in Sentence 4.15.6.42.1 shall only be located within a building, structure or part thereof, used for an apartment, long-term care building, retirement building , or any combination thereof								
4.15.6.42.6	Minimum total gross floor area - non-residential used for uses identified in Sentence 4.15.6.42.1, in Areas 'C' and 'D' identified on Schedule RA5-42 of this Exception shall comply with the following: <table><tr><td>Area</td><td>Minimum Gross Floor Area - Non-Residential</td></tr><tr><td>C</td><td>2 000 m²</td></tr><tr><td>D</td><td>4 000 m²</td></tr></table>			Area	Minimum Gross Floor Area - Non-Residential	C	2 000 m ²	D	4 000 m ²
Area	Minimum Gross Floor Area - Non-Residential								
C	2 000 m ²								
D	4 000 m ²								
4.15.6.42.7	Maximum total gross floor area - non-residential used for uses identified in Sentence 4.15.6.42.1, on all lands zoned RA5-42		15 000 m ²						
4.15.6.42.8	Office and medical office - restricted shall not be permitted above the fifth storey								
4.15.6.42.9	Retail store, financial institution, restaurant, take-out restaurant , and personal service establishment shall not be permitted above the second storey								
4.15.6.42.10	Apartment dwelling units shall not be permitted on the first storey of buildings located within Areas 'C' and 'D' identified on Schedule RA5-42 of this Exception								
4.15.6.42.11	Indoor amenity areas accessory to an apartment, long-term care building or retirement building , shall not be permitted on the first storey within 10.0 m of the lot lines for the portions of Areas 'C' and 'D' abutting Watergarden Drive and Hurontario Street identified on Schedule RA5-42 of this Exception								
4.15.6.42.12	Minimum floor space index - apartment zone within each of Areas 'A', 'B', 'C' and 'D' identified on Schedule RA5-42 of this Exception		2.9						
4.15.6.42.13	Maximum floor space index - apartment zone on all lands zoned RA5-42		7.11						

Exception RA5-42 continued on next page

4.15.6.42	Exception: RA5-42	Map # 37E	By-law: 0275-2012, 0243-2014, 0174-2017																									
Exception RA5-42 continued from previous page																												
4.15.6.42.14	Minimum and maximum building height and height of a podium of all buildings and structures in Areas 'A', 'B', 'C' and 'D' identified on Schedule RA5-42 of this Exception shall comply with the following:																											
	<table><tr><th>Area</th><th>Minimum Building Height</th><th>Maximum Building Height</th><th>Minimum Height of a Podium</th><th>Maximum Height of a Podium</th></tr><tr><td>A</td><td>5 storeys</td><td>23 storeys</td><td>2 storeys</td><td>4 storeys</td></tr><tr><td>B</td><td>5 storeys</td><td>26 storeys</td><td>2 storeys</td><td>4 storeys</td></tr><tr><td>C</td><td>3 storeys</td><td>5 storeys</td><td>3 storeys</td><td>5 storeys</td></tr><tr><td>D</td><td>10 storeys</td><td>34 storeys</td><td>3 storeys</td><td>6 storeys</td></tr></table>	Area	Minimum Building Height	Maximum Building Height	Minimum Height of a Podium	Maximum Height of a Podium	A	5 storeys	23 storeys	2 storeys	4 storeys	B	5 storeys	26 storeys	2 storeys	4 storeys	C	3 storeys	5 storeys	3 storeys	5 storeys	D	10 storeys	34 storeys	3 storeys	6 storeys		
Area	Minimum Building Height	Maximum Building Height	Minimum Height of a Podium	Maximum Height of a Podium																								
A	5 storeys	23 storeys	2 storeys	4 storeys																								
B	5 storeys	26 storeys	2 storeys	4 storeys																								
C	3 storeys	5 storeys	3 storeys	5 storeys																								
D	10 storeys	34 storeys	3 storeys	6 storeys																								
4.15.6.42.15	Minimum setback from the exterior face of a podium to a building, structure or part thereof, located above the podium within Area 'C' identified on Schedule RA5-42		2.5 m																									
4.15.6.42.16	Where the height of a podium exceeds four storeys , minimum setback from the fourth storey of the exterior face of a podium to the fifth and/or sixth storeys of the exterior face of a podium		2.5 m																									
4.15.6.42.17	Minimum setback of a podium to a private road identified on Schedule RA5-42 of this Exception		3.0 m																									
4.15.6.42.18	Notwithstanding Sentence 4.15.6.42.17, a raised enclosed walkway may be located above a private road between Area 'A' and Area 'B' identified on Schedule RA5-42 of this Exception																											
4.15.6.42.19	Minimum setback from a parking structure completely below finished grade to a street line		0.0 m																									
4.15.6.42.20	Maximum length of a streetwall that may be set back beyond the build-to-area up to a maximum of 7.5 m		20%																									
4.15.6.42.21	Maximum length of a streetwall that may be set back beyond the build-to-area		5%																									
4.15.6.42.22	An at-grade driveway, aisle, parking area or loading space shall not be permitted between a wall of a building, structure or part thereof, and the lot line abutting a street																											
4.15.6.42.23	Minimum setback from a surface parking space to Hurontario Street		25.0 m																									
4.15.6.42.24	Minimum number of resident parking spaces per one-bedroom and two-bedroom condominium apartment dwelling unit		1.1																									
4.15.6.42.25	Minimum number of resident parking spaces per three-bedroom condominium apartment dwelling unit		1.2																									
4.15.6.42.26	Minimum number of visitor parking spaces per condominium apartment dwelling unit		0.15																									
4.15.6.42.27	For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following: the greater of 0.15 visitor spaces per unit or Parking required for all non-residential uses , except restaurant and take-out restaurant Restaurant and take-out restaurant 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																											

Exception RA5-42 continued on next page

4.15.6.42	Exception: RA5-42	Map # 37E	By-law: 0275-2012, 0243-2014, 0174-2017
Exception RA5-42 continued from previous page			
4.15.6.42.28	Minimum number of parking spaces per 100 m ² gross floor area - non-residential for office, medical office - restricted, retail store, financial institution, and personal service establishment		4.3
4.15.6.42.29	Minimum landscaped area		25% of lot area
4.15.6.42.30	The lands identified as Area 'E' on Schedule RA5-42 of this Exception shall only be used for landscaped area and/or amenity area		
4.15.6.42.31	Main front entrances shall face a street		
4.15.6.42.32	Minimum above grade separation between buildings for that portion of the building above six storeys except as identified on Schedule RA5-42 of this Exception		28.0 m
4.15.6.42.33	Notwithstanding the location and setbacks of the tower component of the development as identified on Schedule RA5-42 of this Exception, the maximum projection of a balcony from the exterior wall of a tower		1.75 m
4.15.6.42.34	Maximum projection of a canopy from the exterior building wall of a podium		2.5 m
4.15.6.42.35	Maximum projection of architectural elements, fins and cornices from the exterior building wall		1.75 m
4.15.6.42.36	"Podium" means the base of a building, structure or part thereof located at or above established grade , that projects from the tower portion of the building		
4.15.6.42.37	"Height of a Podium" means the vertical distance between the established grade and the highest point of the roof surface of the podium		
4.15.6.42.38	All site development plans shall comply with Schedule RA5-42 of this Exception		
Holding Provision			
<p>The holding symbol H is to be removed from the whole or any part of the lands zoned H-RA5-42 by further amendment to Map 37E of Schedule B contained in Part 13 of this By-law, as amended, upon satisfaction of the following requirements:</p> <p>(1) the identification of all land requirements in relation to the lands zoned H-RA5-42 for the development of Light Rapid Transit along Hurontario Street, to the satisfaction of the City of Mississauga, provided that such land requirements shall be determined by the City of Mississauga in accordance with the completed and approved Environmental Assessment, through the Transit Project Assessment Process for the Hurontario Light Rapid Transit Project and the corresponding amendment(s) to the official plan is implemented and in full force on or before June 30, 2015; and</p> <p>(2) if the land requirements are not identified on or before June 30, 2015 as set out in Paragraph (1), then, an application may be made to remove the holding "H" symbol from the lands zoned H-RA5-42.</p>			



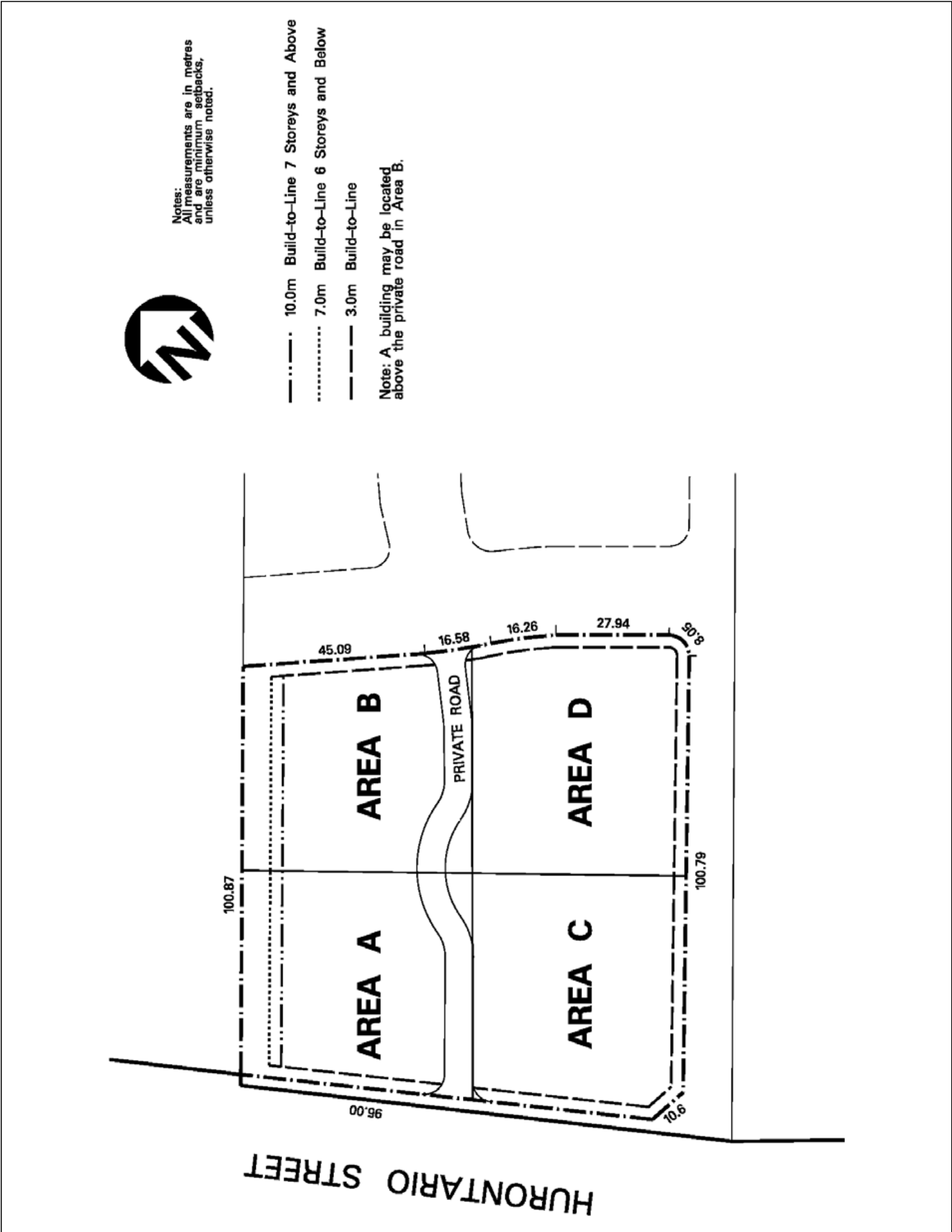
4.15.6.44	Exception: RA5-44	Map # 36W	By-law: 0088-2013/OMB Order 2013 November 18, 0174-2017																									
In a RA5-44 zone the permitted uses and applicable regulations shall be as specified for a RA5 zone except that the following uses /regulations shall apply:																												
Additional Permitted Uses																												
4.15.6.44.1	(1) Office (2) Medical Office - Restricted (3) Retail Store (4) Financial Institution (5) Restaurant (6) Take-out Restaurant (7) Personal Service Establishment																											
Regulations																												
4.15.6.44.2	The provisions of Lines 1.0 and 3.0 in Table 2.1.2.1.1 contained in Article 2.1.2.1, Subsection 2.1.14 and Article 4.1.15.1 of this By-law shall not apply																											
4.15.6.44.3	For the purposes of this By-law, all lands zoned RA5-44 shall be considered one lot																											
4.15.6.44.4	Maximum number of dwelling units on all lands zoned RA5-44		1 077																									
4.15.6.44.5	The uses contained in Sentence 4.15.6.44.1 shall only be located within a building, structure or part thereof used for an apartment, long-term care building, retirement building , or any combination thereof																											
4.15.6.44.6	Minimum total gross floor area - non-residential used for uses identified in Sentence 4.15.6.44.1, on all lands zoned RA5-44		2 750 m ²																									
4.15.6.44.7	Maximum total gross floor area - non-residential used for uses identified in Sentence 4.15.6.44.1, on all lands zoned RA5-44		6 300 m ²																									
4.15.6.44.8	Uses contained in Clauses 4.15.6.44.1(1) and 4.15.6.44.1(2) shall not be permitted above the third storey																											
4.15.6.44.9	Uses contained in Clauses 4.15.6.44.1(3) to 4.15.6.42.1(7) shall not be permitted above the second storey																											
4.15.6.44.10	The lot line abutting Hurontario Street shall be deemed to be the front lot line																											
4.15.6.44.11	Apartment dwelling units shall not be permitted on the first storey																											
4.15.6.44.12	Indoor amenity areas accessory to an apartment, long-term care building or retirement building , shall not be permitted on the first storey within 10.0 m of the lot line abutting Hurontario Street																											
4.15.6.44.13	Minimum floor space index - apartment zone on all lands zoned RA5-44		2.9																									
4.15.6.44.14	Maximum floor space index - apartment zone on all lands zoned RA5-44		6.13																									
4.15.6.44.15	Minimum and maximum building height and height of a podium of all buildings and structures in Areas 'A' to 'D' identified on Schedule RA5-44 of this Exception shall comply with the following: <table><tr><td>Area</td><td>Minimum Building Height</td><td>Maximum Building Height</td><td>Minimum Height of a Podium</td><td>Maximum Height of a Podium</td></tr><tr><td>A</td><td>6 storeys</td><td>30 storeys</td><td>3 storeys</td><td>6 storeys</td></tr><tr><td>B</td><td></td><td></td><td>3 storeys</td><td>6 storeys</td></tr><tr><td>C</td><td>6 storeys</td><td>27 storeys</td><td>3 storeys</td><td>6 storeys</td></tr><tr><td>D</td><td>6 storeys</td><td>21 storeys</td><td>3 storeys</td><td>6 storeys</td></tr></table>			Area	Minimum Building Height	Maximum Building Height	Minimum Height of a Podium	Maximum Height of a Podium	A	6 storeys	30 storeys	3 storeys	6 storeys	B			3 storeys	6 storeys	C	6 storeys	27 storeys	3 storeys	6 storeys	D	6 storeys	21 storeys	3 storeys	6 storeys
Area	Minimum Building Height	Maximum Building Height	Minimum Height of a Podium	Maximum Height of a Podium																								
A	6 storeys	30 storeys	3 storeys	6 storeys																								
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Exception RA5-44 continued on next page

4.15.6.44	Exception: RA5-44	Map # 36W	By-law: 0088-2013/OMB Order 2013 November 18, 0174-2017
Exception RA5-44 continued from previous page			
4.15.6.44.16	A building or structure shall be located at the applicable build-to-line identified on Schedule RA5-44 of this Exception		
4.15.6.44.17	Notwithstanding the provisions of Sentence 4.15.6.44.16, a maximum of 20% of the length of a streetwall may be set back beyond the applicable build-to-line identified on Schedule RA5-44 of this Exception, up to a maximum of 7.5 m		
4.15.6.44.18	Notwithstanding the provisions of Sentences 4.15.6.44.16 and 4.15.6.44.17, a maximum of 5% of the length of a streetwall may be set back beyond the applicable build-to-line identified on Schedule RA5-44 of this Exception		
4.15.6.44.19	Minimum setback from the exterior face of a podium to a building, structure or part thereof, located above the podium	2.5 m	
4.15.6.44.20	Where the height of the podium exceeds four storeys , minimum setback from the fourth storey of the exterior face of a podium to the fifth and/or sixth storeys of the exterior face of a podium	2.5 m	
4.15.6.44.21	Main front entrances shall face a street		
4.15.6.44.22	Minimum above grade separation between buildings for that portion of the building above six storeys	28.0 m	
4.15.6.44.23	Minimum setback from a parking structure completely below finished grade to any lot line	0.0 m	
4.15.6.44.24	Minimum vertical depth	1.0 m	
4.15.6.44.25	An at grade driveway, aisle, parking area or loading space shall not be permitted between a wall of a building or structure , or part thereof and the lot line abutting a street		
4.15.6.44.26	Minimum setback from a surface parking space to Hurontario Street	25.0 m	
4.15.6.44.27	Minimum number of resident parking spaces per one-bedroom and two-bedroom condominium apartment dwelling unit	1.1	
4.15.6.44.28	Minimum number of resident parking spaces per three-bedroom condominium apartment dwelling unit	1.2	
4.15.6.44.29	Minimum number of visitor parking spaces per condominium apartment dwelling unit	0.15	
4.15.6.44.30	For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following: the greater of 0.15 visitor spaces per unit or Parking required for all non-residential uses , except restaurant and take-out restaurant Restaurant and take-out restaurant 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		
4.15.6.44.31	Minimum number of parking spaces per 100 m ² gross floor area - non-residential for uses identified in Sentence 4.15.6.44.1, except Clauses 4.15.6.44.1(5) and 4.15.6.44.1(6)	4.3	
4.15.6.44.32	Minimum landscaped area	25% of lot area	

Exception RA5-44 continued on next page

4.15.6.44	Exception: RA5-44	Map # 36W	By-law: 0088-2013/OMB Order 2013 November 18, 0174-2017
Exception RA5-44 continued from previous page			
4.15.6.44.33	Minimum depth of a landscaped buffer abutting a lot line unless otherwise identified on Schedule RA5-44 of this Exception		3.0 m
4.15.6.44.34	"Podium" means the base of a building or structure located at or above established grade , that projects from the building		
4.15.6.44.35	"Height of a Podium" means the vertical distance between the established grade and the highest point of the roof surface of the podium		
4.15.6.44.36	"Vertical Depth" means the distance between the finished grade level of the lands measured to the top of the roof membrane of a below grade parking structure		
4.15.6.44.37	All site development plans shall comply with Schedule RA5-44 of this Exception		
Holding Provision			
<p>The holding symbol H is to be removed from the whole or any part of the lands zoned H-RA5-44 by further amendment to Map 36W of Schedule B contained in Part 13 of this By-law, as amended, upon satisfaction of the following requirements:</p> <p>(1) the identification of all land requirements in relation to the lands zoned H-RA5-44 for the development of Light Rapid Transit along Hurontario Street, to the satisfaction of the City of Mississauga, provided that such land requirements shall be determined by the City of Mississauga in accordance with the completed and approved Environmental Assessment, through the Transit Project Assessment Process for the Hurontario Light Rapid Transit Project and the corresponding amendment(s) to the official plan is implemented and in full force on or before June 30, 2015;</p> <p>(2) if the land requirements are not identified on or before June 30, 2015 as set out in Paragraph (1), then, and subject to the conditions in paragraph (3) below also being satisfied, an application may be made to remove the holding "H" symbol from the lands zoned H-RA5-44; and</p> <p>(3) confirmation that requirements for municipal servicing (i.e. water and sanitary) have been met to the satisfaction of the Region of Peel.</p>			



Schedule RA5-44
Map 36W