

PLANNING JUSTIFICATION REPORT

IN SUPPORT OF

OFFICIAL PLAN AMENDMENT, ZONING BY-LAW AMENDMENT & DRAFT PLAN OF SUBDIVISION APPLICATIONS

91 Eglinton Avenue East, 131 Eglinton Avenue East and 5055 Hurontario Street

City of Mississauga

91 Eglinton Limited Partnership
June 2019 (Resubmission #1)
GSAI File #1179-001

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Planning Justification Report

**Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision
91 Eglinton Avenue East and 5055 Hurontario Street,
City of Mississauga**

1.0 Introduction

Glen Schnarr & Associates Inc. has been retained by 91 Eglinton Limited Partnership to assist in obtaining the necessary planning approvals to permit the development of the lands municipally addressed as 91 Eglinton Avenue East, 131 Eglinton Avenue East and 5055 Hurontario Street in the City of Mississauga (herein referred to as the “subject lands.”). The subject lands are located on the north side of Eglinton Avenue East and east of Hurontario Street in the City of Mississauga, Regional Municipality of Peel. (*See Figure 1 – Aerial Context*).

This proposal contemplates the addition of five residential podium-style condominium buildings with commercial uses at grade along with three blocks of three-storey townhouse units, private and public amenity spaces, a one-storey common amenity area building, underground parking and landscaped areas, walkways and other features (the “proposed development”).

Vehicular and pedestrian access is proposed from Eglinton Avenue, through the future “Thornwood Drive” (depicted on Site Plan as Future Thornwood Drive) which extends north-south through the subject lands and future Armdale Road, which runs east-west through the subject lands (depicted on the Site Plan as “Future Armdale Road”). These public roads will provide access to the internal condominium roads while facilitating the City’s objective of creating a finer-grained public street network.

The proposed development provides for contiguous sidewalks providing opportunities for cyclists and pedestrian foot traffic. At the westerly edge of the subject lands, a multi-use path is proposed. A public park is proposed to be situated along on the frontage of the Armdale Road extension between Towers D and E.

The proposed development will be constructed over four phases. The proposed development will revitalize the subject lands and further capitalize on an otherwise underutilized property with high density residential development located in a Major Node while incorporating design features which appropriately respond to the existing fabric of the surrounding neighbourhood’s built form while providing appropriate transition.

The purpose of this Planning Justification Report (the “Report”) is to outline the technical details of the proposed development and to evaluate the proposed Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision applications (the “proposed Amendments”) consistency with the Provincial Policy Statement and conformity with the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the City of Mississauga Official Plan and City of Mississauga Zoning By-law 0225-2007.

1.1 Executive Summary

This Report reviews the proposed development of the subject lands in the context of the planning framework expressed in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the City of Mississauga Official Plan.

This Report considers the ways in which the existing City of Mississauga Official Plan designation applicable to the subject lands relates to the planning framework established in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan. The Report demonstrates that an Official Plan Amendment is required to facilitate the proposed height and density and to ensure that the City's Official Plan is consistent with and in conformity with Provincial and Regional Plans.

From a land use planning perspective, the proposed development is consistent with and supportive of policy directions promoting intensification of underutilized sites within built-up areas. The proposed development supports the objective of complete communities through providing residential intensification and commercial opportunities in an attractive and functional area for ease of access to business and various economic activities. The subject lands are located within the Uptown – Major Node Character Area in the City of Mississauga Official Plan.

From an urban design perspective, the proposed high-density residential towers and podiums along with the integration of the proposed townhouse units will fit with the existing character area and surrounding residential development both existing and planned. The provision of open space and thoughtful urban design strategies, including the treatment of internal roads (with proposed easements) to act as public roads, will contribute to the existing neighbourhoods inventory of publicly accessible open space and provide an animated pedestrian realm.

The proposed development conforms with the intention of the relevant governing policies and municipal direction. In order to permit for the proposed development, an amendment to the City of Mississauga Official Plan, Zoning By-law 0225-2007 and a Draft Plan of Subdivision will be required. It is our opinion that the proposed development represents good planning and is further evidenced as desirable development as per the technical studies undertaken in support of the development application.

1.2 Background Information

An initial Concept Plan as prepared by Dialog Architects was presented to City of Mississauga Staff at a Development Application Review Committee (DARC) Meeting on May 9, 2018. An initial submission was made to the City of Mississauga in October 2018. A further revision to the original submission, which included the site located immediately east municipally addressed as 131 Eglinton Avenue East, was made in January 2019. Since that time, the application (including consideration of a revised concept plan to include 131 Eglinton Avenue East) was heard at the March 4, 2019 Planning and Development Committee (PDC) meeting. This resubmission and Report include and consider the land addition.

At the PDC meeting, Ward 5 Councillor, Carolyn Parrish passed a resolution which directed Staff to consider the subject application(s) (OZ 18/016 and T-M 18005 W5) without the Belbin Street

extension requirement. At the appropriate time, likely during Condominium Registration, public access easements over the private roadway will be proposed as a condition of approval. A motion was then heard at the March 27th, 2019 City Council Meeting which directed staff to process the application without the extension of Belbin Street as a requirement.

2.0 Site Description and Surrounding Land Uses

2.1 Site Information

The subject lands are located approximately 175 metres east of the intersection of Hurontario Street and Eglinton Avenue East on the north side of Eglinton Avenue East, in the City of Mississauga. The subject lands are legally described as:

- PT LT 1 CON 1 EAST OF HURONTARIO STREET DES PT 3 PL 43R22278
- PT LT 1 CON 1 EHS TOR.TWP. AS IN 16398VS; SAVE AND EXCEPT PT 1 PL 43R-30022; MISSISSAUGA.
- PT LOT 1, CON 1 EHS, AS IN RO1065115, SAVE AND EXCEPT PT LOT 1, CON 1 EHS DES PT 1, 43R24516; MISSISSAUGA

The subject lands have a total gross site area of approximately 6.1 hectares (15.09 acres) with a frontage of approximately 251 metres on Eglinton Avenue East. The subject lands are vacant agricultural lands being actively farmed. (*see Figure 1 – Aerial Context plan*)

2.2 Immediate Surrounding Area

The adjacent land uses include:

North: The lands to the north have been approved by City Council for the development of 246 apartment units and 30 townhouse units. Portions of public roads have been constructed and a residential reserve block has been created to be developed in conjunction with the subject lands.

East: Beyond most easterly lot line (following the acquisition of 131 Eglinton Avenue East) are existing townhouses. Beyond the townhouses, on the north west corner of Forum Drive and Eglinton Avenue East, there is an existing apartment building.

South: South of Eglinton Ave East, include a vacant parcel of high-density residential lands, and a neighbourhood shopping centre consisting of a large format grocery store, various restaurants and other retail uses.

West: The property immediately to the west is a commercial plaza consisting of a Shoppers Drug Mart, LCBO and various restaurants and other retail uses which has frontage along the east side of Hurontario Street. On the west side of Hurontario Street, there is both existing and proposed high rise residential apartments with ground related employment and commercial. As we understand from the City Staff, these lands are subject to an Official Plan Amendment and Zoning By-law Application to permit residential towers up to 50 storeys.

2.3 Greater Surrounding Area

Surrounding land uses consists of a range of commercial uses and residential developments (*See Figure 2 – Neighbourhood Services Context Map*). Figure 2 demonstrates the range of retail, parks, schools, entertainment uses and services with 1.5 km of the subject lands. While the Figure doesn't identify all of the uses, it does illustrate that diversity of land uses within the neighbourhood.

The subject lands have frontage along a Major Road, Eglinton Avenue East, and are in proximity to a Major Road, Hurontario Street.

The immediate neighbourhood and surrounding areas are evolving with the introduction of more residential uses along major roads, transforming what was once a primarily low-rise commercial and low-rise residential area.

There are numerous apartment buildings along the Hurontario Street and Eglinton Avenue corridors. Some notable development applications for nearby properties that were submitted to the City are listed in the chart below illustrating the types of residential development and built form that are becoming more prevalent in the area.

Table 1: Nearby Developments

Address	Height (Storeys)	Units & Density	City File	Application Type(s)	Status
0 and 5044 Hurontario Street	38 to 50 storeys	2,095 units (6.99 & 8.23 FSI)	OZ OPA 18 11	Official Plan Amendment & Rezoning	In Process
0 Four Springs Avenue	15-34 storeys	468 units (5.1 FSI)	OZ/OPA 16 10	Rezoning	Approved
8 Nahani Way	33 storeys	404 units (5.07 FSI)	SP 17 144	Site Plan	Approved
75-55 Eglinton Avenue West	24 and 28 storeys	463 units (7.43 FSI)	OZ/OPA/7/25	Official Plan Amendment & Rezoning	Approved

The above noted active and approved development applications demonstrate that this area is in transition and higher densities and building heights are being proposed and approved in the neighbourhood.

2.4 Transportation Network & Connectivity

The subject lands are well serviced by bus transit routes within walking distance of the subject lands, that connect to rapid transit networks. The bus transit connections currently in place offer access to major transit stations such as the Square One Terminal (Major Hub-Anchor) and further, connections to Port Credit GO and Cooksville GO among other existing GO stations. The existing transit options are seen well established to accommodate future and current resident needs.

The future Hurontario LRT will provide significant connectivity opportunities to the proposed development and surrounding area.

The revised Transportation Study as prepared by WSP dated May 5, 2019 included with this application provides further detail.

3.0 Proposed Development

The following section provides an overview of the key elements and statistics with respect to the proposed development. (See Figure 3 – Master Plan)

Proposed Development Statistics	
<i>Site Statistics</i>	
Gross Site Area (total)	4.8 ha (11.93 ac)
Public Conveyances (Parks + Roads)	1.27 ha (3.16 ac)
Net Site Area (After Conveyances)	3.55 ha (8.77 ac)
<i>Proposed Development</i>	
Building Gross Floor Area	198,285.95m ² (2,134,332 sq.ft.)
Number of Residential Units (All Phases)	2,542 units <i>(combined over all Phases - towers and townhouses, no commercial occupying all “dual zone” units)</i> 2, 528 units <i>(combined all Phases - towers and townhouses, with commercial occupying all 14 “dual zone” units)</i>
Maximum Potential Commercial GFA	1, 066m ² (11, 474.33sq. ft.)
Range in Residential Height (Storeys)	2-45 storeys
Overall Floor Space Index (F.S.I)	5.58
Amenity Area (Total, Indoor)	7, 997.00m ² (86, 079.00 sq.ft.)
Amenity Area (Total, Outdoor)	3, 435.00m ² (36, 974.03 sq.ft.)
Amenity Area (Total Combined)	11, 432.00m ² (123, 053.03 sq ft)
Amenity Area (Total Ratio)	4.50m ² per unit
<i>Proposed Parking Ratios</i>	
per bachelor, residential condominium dwelling unit	0.8 per apartment dwelling unit
per one-bedroom residential condominium dwelling unit	0.9 per apartment dwelling unit
per two-bedroom residential condominium dwelling unit	1.0 per apartment dwelling unit
three-bedroom residential condominium dwelling unit	1.3 per apartment dwelling unit
Visitor parking spaces (Phase 1)	0.15 per apartment dwelling unit
Total Parking Provided (at grade and in underground structure)	2, 823

3.1 Vision

The proposed development contemplates the development of the lands located at 91 Eglinton Avenue East, 131 Eglinton Avenue East and 5055 Hurontario Street for residential condominium use as presented on the Master Plan Concept prepared by Dialog. The proposed development will

help to achieve the function of a Major Node and provide an increase in housing stock, along with a potential increase in commercial inventory through the provision of the 14 at grade units, should this be feasible from a market perspective. Using comprehensive design approaches and prioritizing the pedestrian, cycling and transit realms will further reinforce the intended function of a Major Node. The increase in residential density is seen to be supported by the characteristics and surrounding land uses readily available in the area as it exists today, and as it is planned to exist in the future. The development will contribute to the creation of complete and compact communities, as well as character area policies identified in the relevant municipal policy framework. The overall vision coincides with Provincial policies and city-wide initiatives for accommodating future growth in built-up areas, intensification along corridors and the renewal, and further regeneration of underutilized lands. Compliance with the relevant policies is discussed in section 4.0 of this report.

The proposed towers are situated around open space, a key amenity feature and appropriate multi-use connections to the surrounding area. The tallest buildings are situated along Eglinton Avenue East as per the vision of local area plans regarding streetscape and animation thereof. The vehicular and pedestrian access to Eglinton Avenue and Hurontario Street provide appropriate connections from the subject property to the surrounding services and amenities.

3.2 Development Proposal and Design

Based on Staff comments from the first circulation of the development applications, the client and consulting team have since revised the proposal to satisfy, as appropriate, staff concerns.

91 Eglinton Limited Partnership is proposing to develop the subject lands with residential and associated open space along with a free-standing indoor amenity area to be accessed by all residents of the development.

Residential towers A & B will have shared entrances providing access to the main lobby. These towers will also share entrances to access parking garages on the ground floor of each tower block. Both Tower's D and E will have a gradual stepped design and have exclusive access to a main entrance and parking garage. Tower E will have a distinct stepped design to accommodate for a height transition to the uses situated north of the subject lands, and to limit shadowing impacts on the proposed public park. Similarly, Tower G proposes a stepped design along Eglinton Avenue East where the building approaches the existing 2 ½ storey townhouses (located immediately east of the subject site), and a consistent podium height of 12 storeys internally to the site (extending north). Tower G is proposed to have exclusive access to a main lobby and parking. On the north easterly portion of the subject site, there are three blocks of 3-storey townhouses (H2/H2/H3) proposed which provide an appropriate transition to the exiting townhouses to the east.

Towers A and B have 14 units fronting Eglinton Avenue East that provide opportunity to accommodate commercial tenants should the market support them. These units are strategically located in the buildings (A & B) that are closest to the major intersection located at Hurontario Street and Eglinton Avenue where there are high levels of pedestrian foot traffic and existing and planned transit. The relevant Zoning By-law provided in support of these applications, protects for a range of commercial uses, however these units, contingent on market demand, may function as either exclusively residential or commercial units. These units will be strategically designed

(architecturally) to both be functional from a design perspective as either commercial units or residential units. These units range in size from 60m² – 120m² (respectively). Further refinement of the details of these units will be detailed at a Site Plan stage.

A proposed 11, 432.00m² (123, 053.03 sq ft) of indoor and outdoor amenity area proposed (combined) which represents a ratio of 4.5m² per unit.

3.2.1 Phase One

Phase One of the proposal includes the construction of Tower A, Tower B and Building C as shown on the Phasing Plan as prepared by Dialog dated May 5, 2019. Tower A is proposed at 45 storeys and Tower B is proposed at 40 storeys. Building C is proposed as a freestanding indoor amenity area.

Tower A will have a total of 467 units on levels 3-45 with a gross floor area (GFA) of 379, 949 square feet, whereas Tower B will have a total of 417 units on levels 3-40 with a GFA of 337, 163 square feet. The shared podium for Tower A & Tower B will host 36 units and a common lobby with a total GFA of 42, 749 square feet. Therefore, Phase One of the proposal will include the construction of a total of 920 residential units.

There is a proposed total of 759, 861 square feet of residential GFA proposed, not including the below grade structures which account for 9, 221 square feet of the total GFA (noted as Below Grade Levels P1, P2 to P5 on Statistics sheet as prepared by DIALOG Architects).

Building C is to be an indoor amenity area and could include uses such as; a gym, swimming pool and yoga studio. Building C will be accessible by all residents of the development. Building C proposes a total indoor amenity area 23, 250 square feet. In total, Phase One of the development proposal will provide 10, 064 square feet of outdoor amenity area and 47, 340 square feet of indoor amenity area for a total of 57, 404 square feet of amenity area.

There are 5 levels of underground parking proposed for Phase 1. There are a total of 884 resident parking spaces proposed, 138 visitor spaces and 6 accessible spaces proposed for a total of 1, 022 spaces proposed to accommodate future residents and visitors of Phase One.

Phase One includes 14 units with frontage onto Eglinton Avenue East, located on the first storey of Tower A & B, which will have as of right zoning permissions to function for commercial or residential uses. Although the proposed Zoning By-law Amendment provides for commercial permissions for these units, any and/or all of the 14 units are permitted to exclusively function as residential units. These units range in size from 60m² – 120m² (respectively) and occupy a total GFA of 1, 066m² (11, 474.33sq. ft).

3.2.2 Phase Two

Phase Two of the proposal includes the construction of Tower D as shown on the Phasing Plan as prepared by Dialog, Tower D is proposed at 33 storeys with 452 residential units. Tower D is proposed to be accommodated by 5 levels of underground parking which will include 434 resident spaces and 138 visitor spaces for a total of 502 parking spaces.

Tower D proposes a total of 378, 475 square feet of GFA, not including below established grade GFA which accounts for 3, 767 square feet of the total GFA (noted as Below Grade Levels P1, P2 to P5 on Statistics sheet as prepared by DIALOG Architects).

Phase Three also includes the provision of 8, 611 square feet of outdoor amenity area and 13, 627 square feet of indoor amenity area for a total of 15, 672 square feet of amenity area.

3.2.3 Phase Three

Phase Three of the proposal includes the construction of Tower E. Tower E is proposed at 40 storeys with a stepped design as the building approaches the townhouses located on the north side of Armdale Road.

Tower E proposes a total of 570 units with a GFA of 464, 348 square feet on storeys 1-40, not including the below grade structures which account for 5, 274 square feet of the total GFA (noted as Below Grade Levels P1, P2 to P4 on Statistics sheet as prepared by DIALOG Architects) .

Towers E is proposed to be accommodated by 4 levels of underground parking with a total of 633 spaces. There are 548 resident spaces and 86 visitor spaces, and 4 accessible spaces proposed as a part of Phase Three.

Phase Three includes the provision of 9, 688 square feet of outdoor amenity area and 12, 992 square feet of indoor amenity area for a total of 22, 680 square feet of amenity area.

3.2.4 Phase Four

Phase Four of the proposal includes the construction of the most easterly 30-storey tower, Tower G and the three blocks of Townhouses (H1/H2/H3). Tower G proposes a total of 586 units with a GFA of 419, 710 square feet throughout storeys 1-30. There are three blocks of 3 storey townhouses proposed, providing a total of 14 townhouse units. Phase 4 proposes a total of 600 units (Tower G and Townhouse units). Parking is proposed to be accommodated by 576 resident spaces, 90 visitor spaces and 4 accessible spaces for a total of 666 visitor and resident spaces combined.

Phase Four proposes a total of 509, 835 square feet not including the below established grade elevator lobbies which account for 3, 552 square feet.

Phase Four also includes the provision of 8, 611 square feet of outdoor amenity area and 12, 120 square feet of indoor amenity area for a total of 20, 731 square feet of amenity area.

3.3 Pedestrian Access

Pedestrian access is accommodated from the Armdale Road access as well as the Eglinton Avenue East access. There is an additional pedestrian access at the most easterly edge of the site, east of the lowest point of proposed Tower G. Contiguous walkways are proposed to provide maximum

pedestrian connectivity throughout the site. Walkways that link Armdale Road to Eglinton Avenue are provided. The proposed public park and area surrounding Building C are proposed to be accommodated by wider walkway widths where feasible as greater pedestrian foot traffic and informal congregation can be expected in these areas. Access is also provided from Thornwood Drive through enhanced boulevards.

3.4 Cycling Access and Storage

Cycling access is accommodated via a multi-use path located along the westerly edge of the property and along the Eglinton Avenue frontage. Cyclists will have access to the subject lands from the Armdale Road access as well as the Eglinton Avenue East access. Bicycle parking is proposed in the underground parking area throughout each phase. It is anticipated that a total of 1,907 long term bike spaces will be provided and 24 short term bicycle spaces will be provided. This translates into a rate of 0.75 long term spaces per unit, and 6.00 short term spaces per lot.

3.5 Vehicular Access and Parking

Vehicular access to the subject lands will be accommodated by both future public roads and private driveways as depicted on the Master Plan as prepared by Dialog. The configuration of the public roads (future Armdale Road and future Thornwood Drive) detailed in the proposed development conform to the intentions set out in the Mississauga Official Plan. The proposed private driveways have been arranged to appropriately accommodate each residential tower while maximizing the amount of greenspace and prioritizing pedestrian connectivity. The proposed roads and driveways are configured to accommodate the necessary fire routes and turning points for emergency vehicles as well as garbage collection requirements.

Resident and visitor parking spaces are provided for in underground parking structures. The proposed parking ratio is as follows;

- 0.8 per bachelor, residential condominium dwelling unit;
- 0.9 per one-bedroom residential condominium dwelling unit;
- 1.0 per two-bedroom residential condominium dwelling unit;
- 1.3 three-bedroom residential condominium dwelling unit; and
- .15 visitor parking spaces per condominium dwelling unit (Phase 1, ratios for forthcoming phases are subject to further review).

These ratios translate into a total of 2,823 parking spaces, including accessible spaces.

Each phase within the development will have its own enclosed garbage and loading facilities as per City standards which is detailed in Section 8.1 of the Transportation Study as prepared by WSP dated May 29, 2019. The Region will provide collection services. Locations of these pick-up areas are detailed in the drawings as prepared by Dialog Architects and were located so to ensure minimal conflict with pedestrian related activities.

3.6 Landscape and Amenity Space

A total amenity area of 123, 053 square feet (11, 432 square meters) will be provided, inclusive of indoor and outdoor amenity area. This translates to a ratio of 4.5m² per unit. The public park as shown on the proposed development is to be conveyed to the City of Mississauga and is intended to serve future residents of the development and surrounding neighbourhoods. The proposed publicly accessible open space is located adjacent to the public roadway (Armdale Road) and is physically linked to pedestrian walkways. The central green area will serve as a focal point for residents and visitors wherein the one storey building will act as a keystone to the development exhibiting urban design excellence.

4.0 Policy and Regulatory Context

This section of the report will review the current Official Plan designations applicable to the subject lands and demonstrate how the existing policies are not consistent with and do not conform to the policies of the Provincial Policy Statement (PPS) 2014, Growth Plan for the Greater Golden Horseshoe (GPGGH) 2019 and the Region of Peel Official Plan (ROP) 2016.

Within the City of Mississauga Official Plan, the subject lands are split into two land use designations, however, the entirety of the subject lands are within the Uptown Major Node, which is intended to have the highest densities outside of the City Centre (Policy 5.3). In addition, the lands are subject to those policies set forth in Chapter 13 – Major Nodes of the Mississauga Official Plan (*see Figure 5 – Schedule 2 Intensification Areas and Figure 6 Schedule 1c Urban System Corridors*). *Section 13.1.1 – General*, policy *13.1.1.2* states that the minimum building height for lands within a Major Node is 2 storeys and the maximum height is 25 storeys, unless Character Area policies specify otherwise.

Lands Located West of Future Thornwood Drive

The lands located west of the future Thornwood Drive are designated Residential High Density (RHD) (*See Figure 4 – Land Use Designations*). The RHD designation permits apartment dwellings. *Map 13-3 – Uptown Major Node Area* outlines a minimum allowable FSI of 1.9 and a maximum allowable FSI of 2.9 (*see Figure 7 – Uptown Major Nodes*).

This portion of the subject lands is subject to special site policies set out in *section 13.3.4 – Special Site Policies* of the Uptown Major Node Character Area. Within the Uptown Major Node, the subject lands are currently located within Special Site 2. *Section 13.3.4.2* of Chapter 13 - Major Nodes outlines the special site policies related to the Uptown – Major Node Special Site 2 and are discussed further in Section 4.4.

Lands Located East of Future Thornwood Drive

The lands located east of the future Thornwood Drive are designated Residential Medium Density (RMD). The RMD designation permits townhouse dwellings and all types of horizontal multiple dwellings. *Map 13-3 – Uptown Major Node Area* outlines a minimum allowable FSI of 1.0 and a maximum allowable FSI of 1.8 (*see Figure 7 – Uptown Major Nodes*).

This portion of the subject lands is subject to special site policies set forth in Chapter 13 – Major Nodes of the Mississauga Official Plan. These lands are not located within a Special Site as defined by Chapter 13 – Major Nodes, therefore, these lands are subject to the same minimum (2) and maximum (25) height permissions as described in *Section 13.1.1.2*. Further, *Section 13.1.2 Residential*, policy *13.1.2.2 a)* states that notwithstanding the RMD designation, low-rise apartment buildings will be permitted. Furthermore, *Section 13.3.2 Land Use*, policy *13.3.2.1* states that lands designated RMD will not exceed 3 storeys in height.

Within the Uptown Major Node there are Urban Design Policies which require a review of the graduated transition in development intensity and building scale; and orientation of buildings,

related open spaces and service functions to minimize visual and functional conflicts on abutting lands. Uptown Major Node Urban Design Policies are discussed in Section 4.4 of this Report.

The subject lands are located within an Intensification Corridor and are within the defined 500m radius of a Major Transit Station Area (*see Figure 8 – Schedule 6 Long Term Transit*). Further, there is a LRT transit station proposed at the intersection of Eglinton Avenue East and Hurontario Street, approximately 175m from the subject lands. Eglinton Avenue East is defined as a Priority Transit corridor, where Hurontario Street is defined as a Higher Order Transit Corridor.

The existing policies outlined in the MOP for RHD and RMD are not consistent with the PPS as they do not most efficiently utilize available lands intended by upper tier policy makers in order to accommodate higher densities. The PPS requires the efficient use of land and increases in density where transit infrastructure is planned for or already exists.

The RHD lands are located within the 500m radius of a Major Transit Station Area as defined in the MOP. Major Transit Station areas are defined in the Growth Plan and further implemented in local area policies. The Growth Plan prescribes that lands located within 500 metres of Major Transit Station Areas are to develop with densities that will maximize and potentially increase transit ridership in these Areas. Given the direction of the upper tier policies, the restrictive nature of the RHD designation and permissions of the Character Area do not conform to the intentions of the Growth Plan and further place limitations on the intended function of Major Transit Station Areas as priority areas for intensification.

The RMD lands are also located within the 500m radius of a Major Transit Station Area and therefore is also a priority area for intensification. The RMD designation and Major Node policies currently permit for development with a minimum FSI of 1.0, a minimum height of 2 storeys in an area that is planned by upper tier policy makers to accommodate a maximum number of potential transit users. The Growth Plan places high priority on the integration between land use planning and transportation and further prioritizes these Major Transit Station Areas as areas for planned intensification. The RMD designation does not provide land use permissions that conform with the intentions of the Growth Plan. Policy direction in the Growth Plan aims to facilitate the wise consumption of land located within the existing settlement area and further to direct growth where it can be reasonably accommodated.

The Region of Peel Official Plan promotes sustainable development, intensification opportunities, capitalization on public sector investments and planning for transit supportive densities within the built-up area (Section 5.3.3). As illustrated on Schedule D – Hurontario Street (Figure 9) is identified as a Regional Intensification Corridor (Conceptual). There is a Regional priority to identify specific corridors (such as the Hurontario Corridor) to accommodate certain densities that minimize the length and number of vehicle trips and support transit as a viable method of travel. In order to protect for and promote investments in transit infrastructure, it is critical that lands providing immediate access to high volume and high frequency transit options are planned in accordance with transit supportive densities.

The restrictive height and FSI permissions set forth by the RHD designation and Major Node Character Area policies of the Mississauga Official Plan do not conform to the policies surrounding sustainable land consumption as required by the Region of Peel Official Plan. The

lands designated RHD are located within an Intensification Corridor which are planned in the ROP Official Plan to accommodate a significant portion of growth through intensification. It is Regional policy to promote and facilitate intensification along intensification corridors, nodes and major transit station areas (as well as any other appropriate areas) within the already built-up area (5.5.3.2.3).

We are directed to use existing and planned transit areas to direct development, however the FSI permissions and height restrictions for the subject lands do not conform to the planned function of these areas as outlined in the ROP Official Plan (Section 5.9)

The current MOP designations are not consistent with the policies of the Provincial Policy Statement and are not in conformity with the Growth Plan or the Region of Peel Official Plan. An increase in permitted height and FSI through the proposed Official Plan Amendment would provide for a MOP designation that is consistent with the Provincial Policy Statement and in conformity with the guidelines and targets as outlined in the Growth Plan and Region of Peel Official Plan.

The following discussion will evaluate the proposed development concept along with the required OPA and ZBLA in respect to the intent and objectives of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, Region of Peel Official Plan, City of Mississauga Official Plan and City of Mississauga Zoning By law 0225-2007. These provincial and municipal plans are meant to guide land use decisions in Ontario and provide the policy direction for local municipal land use planning.

4.1 Provincial Policy Statement, 2014

The current Provincial Policy Statement (PPS) came into effect as of April 30, 2014. The PPS provides policy direction on matters of provincial interest related to land use planning and development. Section 3(5) of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. Section 1 of the PPS contains policies that provide direction to build strong communities through efficient development and land use patterns.

The current MOP density and height policies applicable to the subject lands are not consistent with the PPS. As required by Sections 2 and 3 of the *Planning Act*, the following sections will demonstrate how the proposed Official Plan Amendment and Zoning By-law Amendments will bring the subject lands to consistency with the PPS.

Sections 1.1.1 and 1.1.2 state:

“1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting cost-effective development standards to minimize land consumption and servicing costs.*
- f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*
- h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.

Within settlement areas, sufficient land shall be made available through intensification and redevelopment and if necessary, designated growth areas.

The proposed Official Plan Amendment and Zoning By-law Amendment applications conform to Sections 1.1.1 and 1.1.2 of the PPS as the Subject Lands are located within a Settlement Area and further will contribute to the existing housing stock and provide for publicly accessible open space which will assist in meeting the long-term needs of a healthy, liveable and safe community. The subject lands are located within an area that has access to a variety of day to day services and amenities for future residents. The removal of physical barriers and designing for accessibility have been facilitated through this proposal. The proposal efficiently uses appropriately located parcels of land to host high density residential, therefore minimizing land consumption while yielding a high residential unit count.

The proposed residential towers and townhouses will contribute to an appropriate mix of housing types in an area which is largely dominated by single detached housing with dispersed apartment dwellings. The proposal can be serviced through an extension of existing municipal infrastructure as exhibited in the Functional Servicing Report as prepared by C.F. Crozier & Associates dated May 2019. Further, consideration of environmental stewardship and cost-effective development patterns have been considered throughout the site design process. The proposal conforms to Sections 1.1.1 and 1.1.2 of the PPS with respect to settlement areas, and further conforms to those policies outlined in Section 1.1.3 of the PPS as discussed below.

1.1.3.1 Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted;

1.1.3.2 Land use patterns within settlement areas shall be based on:

a) 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

5. transit-supportive, where transit is planned, exists or may be developed;

b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.”

- 1.1.3.3 *Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*
- 1.1.3.4 *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- 1.1.3.7 *New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.”*

The proposed development intensifies the existing site and will be supported by existing infrastructure and public service facilities. The proposed development has been designed to be compact in form while also considering risks to public health and safety through landscape design, architectural design, shadow studies and sustainability measures.

The proposal will offer an appropriate means of regeneration within the area by animating what is planned to function as a major area in the City of Mississauga. The proposal will promote the efficient use of available land through a more compact built form, which is encouraged by the PPS where it can be accommodated. The subject lands are located in an area planned to host high density residential which will be supported by existing and planned transit services and further provides access to a range of services existing in the area, as well as the potential commercial units proposed on site. Efficient use of existing transportation options and the provision of opportunities for active transportation generate the possibility of reductions in greenhouse gas emissions and improved air quality.

The Hurontario Street and Eglinton Avenue East corridors provide an ideal location suitable for this scale of intensification as residents are well served by existing and planned infrastructure including, but not limited to, the future Hurontario LRT, a well-connected public transportation system, cycling network and walkability features. The proposal will contribute to a desirable pedestrian realm and provide ease of access to a wide range of uses. This will be supported through the provision of high quality built form, contiguous pedestrian connections, the provision a multi use trail along the westerly edge of the property and within the Eglinton Avenue ROW and the potential for commercial uses along the Eglinton Avenue frontage.

The proposed development includes connections to existing sidewalks and nearby public transportation systems thereby encouraging walking and engagement with public transit as priority options for alternative modes of transportation. The proposal is transit supportive as future residents will be within walking distance of numerous bus routes traveling east west along Eglinton Avenue and north south along Hurontario Street. These connections ultimately provide access to existing mobility hubs such as the Square One Anchor Terminal and the Lakeshore GO lines, as well as the future Hurontario LRT.

Based on the above analysis, it is our opinion that the proposed development is consistent with the locational criteria for intensification and the proposed Zoning By-law Amendment is therefore consistent with the PPS policies for creating efficient land use patterns within Settlement Areas.

Section 1.4 of the PPS 2014 provides policies relating to housing:

- “1.4.1 To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
- a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use;*
- e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”*

The proposed development consisting of high-rise residential towers represents an appropriate form of intensification within an area that is planned to host higher density development as per the intended function of a Major Node. The proposal includes a compact built form that will be designed with careful considerations to design standards and those features that can be used to create a desirable streetscapes and pedestrian realms.

As illustrated on the Landscape Plan as prepared by Terraplan dated May 29, 2019, accessibility is accommodated through the design of continuous pathways and the establishment of pedestrian and cycling connections at major points of access and service.

The residential development (with potential for commercial) as proposed presents the most efficient use of these lands as they are located in an optimal location to be able to accommodate the proposed density as the area has access to a number of key features including, but not limited to, access day to day services and amenities and transit routes. The proposal will contribute to the overall housing stock in the area, while capitalizing on existing infrastructure capacities. The proposed development therefore demonstrates consistency with Section 1.4 of the PPS.

Policy 1.5 of the PPS contains policies to ensure the creation of effective and safe recreation opportunities:

- 1.5.1 Healthy, active communities should be promoted by:*
- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
 - b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
 - c) providing opportunities for public access to shorelines; and*
 - d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

The proposed development creates opportunities for social interaction and active living. The proposed development creates new access points to the existing sidewalk network. The proposed development will generate opportunities for recreation and interaction in the community by generating opportunities for residents to use existing local recreational services in the area conveniently and efficiently as well as those proposed as a part of this application.

The following policies in Section 1.6 relate to land use and transportation and infrastructure facilities:

- “1.6.4.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible;*
- 1.6.5.2 Efficient use shall be made of existing and planned infrastructure;*
- 1.6.5.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus;*
- 1.6.5.5 Transportation and land use considerations shall be integrated at all stages of the planning process.*
- 1.6.7.2 Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible;*

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.”

The proposal conforms to Section 1.6 as it will be serviced through the extension existing infrastructure, makes use of existing public roads, and further provides for the extension of future public roads as planned for in the relevant Official Plans, moreover providing consistency with the policies of the PPS.

The proposal will be accessible by both public roads and private driveways and provide uninterrupted pedestrian connections. The proposal will benefit from the multi-use trail on the westerly edge. A multi-use trail is also proposed along Eglinton Avenue East. Throughout the site design process TDM measures have been integral to decision making to further support the intended function of the area and further promotes conformity with the policies of the PPS.

The proposal in its current configuration promotes the use of existing and planned transit infrastructure and provides for pedestrian connections that allow future and current residents, as well as visitors, to access services in the area by foot, bicycle and/or public transit. The provision of the proposed multi-use trails, supply of uninterrupted pedestrian connections and ease of access to public transit routes will be able to accommodate future residents as they will have numerous options to access those day-to-day services that are available in the area. This will ultimately decrease reliance on private automobile travel, consistent with the policies of the PPS.

The current MOP policies do not most efficiently use the servicing capacity of existing infrastructure (1.6.4.2, 1.6.5.2). As evidenced in the Functional Servicing Report as prepared by CF Crozier & Associates Inc., the development proposal can be serviced by an extension of the existing municipal infrastructure. The density currently permitted under the MOP is limiting in nature as it does not permit for the amount of density that can be accommodated on site and by extension does not promote the efficient use of existing and future transit infrastructure investments (1.6.5.4, 1.6.7.4). The existing MOP designation therefore, is not in conformity with policy 1.6.5.5 which speaks to the interconnectedness of land use planning and transportation.

It is for these reasons that we are of the opinion that the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision demonstrates consistency with the PPS policies and further will continue to uphold the intended function of the area.

4.2 Growth Plan for the Greater Golden Horseshoe, 2019

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) came into effect May 2019, replacing the 2017 Growth Plan. Under the Planning Act, all planning decisions with respect to land use shall conform to the Growth Plan. The Growth Plan is intended to be a framework for implementing the Province's vision for supporting strong prosperous communities through managing growth in the region through 2041. The 2019 Growth Plan builds from the progress of the former plan and provides stronger policies regarding the importance of optimizing the use of land and infrastructure as well as the achievement of complete communities.

The current MOP density and height policies applicable to the subject lands do not conform to the Growth Plan. As required by Sections 2 and 3 of the Planning Act, the following sections demonstrate the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision's conformity with the Places to Grow: Growth Plan for the Greater Golden Horseshoe.

Growth Plan policies relevant to the proposed development include Section 2.2.1 – Managing Growth, Section 2.2.2 – Delineated Built-up Areas, and 2.2.6 – Housing which provide that:

“2.2.1.2. Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to settlement areas that:
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and,*
 - iii. can support the achievement of complete communities;**
- b) growth will be limited in settlement areas that:
 - i. are rural settlements;*
 - ii. are not serviced by existing or planned municipal water and wastewater systems; or*
 - iii. are in the Greenbelt Area;**
- c) within settlement areas, growth will be focused in:
 - i. delineated built-up areas;*
 - ii. strategic growth areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned**
- d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
- e) development will be generally directed away from hazardous lands; and*
- f) the establishment of new settlement areas is prohibited.*

The proposed development demonstrates conformity with the policies of the Growth Plan as it proposes an increase in residential density in a location which is situated within the existing settlement area and delineated boundary. Specifically, the subject lands are located within an area where this amount of density is supportable by existing and planned infrastructure and services.

The subject lands are not proximal to hazardous lands.

With respect to the establishment of complete communities, Policy 2.2.1.4 Managing Growth provides that:

2.2.1.4. Applying the policies of this Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes*
- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:*
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;*
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and*
- g) integrate green infrastructure and low impact development.*

The development will support the creation of a complete community with close proximity to existing commercial areas along Hurontario Street and Eglinton Avenue East, in addition to institutional uses such as elementary and secondary schools and recreational opportunities. The development proposal further contemplates the potential for commercial uses along the Eglinton Avenue East frontage. A total of 14 units are considered to be used for commercial purposes (Towers A/B).

The proposal thoughtfully creates public spaces through the provision of walkways and appropriate streetscape elements including the multi-use trail as proposed along the Eglinton Avenue ROW. The proposed public park is proposed at 0.8 acres and uses architectural elements along with soft landscaping to create a publicly accessible open space which provides pedestrian comfort related to microclimatic conditions. This is evidenced in the Wind Study as prepared by Theakston dated May 30, 2019, the Shadow Study prepared by Dialog dated May 2019 and the Noise Feasibility Study as prepared by Jade Acoustics dated June 4, 2019. This park acts as a valuable resource to not only the residents of the proposed development but those in the surrounding neighbourhood by contributing to the areas existing inventory of greenspace. The provision of contiguous greenspace in this area will provide area residents with options to engage with natural features in an urban setting. It is the intention of this design team to work with

guidelines put forth by the City of Mississauga to understand and implement particular urban design strategies that will allow for the proposal to create desirable streetscape and pedestrian scenarios that fit in and ultimately amplify the character of the area as it exists today and as it is planned to exist in the future. This will be supported through the provision of high quality buildings in terms of design and material, as well as building orientation. Attractive streetscapes will be achieved through minimizing setbacks to Eglinton Avenue and Thornwood Drive. An attractive and continuous pedestrian realm supported by hard and soft landscaping features are guided by a combination of consulting professionals, examination of precedent setting cases around the City and previous consultation with Staff. Urban Design considerations have been an integral part and guiding principle throughout the site design process and will continue to be a priority through the site design, and site plan stages of this proposal.

The built form proposed is compact in design and proposes an increase in density, whilst prioritizing the public realm through architectural design elements.

The development demonstrates conformity with the Growth Plan as it proposed transit supportive densities in an area that is appropriately serviced. Given the subject property's location, its accessibility to several existing transit options and reduced dependence on the automobile and a potential reduction in greenhouse gas emissions can be anticipated.

Considerations with regard to low impact design features have been included in the engineering submission as made by C.F. Crozier & Associates dated May 2019.

Through discussions with the Region of Peel in consultation with the City of Mississauga, the team will continue to explore options related to the provision of affordable housing.

Policy 2.2.2 (1) Delineated Built-up Areas, establishes the required target for development within delineated built-up areas:

- 2.2.2.1. *By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows: A minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area;*
- 2.2.2.2. *Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.*
- 2.2.2.3. *All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*

- a) *identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
- b) *identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;*
- c) *encourage intensification generally throughout the delineated built-up area;*
- d) *ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
- e) *prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
- f) *be implemented through official plan policies and designations, updated zoning and other supporting documents.*

The proposed development will accommodate a substantial addition to the residential density of the area and provide for elements that support a more compact, complete community as per the intentions of relevant policies. The proposed development further conforms to this objective by intensifying lands within the delineated built-up area and by providing potential for at grade commercial opportunities along a Major Road, thus providing a mix of uses.

The proposed provides an appropriate level of intensification which optimizes planning and public sector investments in infrastructure. The proposal is supportable from a servicing perspective as evidenced in the FSR as prepared by CF Crozier & Associates dated May 2019 and will provide for transit supportive development in support of construction of the Hurontario LRT. The Official Plan and Zoning By-law Amendment are therefore in conformity with the Growth Plan.

Overall, the proposed development adheres to above noted municipal objectives by contributing to intensification targets while considering the achievement of complete communities, built form, scale and transition to adjacent areas through compact and inclusive and overarching urban design practices.

The location provides ease of access to multi modal transportation options and will therefore encourage residents to engage in alternative modes of transportation such as public transit and active transportation, which are both readily available in the area. Section 2.2.4 Transit Corridors and Station Areas, reads:

- 2.2.4.1 *The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that*

implements the policies of this Plan.

- 2.2.4.2 For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station*
- 2.2.4.3 Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:*
- b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or*
- 2.2.4.6 Within major transit station areas on priority transit corridors or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited.*
- 2.2.4.9 Within all major transit station areas, development will be supported, where appropriate, by:*
- a. planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels;*
 - c. providing alternative development standards, such as reduced parking standards; and*
 - d. prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.*

The Growth Plan states that within Major Transit Station Areas (MTSA), development will be supported where appropriate by prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities. Based on the policy direction set forth in the Growth Plan for the Greater Golden Horseshoe, the RHD and RMD designations do not represent transit supportive densities nor enforce policies which support intensification areas and subsequently do not represent conformity with the Growth Plan. The existing minimum FSI requirements and height permissions in the RHD/RMD designations permit for residential land uses which are not most beneficial in achieving the intention of a MTSA as set forth in Section 2.2.4 of the Growth Plan.

The proposal contemplates the construction of high density residential with the opportunity for commercial land uses along the Eglinton Avenue Road frontage, thereby providing a range of land uses, where they can be supported.

Section 2.2.6 of the Growth Plan provides policy guidance related to housing, including Policy 2.2.6.2 which builds on the objective of previous sections, emphasizing the importance of achieving complete communities.

2.2.6.1 Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

- a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:
 - i. identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and*
 - ii. establishing targets for affordable ownership housing and rental housing;**
- b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);*
- d) implement policy 2.2.6.1 a), b) and c) through official plan policies and designations and zoning by-laws.*

2.2.6.2. Notwithstanding policy 1.4.1 of the PPS, 2014, in preparing a housing strategy in accordance with policy 2.2.6.1, municipalities will support the achievement of complete communities by:

- a) planning to accommodate forecasted growth to the horizon of this Plan;*
- b) planning to achieve the minimum intensification and density targets in this Plan;*
- c) considering the range and mix of housing options and densities of the existing housing stock; and*
- d) planning to diversify their overall housing stock across the municipality.”*

The proposed Official Plan Amendment and Zoning By-law Amendment conform to the policies of the Growth Plan by providing for land use permissions that increase residential density, and by extension volume and range thereof, that is supportable from a technical perspective which is evidenced in the supporting studies provided in this submission. Therefore, these land use planning tools should be considered to be in conformity when evaluated against the Growth Plan policies identified in Section 2.2.6.2.

The proposed development contemplates the intensification of an underutilized location suitable for growth. The subject property's adjacency to various transit opportunities accommodates greater densities via intensification thereby reinforcing ridership and transit usage. The proposed unit mix and unit sizes diversifies the housing stock and will generate new housing opportunities. Existing employment opportunities and businesses, services, active transportation and recreation opportunities in the area support the additional housing proposed and it's continued serviceability.

Eglinton Avenue is a Transit Priority Corridor. Further, the subject lands fall within the 500m radius of a Major Transit Station Area as identified in the Mississauga Official Plan. This proposal

is supportive of the policies put forth in section 2.2.4 of the Growth Plan as it proposes to increase the amount of potential transit users within walking distance of the major transit station area.

The subject lands have access to a variety of bus routes that connect to higher order transit modes such as north south bus routes along Hurontario Street and east west bus routes along Eglinton Avenue East. Additionally, the Region of Peel and City of Mississauga have long contemplated the introduction of the future Hurontario LRT which will act as a promising option for public transit users. For these reasons, the proposal demonstrates conformity with the Growth Plan's objective to promote the integration of transportation and land use planning and supports intensification objectives. The subject lands possess locational advantages related to ease of access to existing commercial uses and links to employment uses. Additionally, the potential for commercial units along Eglinton Avenue East has been included in this submission. A reduction in parking ratios has been proposed in response to area characteristics and is supportable from a traffic perspective as evidenced in the Traffic Impact Assessment Memo as prepared by WSP.

The proposed development offers an appropriate type and scale of intensification in the community as it will appropriately fit in with both existing and proposed residential densities in the area as shown in *Table 1: Nearby Developments*. The proposal is appropriate in its function as it utilizes lands in close proximity to a Major Transit Station Areas for high density residential development.

The proposed development supports the goals of this policy through the provision of a housing option that will add to the existing housing stock in a neighbourhood where high-density residential towers are seemingly underrepresented. More specifically, in an area that is supportive of this scale of development when considering the area characteristics and the long-term goals and/or intentions of this Major Node (Uptown) which are to be discussed in the forthcoming portions of this report.

It is for these reasons that we are of the opinion that the proposed Official Plan, Zoning By-law Amendment and Draft Plan of Subdivision demonstrate conformity with the policies of the Growth Plan for the Greater Golden Horseshoe (Sections 2.2.1, 2.2.2, 2.2.4 and 2.2.6) and further will continue to uphold the intended function of the area.

4.3 Region of Peel Official Plan (Office Consolidation, December 2016)

The Regional Official Plan (the "ROP") is the primary long-range strategic land use policy document for the Region of Peel. It is a broad land use policy document, which provides Regional Council with a long-term policy framework for guiding growth and development in Peel Region while having specific regard for protection of the natural environment, managing renewable and non-renewable resources, and outlining a regional structure that manages such growth. It also provides guidance to the area municipalities in the preparation and implementation of their local Official Plans.

The current MOP density and height policies applicable to the subject lands are not consistent with the ROP. As required by Sections 2 and 3 of the Planning Act, the following sections demonstrate the proposed Official Plan Amendment and Zoning By-law Amendment's conformity with the Region of Peel Official Plan.

It is the goal of the Region of Peel to:

- “5.1.2 To provide a diversity of healthy complete communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi modal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards, and resources and the characteristics of existing communities in Peel”*

The subject lands are within the Region of Peel’s “Urban System” and situated proximally to a “Regional Intensification Corridor” (Hurontario Street) as shown on Schedule D: Regional Structure of the Region of Peel Official Plan (Figure 9: Regional Structure Schedule D). Section 5.3 of the Official Plan notes that the “Urban System” is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The Region has general objectives for lands in the “Urban System”, which include the following:

- “5.3.1.2 To achieve sustainable development within the Urban System.*
- 5.3.1.3 To establish healthy urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities;*
- 5.3.1.4 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services;*
- 5.3.1.5 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive;*
- 5.3.2.2 Direct urban development and redevelopment to the Urban System within the 2021 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans; and*
- 5.3.2.3 Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and generally accommodate a pattern of compact forms or urban development and redevelopment.*
- 5.3.2.6 Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*
- a) support the Urban System objectives and policies in this Plan;*
 - b) support pedestrian-friendly and transit-supportive urban development;*
 - c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use.*

- d) *support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.*

The goal of the defined Regional Plan's land use structure, in conjunction with the allocated growth forecasts, is to facilitate the development of healthy complete communities by offering a wide range and mix of housing, employment, recreational and cultural activities. These communities will be served and connected by a multi-modal transportation system that will enable the efficient use of land, public services, finances and infrastructure, while protecting and preserving the natural environment, respecting hazards and resources and the characteristics of existing communities in the Region (Policy 5.1.2). The proposed Official Plan and Zoning By-law Amendment will bring the subject property into conformity with the Regional Plan by creating a transit-supportive, serviced and pedestrian friendly development in an area containing a mix of land uses.

The proposed development conforms to the policies in the updated Region of Peel Official Plan as it contributes to the establishment of healthy complete urban communities through the provision of living spaces that provide an ease of access to existing services including but not limited to, public transit, recreation and employment opportunities. The proposal also considers the inclusion of commercial opportunities if feasible from a market perspective, contributing to healthy, complete urban communities.

The proposed public park will be accessible by both residents of the proposed development and area residents in an urbane area with minimal options to have access to the natural environment.

The proposal offers a compact urban form which efficiently uses otherwise underutilized lands and capitalizes on established and future services and infrastructure further promoting the efficient use of land and transit supportive densities. The proposal considers the characteristics of existing services in the area by providing for an increase in residential density in an area that is well accommodated by a variety of day to day goods and services and provides access to popular destinations.

The proposal provides for transit-supportive densities and will be aesthetically designed in a way that is sensitive to the pedestrian realm, both internally to the subject lands and along the Eglinton Avenue East frontage. Design techniques, such as stepped designs will be strategically implemented within the subject lands to create a space that is both intensified in terms of density, however sympathetic to the pedestrian realm.

Affordability considerations and provision of affordable units will continue to be contemplated with the Region of Peel staff.

The lands subject to this application are located within an intensification corridor. In light of this, Section 5.3.3 Urban Growth Centres and Regional Intensification Corridor of the Region of Peel Official Plan state the following related to the proposal:

“Urban growth centres and the Regional Intensification Corridor, as shown on Schedule D, are major locations of intensification that include compact forms of urban development and redevelopment providing a range and mix of housing, employment, recreation,

entertainment, civic , cultural and other activities for Peel residents and workers and other residents of the Greater Toronto area and Hamilton (GTHA). The urban growth centres and Regional Intensification Corridor are also focal area for investment in region wide public services and infrastructure, including major transit infrastructure.

In addition to the urban growth centres and the Regional Intensification Corridor that are identified in this plan, there are also urban nodes and corridors in Peel that are identified in the area municipal official plans and Metrolinx has also identified a series of mobility hubs in Peel and throughout the GTHA in the Regional Transportation Plan. All of these forms support intensification and public transit”

Policies applicable to the proposed redevelopment indicate that it is the policy of Regional Council to:

- “5.3.3.2.5 Require the area municipalities to identify, where appropriate, intensification corridors, major transit station areas and other major intensification opportunities such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields in their official plans and support increased residential and employment densities within those areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.”*
- “5.3.3.2.6 Identify the Hurontario Corridor linking the two urban growth centres as a Regional Intensification Corridor that provides:*
- a) prime opportunities for intensification;*
 - b) opportunities for residents to live and work within the Regional Intensification Corridor;*
 - c) a high intensity, compact urban form with an appropriate mix of uses including commercial, office, residential, recreational and major institutional – as designated and/or defined in area municipal official plans;*
 - d) transit- supportive and pedestrian oriented urban forms;*
 - e) opportunities for higher order transit; and*
 - f) viable opportunities of financing necessary infrastructure and services”*

5.3.3.2.7 Direct the area municipalities to define the boundaries of the Hurontario Regional Intensification Corridor and identify appropriately in their official plans, consistent with the policies in this plan.

The subject lands are situated proximally to the Hurontario Regional Intensification Corridor (See Figure 9: Regional Structure Schedule D) as per the Region of Peel Official Plan.

Intensification Corridors are defined as:

“Regionally significant, multi-functional, linear concentrations of urban development providing a range and mix of commercial, office, major institutional, residential, recreation and cultural services or facilities that supports higher-order transit service and links urban growth centres together.”

The location of the subject lands provide residents with the opportunity to connect with not only the immediate neighbourhood but also access to surrounding areas. This provides opportunities for employment, recreation and access to day-to-day services.

The height and FSI restrictions imposed by the current MOP designations are not in conformity with the ROP policy direction as the FSI range of 1.9 – 2.9 is too low for the Regional Intensification Corridor. The Regional Intensification Corridor policies require land uses to be of the highest density and of a compact urban form. The proposal is appropriately intensified as per the intentions of the Region of Peel’s vision for the Regional Intensification Corridor and is further supported by its location (designation) within the Intensification Corridor as defined in the Mississauga Official Plan which is to be discussed in the forthcoming portions of this Report.

The proposed development represents compact, efficient intensification of an existing underutilized property with a mix of uses at an intensity that is supportive of existing transit and opportunities for future light rapid transit along the Hurontario Intensification Corridor. It therefore conforms to the Intensification Corridor policies of the ROP.

Policy 5.5 – Growth Management makes specific reference to complete communities by providing a guiding principle to the Plan, in that the decision-making process of land development, resource management and investment, is to build compact, vibrant and complete communities.

Growth management policies of this Plan contribute to the achievement of complete communities within the Region of Peel. Specifically, Policy 5.5.2 includes the following:

- “5.5.1.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.*
- 5.5.1.5 To optimize the use of existing and planned infrastructure and services.*
- 5.5.1.6 To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.*
- 5.5.1.7 To protect and promote human health”*

The above noted policies from Section 5.5 of the Region of Peel Official Plan effectively rationalize the proposed development based on its proposed elements and location. The lands as they exist today are underutilized however are situated within an area that is planned to support intensification as per its location along an Intensification Corridor and within the Uptown – Major Node. It directs growth to the built-up area and the Hurontario Intensification Corridor through intensification and the provision of a mix of residential, employment and recreation uses in close proximity to one another. The use of existing and planned infrastructure and services is optimized, and existing and future transit is supported.

The proposal will take advantage of both planned and existing infrastructure and services in the area and capitalize on public investments. The proposal provides residents with access to transit services, opportunity to engage with various modes of active transportation and high quality open space. The proposal supports the creation of complete communities as it proposes a compact, well-designed, transit-oriented development which will include the provision of affordable housing options effectively catering to people at all stages of life whilst providing ease of access to services and amenities in the area. The immediate area is well serviced by commercial and retail services that meet daily needs of future residents. In addition to the services available in the area, there are 14 units with frontage onto Eglinton Avenue East that are proposed to potentially host commercial uses, if feasible from a market perspective. As presented on the services context map the area – immediate and surrounding – provides opportunities for residents and visitors to have access to a variety of services and amenities.

The Region's general policies for growth management relevant to the proposed development include the following:

- “5.5.2.1 *Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.*
- 5.5.2.2 *Direct a significant portion of new growth to the built-up areas of the community through intensification.*
- 5.5.2.4 *Prohibit the establishment of new settlement areas.”*

The proposal conforms to Section 5.5.2 of the Region of Peel Official Plan by providing for new growth within an already built up area through intensification and further does not require the establishment of a new settlement area. The proposed development takes advantage of the services and amenities available in the area both existing and planned.

The location of the subject lands offers opportunities for employment access and access to commercial and retail services, including the 14 units that can be potentially used for commercial uses in the future. As mentioned above, the proposal also includes open space that will be designed to act as a key feature of the proposal providing for both indoor and outdoor amenity space.

As outlined above, new growth is to be directed to the Region's Urban System in pedestrian friendly, transit-supportive urban development. Intensification is encouraged where complete communities and transit supportive development can be achieved. The proposed Official Plan Amendment and Zoning By-law Amendment will facilitate a well-designed, transit-oriented area that offers new housing options in existing community and will therefore reinforce the complete communities objectives of the Regional Plan.

Section 5.5.3: Intensification indicates that a significant portion of new growth should be directed to built-up areas, promote compact urban form and intensification. The general intensification objectives relevant to the proposed development include the following:

- “5.5.3.1.1 To achieve compact and efficient forms.*
- 5.5.3.1.2 To optimize the use of existing infrastructure and services.*
- 5.5.3.1.3 To revitalize and/or enhance developed areas.*
- 5.5.3.1.4 To intensify development on underutilized lands.*
- 5.5.3.1.5 To reduce dependence on the automobile through the development of mixed use, transit-supportive, pedestrian-friendly urban environments.*
- 5.5.3.1.6 To optimize all intensification opportunities across the region.*
- 5.5.3.1.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.”*

The Region's general policies for intensification relevant to the proposed development include the following:

It is the policy of Regional Council to:

- 5.5.3.2.2 Facilitate and promote intensification*
- 5.5.3.2.3 Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.*
- 5.5.3.2.5 Require that by 2016 and for each year thereafter, a minimum of 50 percent of the Region's residential development be within the built-up area.*
- 5.5.3.2.7 Require the area municipalities to develop intensification strategies that, among other things, identify intensification areas such as urban growth centres, intensification corridors, urban nodes, major transit station areas and other intensification areas to support a mix of residential,*

employment, office, institutional and commercial development where appropriate, and to ensure development of a viable transit system.

The proposed development conforms to the policies contained within Sections 5.3 and 5.5 of the Region of Peel Official Plan. The subject lands are within the Urban System and direct growth to the built-up area through intensification of an underutilized parcel of land which through the proposed development, will utilize existing infrastructure and services and capitalize on infrastructure investment.

The proposed development provides residential intensification in an area suitable for this type and scale of development. The location of the subject lands, along an intensification corridor, and within a major node provides a unique advantage to realize the areas planned function which ultimately intends to host intensified developments and a mix of uses. The proposal includes the intensification of the subject lands to be developed with an FSI beyond that which was originally envisioned under the local policy planning framework however, does remain compatible with the surrounding land uses in terms of uses permitted, and height, scale, massing and transition, and will respect and optimize the existing and planned conditions of the surrounding neighbourhood.

The proposed development supports the further establishment of a vibrant neighbourhood by providing for open space, creative urban design solutions, an enhanced streetscape and generally improves the overall function and visual appeal of the overall Uptown – Major Node.

The proposed development is serviced by the existing uses located south beyond the 403 (i.e. Square One Shopping Centre) and can act as a transition area from the “Downtown” to the more northerly areas. We wish to note that although proximal to “Downtown Core” (Downtown), the delineation of the “Downtown” at its most northerly limit is the Highway 403. The subject lands are therefore located outside of the “Downtown” and are not subject to the Urban Design Guidelines for the “Downtown”. Within the Major Node, there is a significant supply of retail and commercial services that can be easily accessed by future residents, including but not limited to, those existing around the intersection of Hurontario Street and Eglinton Avenue, Square One Mall and the additional commercial units proposed as a part of this development application which will have frontage and direct pedestrian access onto Eglinton Avenue East.

Section 5.9 of the Region of Peel Official Plan sets out the objectives and policies related to the Transportation System in Peel. The transportation system in Peel is comprised of a network that includes freeways, major roads, local roads, public transit systems, sidewalks, and bikeways that serve the communities in Peel Region. As shown on *Schedule E – Major Road Network of the Regional Official Plan (Figure 10 – Major Road Network of this report)*, the major road network in Mississauga consists primarily of “Freeways” and “Major Roads”. Eglinton Avenue East and Hurontario Street are identified as “Major Roads”.

The Region’s general objectives for the transportation system relevant to the proposed development include:

“5.9.1.2 To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system.”

- 5.9.1.3 *To support the provision of improved transportation mobility and choice to all residents, employees and visitors*
- 5.9.1.4 *To promote and encourage the increased use of public transit and other sustainable modes of transportation”*
- 5.9.4.2.12 *Control access to Regional roads so as to optimize traffic safety and carrying capacity, and control the number and location of intersections with Regional roads in consultation with the affected area municipality.*

The proposed development is transit supportive as it provides access to Eglinton Avenue East and is in close proximity to Hurontario Street, which are both well serviced by transit options that provide connectivity to the immediate and surrounding area thus contributing to supporting a decrease in dependence on travel via private automobile. This ultimately allows the opportunity for residents to connect to regional transit facilities such as the Square One Anchor Hub (See Figure 11, Peel Official Plan – Schedule G: Rapid Transit Corridors) and provides connections to the surrounding Greater Toronto Area.

Transit supportive intensification is therefore provided for as noted by the Regional OP in this context.

The proposed access from Eglinton Avenue East via future Thornwood Drive represents a planned access point. The proposed development also provides a planned access from Hurontario Street via future Armdale Road. No modification to the Regional road network is proposed. By providing access from two points to the subject property, traffic ingress/egress flow are maximized and are most efficient which in turn improves pedestrian and vehicle safety. Based on the characteristics of the surrounding road network and proposed development, there is sufficient opportunity for the traffic generated by the proposal to be accommodated through the existing and planned road network. Focusing on supplying TDM measures remains a priority and will be used to both reduce travel demand and redistribute preferred methods of travel.

A full range of TDM measures will be continue to be explored in an effort to more effectively satisfy the priorities of the Region to promote walkability and foster a desirable pedestrian realm wherein residents and users would engage in alternate modes of transportation and deprioritize travel via private automobile.

Based on the Transportation Study (TS) as prepared by WSP, it is expected that the traffic impact, or traffic generated, from the proposal is acceptable. Further, the study speaks to supplying TDM measures which remains a priority and will be used to both reduce travel demand and redistribute preferred methods of travel. The TIS prepared by WSP makes these notable conclusions:

- A range of TDM measures that target a reduction in the private auto mode split are proposed including connections with the existing and planned robust alternative transportation networks
- Traffic impacts from the site traffic associated with the development will be marginal
- Transit located on “doorstep” of the site

- Walkable area
- Cycling opportunities

Based on the results presented in the TIS as prepared by WSP, it is not anticipated that the proposed development will generate any negative impacts on the existing road network. Please see the TS for further details.

Section 5.9.5 of the Regional Official Plan continues to provide the policies and objectives related to Inter- and Intra-Regional Transit. Inter-regional transit within the GTA and vicinity is in part provided by the Government of Ontario's "GO" Commuter Rail and Bus Services.

As noted in Section 5.9.5 Inter and Intra Regional Transit Network:

"5.9.5 The Inter and Intra Regional Transit Network

The existing road network, even with additions and expansions, will not accommodate the long term travel demands of Peel's projected residents and workers at acceptable levels of service. A considerable portion of trips will have to be accommodated by alternative modes of transportation, including transit. The implementation of transit supportive measures and the enhancement of transit services will be needed in order for this to occur.

Policies and objectives of the Region, as it relates to Inter- and Intra-Regional Transit include the following:

- "5.9.5.1.2 To support and encourage the development of an economically feasible, effective and efficient, sustainable and safe inter- and intra-regional transit network and encourage connectivity and coordination between transit services.*
- 5.9.5.1.4 To support and encourage transit – supportive development densities and patterns particularly along rapid transit corridors and at designated nodes such as transit terminals, urban growth centres, GO stations and mobility hubs.*
- 5.9.5.2.1 Support the implementation and protection of rapid transit corridors as shown of schedule G, as well as those additional higher order transit, bus rapid transit or priority transit corridors proposed on regional roads by the area municipalities or provincial transit authorities."*
- 5.9.5.2.10 Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit services and other sustainable modes.*
- 5.9.5.2.13 Support gateways and interconnections between the local bus network and future transitways, especially at Urban Growth Centres and other mobility and transportation hubs.*

The proposed development conforms to the policies of Section 5.9 of the Region of Peel Official Plan. The roadways that provide access to the subject development provide higher-order movement of people and goods and offer opportunities for inter and intra-regional connections. The proposal incorporates priority elements such as short and long term bicycle parking opportunities at an increased rate, whilst the location provides for activity and design that support and encourage transit usage and ridership.

The subject lands are also in close proximity to the proposed LRT along Hurontario Street, thus which makes the subject lands an ideal candidate for higher density residential development. The proposed development will promote ridership and support a higher level of transit service within the area, as desired by both the Region and MOP. This development will provide a mutually beneficial relationship as the transit opportunities in this general area are extensive and a positive attribute for future residents/commuters for this development. Further, the density proposed supports the public investments in the existing and future transit network. It is for these reasons that the proposal in its current configuration is in conformity with the Region of Peel Official Plan.

It is for these reasons that we are of the opinion that the proposed Official Plan, Zoning By-law Amendment and Draft Plan of Subdivision demonstrate conformity with the policies of the Region of Peel Official Plan (Sections 5.3.1, 5.3.2, 5.3.3, 5.5.1, 5.5.2, 5.5.3 and 5.9 as outlined above) as it will facilitate the creation and maintenance of healthy and complete communities located along both an intensification corridor and transit corridor within the Urban System of the Region of Peel.

The Region of Peel Official Plan further provides insight on the utility of the proposed local road extension and its impact on the transportation system as discussed below.

4.3.1 Region of Peel Official Plan and Local Road Extension, 2016 Office Consolidation

The Region of Peel Official Plan identifies both Hurontario Street and Eglinton Avenue East as Major Roads (*see Figure 10 – Schedule E Major Road Network*) which provide for inter and intra municipal travel. The Regional plan also identifies the need for a inter and intra regional transit network which maximizes the use of existing infrastructure and supports TDM (Section 5.9.5). The onus of managing traffic demand would be best achieved through the implementation of more innovative travel solutions such as public transit and active transportation as discussed above.

It is the priority of the Region of Peel to move people efficiently and to unincentivize the use of private automobiles. Section 5.9 Transportation Demand Management offers the following outline of policies related to the Regional transportation system:

The intention of the collective set of policies that follows is to provide a transportation system that serves the needs of the people who reside or work in Peel or who travel through the region. To this end, the policies are intended to foster increased sustainability of the transportation system in Peel by:

- *Considering all modes of travel and promoting the efficient movement of people and goods (with a focus on moving people by modes other than single-occupant automobiles);*
- *Maximizing the use of existing transportation infrastructure;*

- *Increasing travel choices to meet diverse needs;*
- *Minimizing the environmental and health impacts of transportation;*
- *Promoting integration of transportation planning and land use planning*

The policies above pay specific regard to moving people in and around the Region of Peel efficiently while avoiding prioritization of single-occupant automobiles and further, capitalizing on transportation infrastructure and recognizing the integration of transportation planning and land use planning.

Section 5.9 Transportation Demand Management also refers to the link between land use planning and transportation throughout the region:

“The transportation system is intended to accommodate current and projected travel demands. To do so, planning for the transportation system must be undertaken concurrently with land use planning (i.e. the determination of where growth will occur.”

As discussed above, the Region of Peel Official Plan Schedule D – Regional Structure, identifies Hurontario Street is a Regional Intensification Corridor.

To reiterate, Regional Intensification Corridor is defined as:

“Regionally significant, multi-functional, linear concentrations of urban development providing a range and mix of commercial, office, major institutional, residential, recreation and cultural services or facilities that supports higher-order transit service and links urban growth centres together.”

This suggests the Hurontario Corridor, including the subject lands, have been planned to support higher densities which would be supportive of higher order transit. This provides a link between land use planning and an efficient transportation system by requiring densities that would make efficient use of infrastructure. Local roads provide minimal utility as they are not intended to support large volumes of traffic and will yield minimal benefits.

The development proposal reserves space for commercial units along the Eglinton Avenue East frontage. These units are proposed to function as either residential units or commercial units dependant on market demand. As such, the units will be strategically designed to be able to accommodate either use.

The RMD designation and Major Node Character Area policies restrict development within the built-up area from developing beyond an FSI of 1.8 and a maximum building height of 3 storeys. The RMD designation and Major Node Character Area policies would adversely affect the planned function of the area based on Regional policy direction for intensification corridors, nodes and major transit station areas. The Hurontario Corridor is identified as a prime opportunity for intensification in the Region. The minimum FSI requirement permits for a built form to develop to a FSI of 1.0 which does not conform to the intention of Regional policies as the density is too low for a Major Node. The MOP designation does not promote or encourage the increased use of transit where it is planned. Such densities may adversely affect the utility of the planned Hurontario LRT.

Schedule G of the Region of Peel Official Plan designates Hurontario Street as an *Other Rapid Transit Corridor*. (see Figure 11) Policy 5.9.5.1.4 as referenced above speaking to development that supports and encourages transit usage, would encourage the proposed density as it is appropriate in this location to make efficient use of existing and planned transit options. The area provides connections to existing GO stations and proximal mobility hubs.

Armdale Road and Thornwood Drive, when combined with the proposed private roads, are appropriate for the implementation of planned and existing transit along the Hurontario Rapid Transit Corridor. The provision of more roads would adversely provide alternatives to engaging preferred methods such as transit or active transportation options and further incentivize private automobile trips. It is the priority of the Region of Peel to move people efficiently and to deprioritize the use of private automobiles and further, prioritize alternative methods such as active transportation and transit ridership.

Section 5.9.9 Transportation Demand Management of the Region of Peel Official Plan outlines strategies related to managing growth in relation to travel demand:

“Growth in population and employment in Peel Region has led, and will continue to lead, to increased travel demand. Until recently, it has been possible to meet much of the increasing travel demand through the construction of new roads and the widening of existing roads.

Such “supply side” solutions, however, will not be enough in the future. Exclusive dependence on roads is neither sustainable nor desirable.”

As per the Region of Peel Official Plan excerpt above, the construction of new roads to manage the volume of vehicular traffic is not sustainable or desirable.

As per the findings in the WSP Technical Memorandum, the local road extension will not significantly alleviate traffic congestion as it is a local road and not planned to accommodate heavy vehicular traffic. Further, the construction of this road through the subject lands will disincentivize pedestrian movement in and around the subject lands as it will produce perceived unsafe conditions for pedestrians and cyclists. The Region of Peel Official Plan explicitly states that supply side solutions are no longer viable options in satisfying transportation demand solutions. As an alternative to providing an increase in the supply of roads, and in response to this Regional goal, we have proposed a multiuse path.

As exhibited in the Technical Memorandum provided by WSP, the requested extension will not accommodate a significant amount of traffic contrary to the perceived function of the extension and is seen to be a short-term traffic management solution to a much larger congestion issue.

“It is necessary to also consider “demand side” solutions, such as Transportation Demand Management (TDM) measures. (TDM is actions or programs designed to improve the efficiency of the transportation system or to reduce or modify the demand for travel to make optimum use of existing and future transportation facilities and services.) While TDM

alone cannot be expected to meet the future growth in demand, it is an important component of the range of solutions that will be needed to meet forecast travel demand.”

As noted previously, TDM measures will be explored in an effort to more effectively satisfy the priorities of the Region to promote walkability and foster a desirable pedestrian realm wherein residents and users would engage in alternate modes of transportation and deprioritize travel via private automobile. Whereas the requested local road extension will increase roadway supply and incentivize travel via private automobile.

The subject lands possess many locational advantages as discussed throughout this report. Among them are, access to day-to-day goods and services, and immediate access to an extensive existing and planned transportation network and pedestrian connections. The transit connections currently in place offer access to major transit stations such as the Square One Terminal and further connections to Port Credit, Cooksville and existing GO stations. The existing transit options are well established to accommodate future and current resident needs.

Based on existing conditions in the area as depicted in the planning rationale herein, in combination with the findings of the WSP Technical Memorandum, the local road extension is not an integral part of the range of solutions that can be used to meet the forecasted travel demand.

As per the Region of Peel Official Plan, efforts to increase vehicle capacity through the creation of new roads is not a viable solution and will likely produce negative consequences. More innovative ways to offset the incentive to travel via private automobile are promoted within the proposed plan in accordance with the Regional Official Plan such as the introduction of a multi use path which would further capitalize on opportunities to improve on existing public transit options and continue to explore the feasibility of providing more expansive transit options that will foster a more complete community and produce more desirable pedestrian conditions.

As such, the proposed Official Plan Amendment and Zoning By-law Amendment demonstrate conformity with the policies of the Regional Plan.

4.4 City of Mississauga Official Plan (Office Consolidation March 13, 2017)

The City of Mississauga Official Plan (the “MOP”) provides direction for the next stage of the city’s growth and articulates a vision for a future Mississauga through specific guidance for both the public and private sectors in the ongoing evolution of the city. MOP provides planning policies to guide the city’s development to the year 2031, as required by Provincial legislation. MOP provides policies to manage and direct the physical change of the city and the effects of such change on the social, economic, cultural and natural environment as well as to set out the goals, objectives and policies to guide future development, redevelopment and intensification within the City. It also forms the basis for detailed land use designations and urban design policies.

As required by Sections 2 and 3 of the Planning Act, the following sections demonstrate how the proposed Official Plan and Zoning By-law Amendment applications aligns with the overall objectives and policies of the City of Mississauga Official Plan and demonstrates how the specific height and density policies applicable to the subject lands can be brought into conformity with the PPS, Growth Plan and Region of Peel Official Plan.

Section 4.5 *Vision* of the MOP outlines the following policies related to the proposed development:

“Mississauga will direct growth by:

- *focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities;*
- *achieving balanced population and employment growth.*

Mississauga will complete communities by:

- *promoting an urban form and development that supports public health and active living;*
- *ensuring that communities include or provide easy access to a range of uses and services required to meet all or most of the daily needs of residents through all stages of their lives; e.g., housing, transportation, employment, recreation, social interaction and education;*

Mississauga will create a multi-modal city by:

- *developing and promoting an efficient, safe and accessible transportation system for all users;*
- *promoting a transportation network that connects nodes with a range of transportation modes, to reduce dependency on cars for local trips;*
- *promoting transit as a priority for moving people;*
- *implementing a viable and safe active transportation network for cyclists and pedestrians of all abilities;*
- *encouraging transportation demand management (TDM) practices;*
- *developing an integrated and seamless network of mobility transportation hubs and higher order transit stations.*

The proposed development promotes a desirable urban form, proposes an appropriate mix of land uses and is located within an area planned to accommodate higher order transit. The subject lands are in close proximity to existing transit options providing inter and intra regional transit connections. Intensification is a major goal of the Official Plan to ensure that growth is managed to reduce the need to expand the Region's urban boundary and to minimize the infrastructure requirements of new development, including hard and soft infrastructure such as transit, schools and water and waste water systems.

The subject lands are located adjacent to existing services and facilities that contribute to the development of a complete and healthy community. The proximity of existing services and amenities and the mix thereof provides the future residents with ease of access to these services without the requirement to engage in private automobile travel.

The proposed development promotes transportation demand management practices through the provision of long and short term bicycle spaces, uninterrupted pedestrian pathways, proximity to existing and planned transit options and the provision of the MUT. The proposed development will be designed with specific regard to urban design guidelines that support pedestrian oriented development.

The proposed development supports the City's objectives for complete communities inclusive of appropriately scaled high-density with access to a mix of uses in the area. The proposal is appropriately located along suitable corridors which provide access to both basic and luxury services and amenities. The proposed development allows future residents and visitors to be able to utilize the multi-modal network which exists today and to take advantage of infrastructure proposed in the future.

The subject land's proximity to the Square One Anchor Hub is of significance as per the role of Anchor Hubs in the City of Mississauga. Anchor Hubs are defined as:

Major Transit Station Area associated with the regional transportation system, that has significant potential to attract and accommodate new growth and development. These hubs have the potential to be planned for major institutions, employment centres, shopping centres. Anchor hubs also have strategic importance due to their relationship with the Downtown and Airport.

The proximity of the subject lands to the Square One Anchor Hub will provide high levels of connectivity within the City, Region and beyond.

In the MOP, Schedule 6: Long Term Transit Network (See *Figure 8, Mississauga Official Plan, Schedule 6: Long Term Transit Network*), it is noted that the subject lands are located slightly east of an intersection where a transit priority corridor (Eglinton Avenue) intersects with an intensification corridor and higher order transit corridor (Hurontario Street). Based on existing transit service and potential future service, this location has both existing and long-term potential for optimal transit connectivity within the City of Mississauga, greater Region of Peel and beyond.

It is critical to note that the subject lands have immediate access to a number of high frequency bus routes (as exhibited in the Servicing Context Map) which are able to connect users to the Square One Transit Terminal and Lakeshore GO lines, among other major transit lines. This provides the opportunity for users to efficiently move within the immediate area and beyond. Specifically, and in consideration of this development proposal through the lens of a typical TOD guideline, the following is noted:

1. The City's Mi-Way transit terminal along Hurontario (MiExpress Route 103) provides Monday to Sunday all day service and connections to the City Centre Transit Terminal

- (considered a Major Transit Terminal), Cooksville GO and Port Credit GO with a stop located at the intersection of Hurontario and Eglinton;
2. The Mi-Way local terminal along Hurontario Street (Milocal 19 Hurontario) providing Monday to Sunday service with a stop located at the intersection of Hurontario and Eglinton; and,
 3. Future Hurontario LRT line.

Transit services are detailed in Section 3.3 Transit Services of the TIA as prepared by WSP dated September 11, 2018.

Typical TOD guidelines reference urban villages (as a development scenario) where residents live within a 5-10 minutes walk of quick, efficient public transit and can ‘live, work, play, shop, and learn’ in a pedestrian-friendly environment. This further infers that use or ownership of an automobile is an option rather than a necessity. In consideration of the distances mentioned above, it is clear the development is ideally situated from a TOD perspective as it provides access to transit infrastructure as well as work/play/shop opportunities within the immediate and greater neighbourhood. This is further reinforced with the proposed design elements of the site offering contiguous at-grade connectivity for pedestrian circulation.

Further, Future Background Traffic Conditions were assessed by WSP in Section 4 of the originally submitted TIA and did include the evaluation of future developments within the area.

The proposed development, with an increased FSI beyond the MOP framework, is appropriate in this location as the close proximity to existing and planned transit infrastructure will more than likely serve to bolster modal split and to foster long term transit use. It is also an example of an area appropriate for intensification in comparison with other City locations.

5.1.3 Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:

- b) utilize existing and proposed services and infrastructure such as transit and community infrastructure;*
- c) minimize environmental and social impacts;*
- d) meet long term needs;*
- e) build strong, livable, universally accessible communities; and*
- f) promote economic prosperity.*

5.1.4 Most of Mississauga’s future growth will be directed to Intensification Areas.

5.1.6 Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.

The proposed development conforms to the Section 5 policies of the MOP as the location is appropriate for development as it will utilize existing servicing and infrastructure. The existing MOP permissions, including but not limited to height and FSI, are not in conformity with the Mississauga Official Plan policies outlined in section 5.1 (as referenced above) as they relate to directing future growth to appropriate areas in the City. The neighbourhood has been long-

established as appropriate area for high-density apartment uses, whereby the height and density permissions have always been central to the planned urban form and function of the Uptown - Major Node and neighbourhood, which to date, have not materialized to its full potential. The compact nature of the proposed development is in an appropriate location to take advantage of existing day-to-day services as well as employment opportunities within proximal distance, or that are accessible via transit options. Proximity to these key components of Mississauga's Long-term Transit Network provides a connection for this development to local and inter-regional transit options making this proposed development highly transit supportive.

The proposed development is located in an area identified as an Intensification Area (see below, policy 5.3.2.3) which is an area appropriate for the requested changes in the permitted FSI. Approval of this development will positively contribute to achieving the City's envisioned beautification and livable built form as desired within this Intensification Area.

Section 5.3 *City Structure* of the Mississauga Official Plan outlines the following policies related to the proposed development (See Figure 12, *Mississauga Official Plan, City Structure: Schedule 1B*):

5.3 City Structure

The City Structure is the basis of the following urban hierarchy:

- *Major Nodes 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;*

As outlined in the MOP, it is intended that Major Nodes will be planned as prominent centres of mixed-use activity with a variety of opportunities which are further anticipated to provide a variety of higher density housing for people throughout the different phases of their lifecycle and for a variety of income groups. For these reasons, the existing MOP designation is not in conformity with the intention of Section 5.3, City Structure. The proposed development provides a higher density than that which is currently permitted in the MOP to facilitate these intensification and residential unit mix objectives of the PPS, Growth Plan and Region of Peel Official Plan.

The area is well serviced by existing commercial and retail opportunities, along with those units onsite, should this be required, which are within walking distance of the subject lands, or alternatively, are reachable via public transit or active transportation options where warranted. The subject lands also provides access opportunities to employment centres though multi modal transportation options.

Section 5.3.2 Major Nodes in the Mississauga Official Plan outlines the following:

“Major Nodes have considerable existing or planned capacity to accommodate both residential and employment uses and as such could have a positive effect on travel demand. They are located close to planned higher order transit.... Major Nodes will develop as

prominent centres with a regional and city focus, and be served by higher order transit. Major Nodes will provide a mix of uses including employment, commercial, residential, educational and open space.”

- 5.3.2.1 *There are three Major Nodes in Mississauga:
 - a. Central Erin Mills,
 - b. Lakeview Waterfront; and
 - c. Uptown.*
- 5.3.2.2 *Local area reviews will confirm or determine detailed boundaries for Major Nodes.*
- 5.3.2.3 *Major Nodes are Intensification Areas.*
- 5.3.2.4 *The Major Nodes will achieve a gross density of between 200 and 300 residents and jobs combined per hectare.*
- 5.3.2.5 *Development applications within a Major Node proposing a change to the designated land use which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.*
- 5.3.2.6 *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.*
- 5.3.2.8 *Major Nodes will develop as city and regional centres and be a primary location for mixed use development.*
- 5.3.2.11 *Development in Major Nodes will be in a form and density that achieves a high quality urban environment*
- 5.3.2.12 *Major Nodes will be served by frequent transit services, including higher order transit facilities, which provide connections to destinations within the city and to neighboring municipalities.*
- 5.3.2.13 *Major Nodes will be developed to support and encourage active transportation as a mode of transportation.*

The subject lands are located within the Uptown Major Node as defined by the MOP policies (See Figure 7 – Uptown Major Node Character Area). The current MOP designation and policies found in Section 13 Major Nodes of the MOP are not in conformity with Section 5.3 as referenced above. The proposed development reinforces the City’s desire for intensification and higher density. The anticipated mix of unit sizes and affordable units contributes to the policy framework which aims to provide for resident needs based on life-cycle and variety of income levels.

The proposed commercial permissions along the Eglinton Avenue frontage are supportive of policy 5.3.2.8. These units will provide the opportunity for a mix of uses in the development proposal, should they be in demand. As detailed, these units will be designed internally to function as either residential or commercial units. Market demand will dictate the ultimate use of these units.

The proposal seeks changes in the permitted density from existing permissions which through the development of the subject lands will contribute to the intensified fabric and increase the number of users engaging in the existing mix of activities/uses for the Major Node, thus allowing the City to further achieve the envisioned built form and purpose for this area. The proposal will continue to significantly contribute to achieving residential density target desired by the City policy framework for this area.

The proposed development, through density and on-site design features will continue to support active transportation and transit service infrastructure. The proposed location of this high-density development will contribute to the potential long-term health of site users by providing for living spaces and commercial opportunities in an area which is well serviced by existing amenities and moreover contributes to a complete community. By way of the above noted, the proposal conforms to the intention of the policy framework for the Uptown Major Node.

The mix of surrounding land uses including work and play opportunities as well as proximity to public transit opportunities with established connectivity to inter and intra-City opportunities, will promote the qualities of a complete community and reduce unnecessary car travel by promoting alternatives such as bus transportation and active transportation.

Section 5.4 Corridors outlines the ways in which Corridors connect various elements of the city to each other. Corridors will be designed to evolve and accommodate multi-modal transportation and specific densities and land uses in accordance with the City Structure element to which they are located in. In this case, the subject lands are located within the Uptown Major Node (See Figure 6, Schedule 1c Urban System – Corridors). Section 5.4 Corridors reads:

- “5.4.1 A Corridor is generally comprised of the road right-of-way as well as the lands on either side of the road. The Corridors are shown conceptually on Schedule 1c: Urban System - Corridors.*
- 5.4.2 Where Corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence.*
- 5.4.3 Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the Corridor.*

- 5.4.4 *Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.*
- 5.4.8 *Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas.*
- 5.4.10 *Local area reviews will consider the appropriateness of transit supportive uses at the intersection of two Corridors. Local area policies may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.*
- 5.4.11 *Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas. Additional Intensification Corridors may be identified in the future.*
- 5.4.13 *Low density residential development will be discouraged from locating within Intensification Corridors*
- 5.4.14 *The Hurontario Street Intensification Corridor is comprised of lands along Hurontario Street from Lake Ontario in Port Credit to the city's limit to the north as shown on Map 5-1: Hurontario Street Intensification Corridor*
- 5.4.15 *A number of Light Rail Transit Stations, which will be located along the Hurontario Street Intensification Corridor to serve the proposed light rail transit system are a form of Major Transit Station Areas. The Major Transit Station Areas are identified on Schedule 2: Intensification Areas and the Light Rail Transit Stations are identified on Schedule 6: Long Term Transit Network."*

As per the policies in Section 5.4 as outlined above, the proposed development is appropriate based on it's location within a Corridor, Major Node, Intensification Corridor and a Major Transit Station Area (within 500 metres (1,640 feet)) (See Figure 5 – Schedule 2, Intensification Areas). Conversely, the current MOP designation is not in conformity with Section 5.4 Corridors when defining appropriate densities on the subject lands, per the defined roles of lands located within a Corridor, Major Node, Intensification Corridor and a Major Transit Station Area

As outlined above, these areas are intended to serve at higher densities than others throughout the City and Region. This proposed development is appropriate as it contemplates an increase in density, the potential provision of commercial units along the Eglinton Avenue frontage, proximity to transit and is served by existing commercial and employment opportunities. The proposed

Official Plan and Zoning By-law amendment and those policies captured therein, are in conformity with the intentions of the MOP by providing for intensification in a suitable area which is well serviced by existing infrastructure and capitalizes on public sector investments such as the future Hurontario LRT.

Section 5.5 Intensification Areas speaks about directing future growth within the City of Mississauga to intensification areas which area areas to be developed at densities which are high enough to support frequent transit service and a variety of amenities. Intensification areas particularly promote the efficient use of lands through developments that involve multi storey buildings and structured parking facilities. Policies relevant to the proposed are as follows:

- “5.5.1 The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas.*
- 5.5.4 Intensification Areas will be planned to reflect their role in the City Structure hierarchy.*
- 5.5.5 Development will promote the qualities of complete communities.*
- 5.5.6 Development applications within Intensification Areas proposing a change to the designated land use, which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.*
- 5.5.7 A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.*
- 5.5.8 Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.*
- 5.5.9 Intensification Areas will be planned to maximize the use of existing and planned infrastructure.*
- 5.5.12 Development will be phased in accordance with the provision of community infrastructure and infrastructure.*
- 5.5.13 Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.*

- 5.5.14 *Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.*
- 5.5.15 *Intensification Areas will be served by transportation Corridors containing transit and active transportation and may contain higher order transit facilities.*
- 5.5.16 *Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.”*

The existing MOP designations will permit for undesirable residential built form (such as townhouses) to be permitted in an Intensification Area, Major Transit Station Area and Major Node, which is determined to be not in conformity with the intentions of these areas. The proposed development conforms to the above noted policies and further to the intention of the Mississauga Official Plan by providing intensification in an area that is well serviced by existing services and amenities, is co located with a mix of uses, utilizes the capacity of existing infrastructure, prioritizes pedestrian connectivity and usage of public transit options and contributes to the intended character of a Major Node and Intensification Area. Further, the proposal includes land use permissions for 14 units along the Eglinton Avenue East frontage to be potentially used for commercial uses.

The intensification of this area contributes to the long-term preservation of the environment and promotes environmentally sustainable development through the efficient use of land and the provision of a multi-modal transportation system and is therefore supportive of the policies in Section 6.2 Living Green which indicate that:

- 6.2.2 *Mississauga will build communities that are environmentally sustainable and encourage sustainable ways of living.*
- 6.2.3 *Mississauga will develop a green development strategy to enhance environmental sustainability.*
- 6.2.5 *Mississauga encourages the retrofitting of existing buildings and developed sites to be more environmentally sustainable.*

Moreover, Section 6.3 Green System reads:

- 6.3.1 *Mississauga will give priority to actions that protect, enhance, restore and expand the Green System for the benefit of existing and future generations.*

The efficient use of land and infrastructure will reduce the need for urban boundary expansions that could results in negative impacts on the natural environment. By providing for a compact, mixed use development through infilling and intensification, the proposed development supports sustainable development and the associated benefits including, but not limited to the reduction of

greenhouse gas emissions and preservation of greenspace valuable to sustaining the natural system. The creation of complete communities is further reinforced by locating complimentary uses in an area where it is suitable.

Chapter 7, Complete Communities of the MOP notes the following relevant policies:

- 7.1.1 *Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.*
- 7.1.2 *The creation of complete communities and the implications for public health will be considered by Mississauga when making planning decisions.*
- 7.1.3 *In order to create a complete community and develop a built environment supportive of public health, the City will:*
 - a. *encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;*
 - b. *design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;*
 - c. *encourage environments that foster incidental and recreational activity; and*
 - d. *encourage land use planning practices conducive to good public health.*
- 7.1.6 *Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.*

The proposed development incorporates the characteristics of a complete community by providing high density residential development that is currently well served by existing services and amenities accessible by foot, bicycle or transit options. This compact urban form will advance the walkability of the area for existing and future residents and ensure that the needs of residents can be met within the local neighbourhood. The future residents will also have the advantage of being in close proximity to various recreational opportunities and existing services and amenities in the area.

The designs submitted in support of the proposed development incorporate an urban fabric (i.e. framed streetscape) with high quality urban design considerations which include; no exposed parking areas; consolidated service and access areas for blocks; minimal setbacks to public streets; and, an overall design which is complementary and in keeping with other developments in the area and the significance of the Major Node.

Chapter 7.2.2 Housing of the MOP states the following:

- 7.2.2 *Mississauga will provide opportunities for:*
- a. *the development of a range of housing choices in terms of type, tenure and price;*
 - b. *the production of a variety of affordable dwelling types for both the ownership and rental markets; and*
 - c. *the production of housing for those with special needs, such as housing for the elderly and shelters.*
- 7.2.3 *When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.*
- 7.2.9 *The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes.*

The above noted policies related to housing are consistent with the proposed development. Various unit sizes and an increase in housing stock in a Major Node is supportive of the vision for the City of Mississauga and Region of Peel. Regional and Provincial policies are met by strategically placing high density development in an area that is well supported by existing and planned infrastructure.

Chapter 9 of the MOP, Build a Desirable Urban Form, sets out a policy framework in which speaks to principles associated with building a desirable urban form. The following is noted:

- 9.1.1 *Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.*
- 9.1.2 *Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and **active transportation** modes will be required.*
- 9.1.5 *Development on **Corridors** will be consistent with existing or planned character, seek opportunities to enhance the **Corridor** and provide appropriate transitions to neighbouring uses.*
- 9.1.6 *The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment and quality of life.*
- 9.1.8 *Mississauga will transform the public realm to create a strong sense of place and civic pride.*

- 9.1.9 *Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.*
- 9.1.10 *The city vision will be supported by site development that:*
- a. respects the urban hierarchy;*
 - b. utilizes best sustainable practices;*
 - c. demonstrates context sensitivity, including the public realm;*
 - d. promotes universal accessibility and public safety; and*
 - e. employs design excellence.*
- 9.1.11 *A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.*
- 9.1.13 *Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.*
- 9.1.15 *New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.*

The proposed development is consistent with the above noted policies related to the creation of a desirable urban form as it proposes five towers strategically oriented, stepped and aesthetically designed to foster pleasant sightlines, create a sense of place and use of the buildings and landscaping to frame streets. Also proposed are the 3 blocks of townhouse units which are placed on the most westerly portion of the site to provide an ease in transition to the lands located immediately east. Towers G and E have been stepped in their design to also address the adjacent land uses (medium density townhouses) appropriately.

The proposed public park and freestanding recreation centre which are centrally located are designed to function as a focal point for the development and moreover will conform to CPTED and the concept of eyes on the street. Allowing users and residents to feel safe will foster engagement with the natural realm.

The interior of the site in terms of landscaping, as well as the building materials used for construction will harmonize beautification and intensification in an area supportive of this scale and type of density. As mentioned throughout this report, pedestrian connectivity and engagement with open space has been a priority throughout site design.

The location and continuous sidewalks, along with the proposed multi use trail encourage active transportation and allow users to engage with public transit without having to rely on a private automobile for ease of access thereto.

Section 9.2.1 Intensification Areas states the following:

- “9.2.1.3 *Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.*
- 9.2.1.4 *Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.*
- 9.2.1.6 *Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.*
- 9.2.1.8 *The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.*
- 9.2.1.9 *Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.*
- 9.2.1.10 *Appropriate height and built form transitions will be required between sites and their surrounding areas.*
- 9.2.1.11 *Tall buildings will be sited and designed to enhance an area’s skyline.*
- 9.2.1.12 *Tall buildings will be sited to preserve, reinforce and define view corridors.*
- 9.2.1.13 *Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.*
- 9.2.1.14 *In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.*
- 9.2.1.15 *Tall buildings will address pedestrian scale through building articulation, massing and materials.*
- 9.2.1.16 *Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas*
- 9.2.1.19 *The public realm and the development interface with the public realm will be held to the highest design standards.”*

The proposed development is located along an Intensification Corridor and in close proximity to a Major Transit Station Area. The concept plans submitted in support of the proposal incorporate

appropriate height and built form transitions as well as allowing for privacy, sunlight, and sky views for on-site and the off-site residents. The buildings incorporate podium elements and stepped designs which have been assessed for pedestrian comfort as well as sunlight on the public realm. The wind analysis results provided that pedestrian wind levels were mostly comfortable. This is further evidenced in the Pedestrian Wind Study as prepared by Theakston Environmental dated May 30, 2019 appended to this report.

Buildings and open spaces are designed and located in a way that is intended to contribute to placemaking and creation of an area that is not only beautified, but functional as it provides ease of access for numerous residents to immediate and surrounding areas, provides comfortable open spaces and recreational opportunities on site and appropriately locates tall buildings.

Moreover, the ROW's are in excess of 20 metres which is supportive of greater building heights.

The Dialog Architects drawing package dated May 2019 provides information with respect to shadow impacts on the public realm as well as surrounding existing developments. Further details/analysis on sun/shadow are noted in the concluding section of this Report.

Chapter 9 of The MOP also notes the following policies:

- 9.2.1.21 *Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.*
- 9.2.1.22 *Development will be designed to support and incorporate pedestrian and cycling connections.*
- 9.2.1.23 *Active uses will be required on principal streets with direct access to the public sidewalk.*
- 9.2.1.24 *Development will face the street.*
- 9.2.1.25 *Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.*
- 9.2.1.27 *Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.*
- 9.2.1.28 *Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.*
- 9.2.1.29 *Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.*
- 9.2.1.30 *Development will provide open space, including squares and plazas appropriate to the size, location and type of the development.*

- 9.2.1.31 *Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.*
- 9.2.1.32 *Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.*
- 9.2.1.33 *Open spaces will be designed to promote social interaction*
- 9.2.1.34 *Development will utilize **streetscape** design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces.*
- 9.2.1.35 *Buildings and **streetscapes** will be situated and designed so as to encourage pedestrian circulation.*
- 9.2.1.36 *Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed.*
- 9.2.1.37 *Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses.*

The plans prepared by Dialog Architects in support of the proposed development details five compact buildings with an urban built form with active facades incorporating glazing facing the street and providing framing for the street and public realm/sidewalk. In order to achieve desirable streetscapes, minimal setbacks to Eglinton Avenue East and Thornwood Drive have been proposed in accordance with policies set forth by the MOP. It has been an integral part of the site design process to have specific regard for the frontage along Eglinton Avenue as identified at the DARC meeting with Staff.

Access to residential lobbies, while not provided directly on to the Eglinton Avenue, are easily accessible through open common areas and are logically located for way-finding for visitors to the development. The Eglinton Avenue East frontage is addressed with a built form which is appropriately scaled for human interaction with a podium element scaling to the highest proposed tower as per Eglinton Avenues intended function. The proposed (potential) commercial units are proposed along the Eglinton Avenue frontage as they have the most direct interaction with the public right of way and provide pedestrians with an ease of access, should these uses be pursued.

With smaller setback ranges to the existing property lines, the building placement of all towers allows for site programming opportunities including hard or soft landscaping which can incorporate formal or informal gathering opportunities for the public and site visitors.

An Amended Boulevard Treatment Plan as prepared by C.F Crozier & Associates is submitted in support of this application to detail streetscape improvements.

Generally, the five proposed buildings, through the use of the podium and/or stepping element, define the edge of both the private and public streets with parallel built form. For example, tower G is designed to flow with future Armdale Road, creating a unique and aesthetically pleasing street wall. It is the intention of this design team to provide sophisticated façade opportunities where buildings would face public streets and public spaces. A greater visual opening to the interior of the site from the street is created through the proposed building design. This provides visual relief to the building massing along the streets however, also facilitates appropriate pedestrian connectivity to the separate building elements/uses. This area also has broad opportunities for innovative hard and soft landscaping strategies.

Building scale has been designed in consideration of various factors including existing context, overall site programming and design, and the significance and design elements appropriate for the Major Node. Tower A B & E are planned to be the tallest buildings at 40-45 storeys, which are accordingly in closest proximity to Eglinton Avenue east, an Intensification Corridor. Tower E is proposed at 40 storeys as it abuts an existing commercial plaza. Tower E is proposed as a stepped design, steadily decreasing as the building interacts with the lands located on the north side of Armdale Road. Tower E at its lowest point (most northerly portion) is 4 storeys in height, providing for an appropriate interface with the adjacent lands (north). Tower D is shorter than those towers closest to Eglinton Avenue which allows for transition to existing and proposed residential developments. Tower D is proposed as a stepped design to have consideration for those lands located north of the subject lands. Tower G is strategically stepped, and the lowest in height of the six towers as it is located adjacent to the easterly lands and will more appropriately transition to the existing townhomes and not preclude these lands from any future development.

Chapter 9 further states:

- 9.4.1.3 *Development will support transit and active transportation by:*
 - a. locating buildings at the street edge, where appropriate;*
 - b. requiring front doors that open to the public street;*
 - c. ensuring active/animated building façades and high quality architecture;*
 - d. ensuring buildings respect the scale of the street;*
 - e. ensuring appropriate massing for the context;*
 - f. providing pedestrian safety and comfort;*
- 9.4.1.4 *Development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts*

The design attributes of the development ensure that the massing of the development is respectful of pedestrian use while still providing an appropriate design for the overall development lands and conformity with the intention of a Major Node.

Access to parking structures do not conflict with pedestrian circulation. Based on the location of the lands proximal to numerous existing and planned transit infrastructure facilities, pedestrian connections for bicycling and foot traffic have been prioritized.

Parking is exclusively provided in underground parking structures which is consistent with the policies of the MOP.

- 9.5.1 *Context addresses how developments demonstrate compatibility and integration with surrounding land uses and vegetation by ensuring that an effective transition in built form is provided between areas of different development densities and scale, and the protection of natural features. Proposed development should respect railway operations and lines by way of building and site design and implementation of development mitigation measures as required.*
- 9.5.1.1 *Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.*
- 9.5.1.2 *Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:*
 - a. Natural Heritage System;*
 - b. natural hazards (flooding and erosion);*
 - c. natural and cultural heritage features;*
 - d. street and block patterns;*
 - e. the size and configuration of properties along a street, including lot frontages and areas;*
 - f. continuity and enhancement of streetscapes;*
 - g. the size and distribution of building mass and height;*
 - h. front, side and rear yards;*
 - i. the orientation of buildings, structures and landscapes on a property;*
 - j. views, sunlight and wind conditions;*
 - k. the local vernacular and architectural character as represented by the rhythm, textures and building materials;*
 - l. privacy and overlook; and*
 - m. the function and use of buildings, structures and landscapes.*
- 9.5.1.3 *Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.*
- 9.5.1.4 *Buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.*

- 9.5.1.5 *Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.*

The Context of this proposal has been considered by the Dialog Master Plan (*see Figure 3*). The street and block patterns have allowed for the continuation of both Armdale Road and Thornwood Drive. The size and configuration of the blocks have been set out in the Draft Plan of Subdivision and provide for an orderly development. The streetscapes and urban edges of the development have been carefully planned to create an urban form along the Major Road, Eglinton Avenue East and within the development. The orientation of the buildings proposed has been considered through sun shadow and wind analysis to ensure that they meet the city requirements. The actual building materials will be advanced through the Site Plan Approval process, however, at this stage, the sense of enclosure along the streets and stepping down of built form is being used to create appropriate visual and functional relationships with the adjacent lands. All surrounding lands are within the Uptown Major Node, however, consideration has been given to the existing commercial plaza to the west and the vacant undeveloped lands to the east so as not to preclude them from developing.

- 9.5.3.9 *Tall buildings will minimize undue physical and visual negative impact relating to:*
- a. microclimatic conditions, including sun, shadow and wind;*
 - b. noise;*
 - c. views;*
 - d. skyview; and*
 - e. adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences.*

The development concept has been analyzed through microclimatic conditions and found to be acceptable (see section 6.2, 6.3 and 6.6 of this report). The Uptown Major Node will be a contributor to the City's skyline and this development, if approved, will assist in enhancing the skyline. The project is providing a combination of public and private park space and integrating it with the public realm.

General policies applicable city wide for all land use designations also apply to the subject lands (*see Figure 4.1 - Land Use Designations*). The subject lands are currently designated Residential High Density and Residential Medium Density, however, proposed to be fully engulfed under the Residential High Density designation with special permissions to bring the subject site into conformity with the planned function of the MOP for areas designated as Intensification Corridors, Major Transit Station Areas and within a Major Node. The MOP provides the following policy framework with respect to the land use designation and envisioned uses and regulations for the subject lands:

Chapter 11: General Land Use Designations

- 11.2.5.1 *Residential consists of four designations:*
- d. Residential High Density.*

*11.2.5.6 Lands designated Residential High Density will permit the following use:
a. apartment dwelling.*

The proposed site wide Residential High Density Designation will bring the lands into better conformity with the intention of the MOP by providing for high density residential in an area previously planned to accommodate high density, however at a reduced scale per the limitations imposed by the FSI and height permissions, however will still provide sensitivity to the existing neighbourhood through a thoughtful design process including building materials, stepped designs, the use of podium, and strategically locating landscaping features.

The proposed height and building massing relationship both to the streets as well as existing residential areas is appropriately transitioned and respectful of the existing and planned context requirements.

Policies specifically directed towards the Uptown Major Node Area are outlined in Section 13 of the Mississauga Official Plan.

The following MOP policies are noted:

13.1.1.2 For lands within a Major Node, a minimum building height of two storeys to a maximum building height of 25 storeys will apply, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.

13.1.1.3 Proposals for heights less than two storeys, more than 25 storeys or different than established in the Character Area policies will only be considered where it can be demonstrated to the City's satisfaction, that:

- an appropriate transition in heights that respects the surrounding context will be achieved;*
- the development proposal enhances the existing or planned development;*
- the City Structure hierarchy is maintained; and*
- the development proposal is consistent with the policies of this Plan.*

The current RHD designation for the lands located west of future Thornwood Drive requires a minimum height of 2 storeys and prescribes a minimum FSI of 1.9. This allows for the construction of a housing type that is permitted to develop to an FSI of 1.9 in an area that is planned for intensification. The FSI permissions outlined in *Chapter 13 – Major Nodes, Map 13-3*, do not require that the subject lands designated RHD to be built beyond the minimum requirement of 2 storeys or a FSI of 1.9. These permissions allow for a housing type and density that is seen as

inconsistent with the intentions of the Provincial Policy Statement and not in conformity with the Growth Plan when planning for lands which are designated intensification areas.

The RMD designation of the lands located east of future Thornwood Drive permits townhouses and all types of horizontal multiple dwellings. Under the Uptown Major Node Character Area, low rise apartments are also permitted. Any built form, however, is limited to a maximum allowable height of three storeys and a permitted FSI range of 1.0 – 1.8. These permissions are not consistent with the intention of the Provincial Policy Statement. Higher densities in Major Nodes should be encouraged and further, required where feasible. Notably, the current designations and relevant policies do not support the efficient use of available land as required by the Provincial Policy Statement and Growth Plan. The RMD designation does not appropriately reserve these lands for future development that is consistent with the policies put forth in the PPS and Growth Plan which is to intensify and promote increases in density in specific areas that have existing and planned infrastructure and/or services.

The development plans include FSI calculations and heights not permitted in this designation, it would appear the current high density residential designation does not accurately reflect the intent of the Major Node designation. Therefore, we are of the opinion the increase in FSI and increase in height beyond 25 storeys is more conducive to the intention of the MOP's definition of Major Nodes.

The intent of this development application is to amend the MOP to address policy 13.1.1.2 and prepare site-specific Character Area policies which will provide the framework for future development at this location. The increase in height beyond 25 stories and subsequent requirement of an OPA is justified at this location in light of the significance of the subject lands as noted previously and the various locational advantages this area contains.

The Uptown Major Node also provides Urban Design policies

13.3.1.1 To enhance a sense of community, it is proposed that a number of major streetscapes be developed in a manner that will impart a sense of character and identify major geographic areas of the Character Area.

13.3.1.2 Community Form and Structure Uses along Hurontario Street should be integrated with the overall community design by providing for:

- a. a graduated transition in development intensity and building scale; and*
- b. orientation of buildings, related open spaces and service functions to minimize visual and functional conflicts on abutting lands.*

The plan prepared by Dialog provides for a sense of community by centralizing the development around a park/open space area. The combination of private and public open spaces connected by pedestrian paths/sidewalks to the local and major roads provide for access to transit, shopping, schools etc.

The community form and structure along Hurontario Street, and for the subject lands, within the Node has considered a transition within the plan and to adjacent lands. To the north, the Dialog plan assists in the completion of the local road patterns with building setback to the proposed

buildings. The park area proposed will become a community park for the existing residential to the north and an 'open area' along the public right of way. In addition, a residential reserve block is being created through the Draft Plan of Subdivision (*See - Figure 17*) to be developed in conjunction with the townhouse lands to the north.

To the east, the Dialog plan and the Draft Plan of Subdivision provides for the extension of Thornwood Drive to complete the connection to Eglinton Ave East. A gradual transition is proposed from the tower on the corner, to the existing townhouses to the east.

To the south, the proposal presents an urban edge/streetscape on Eglinton Ave East containing the highest building at the southwest corner of the site and then stepping down toward the north and east. Podiums have been included in the base of the buildings to create an urban edge. The potential commercial uses are therefore, appropriately placed along Eglinton Avenue East.

To the west, the existing commercial lands which have frontage on Hurontario Street will likely at some point in the future be redeveloped from a suburban shopping centre to development more aligned with the direction in the Major Node area. Although, there is no active application at this time. The proposed development abuts the rear service area of the plaza and does not impact the functioning of this space, including access to Eglinton Ave East.

The following policies from the MOP speak to generic Official Plan Amendments and the associated requirements on same:

19.5.1 City Council will consider applications for site specific amendments to this Plan within the context of the policies and criteria set out throughout this Plan. The proponent of an official plan amendment will be required to submit satisfactory reports to demonstrate the rationale for the amendment; including, among other matters:

- a. that the proposed redesignation would not adversely impact or destabilize the following:*
 - the achievement of the overall intent, goals, objectives, and policies of this Plan; and*
 - the development or functioning of the remaining lands that have the same designation, or neighbouring lands; and*
- b. that a municipal comprehensive review of land use designations or a five year review is not required;*
- c. that the lands are suitable for the proposed use, and a planning rationale with reference to the policies of this Plan, other applicable policies, and sound planning principles is provided, setting out the merits of the proposed amendment in comparison with the existing designation;*
- d. land use compatibility with the existing and future uses of surrounding lands; and*

- e. the adequacy of engineering services, community infrastructure and multi-modal transportation systems to support the proposed application.*

The proposed Official Plan Amendment will not adversely impact the overall intent and goals of the Uptown policy framework as the proposed development is in keeping with the long term vision for the Major Node. Ultimately, this development will further enhance the role and significance of this Node. The policy framework and the character area mapping in the MOP provides direction as to the significance of high-density development that can be served by the existing community and further speaks to aspects of defining the streetscape as well as to where the highest concentrations of development are to be located in the Major Node. The proposed development fulfills this vision by capitalizing on an otherwise underutilized parcel of land, while offering greater opportunities for living and actively engaging with the services and amenities available within the Node and beyond.

Due to the nature of the proposed development around the site, and in context of the greater area, the proposed development does not impact the overall function of the surrounding neighbourhoods. The development is in conformity with envisioned high-density development with potential for at grade commercial along the Eglinton Avenue East frontage.

For lands south of the development, the predominant function is retail commercial uses that can be utilized by future residents. The proposed development is both in keeping with the Major Node policies as well as being complimentary to the existing and proposed uses resulting in synergy with various existing uses in the area, and also contributes to place making.

Lands around the subject lands have recently been reviewed and/or approved by the City and other authorities and have permitted increases in FSI. The proposed and existing development in the area is thus complimentary and not adversely impacted by the subject application.

A municipal comprehensive review is not required due to the nature of the requested land uses and the underlying existing policy framework. The lands are suitable for the proposed development both in light of the existing policy planning framework, the site context and surrounding uses and infrastructure, nature of the existing adjacent multi-modal road network, and the technical reports which conclude there are no adverse impacts from the proposed development.

4.4.1 City of Mississauga Official Plan and Local Road Extension

This section of the Report is focused on a response to the City's comments at Development Application Review Committee (DARC) regarding the Belbin Street local road extension through the subject lands with specific regard to the City of Mississauga Official Plan.

The City of Mississauga Official Plan is structured to promote the use of public transit and encourages active transportation where feasible, while aiming to unincentivize the use of private automobile traffic. Subsequently, the City of Mississauga Official Plan aims to move away from providing increased opportunities for users to engage in private automobile use, including through the provision of new roads unless it is proven necessary.

The following excerpt was taken from the City of Mississauga Official Plan:

“1.1.4 How to Read Mississauga Official Plan

b. The location of boundaries and symbols are approximate and they are not intended to define the exact locations except where they coincide with major roads, railways, transmission lines, major watercourses, or other bodies of water, and other clearly recognizable physical features. Future roads and public transit systems are shown in approximate locations only. Numbers are approximations, except designated rights-of-way widths. Where a land use designation coincides with a property line, the property line will generally be interpreted as the boundary of the land use designation. Where a property is adjacent to a road, the land use designation is interpreted to extend to the centre line of the road right-of-way.”

The local extension is not shown as a future road on the City of Mississauga Official Plan schedules. Furthermore, it is not identified as a protected roadway in any of the relevant City of Mississauga Official Plan documents. It is the intention of the applicant to provide, where warranted, any reasonable roadway creation or extension. The extension of Armdale Road and Thornwood Drive have been incorporated to accommodate vehicular access in and around the subject lands.

Previously, Schedule 10 – General Land Use Designations of the Mississauga Official Plan dated September 2011, the subject property was overlaid with “3 – Future Road.” This has since been amended and removed from the most recent Mississauga Official Plan Schedule 10 (*See Figure 4.1, Mississauga Official Plan, Comparison of Schedule 10, Land Use Designations*). Typically, removal of such designations is often the result of studies that were undertaken to evaluate or assess the needs of future road connections. The WSP report also demonstrates that this road connection is not required.

This site is an optimal location to capitalize on intensification principles and increases in permitted densities. Since the area supports walkability, the multi-use trail and contiguous pedestrian connections offered are anticipated to yield a higher rate of resident and user satisfaction than if the lands were catered to automobile use. Additional local roads are not necessary as an improvement to the transportation system.

“8.1.16 Create a Multi Modal City

In reviewing development applications, Mississauga will require area wide or site specific transportation studies to identify the necessary transportation improvements to minimize conflicts between transportation and land use, and to ensure that development does not precede necessary road, transit, cycling and pedestrian improvements. Transportation studies will consider all modes of transportation including auto traffic, truck traffic, transit, walking and cycling.”

The requirement to extend Belbin Street would restrict the opportunities presented by the proposed development which currently conforms to the intention of the municipal and regional official plans by providing for increased residential density along a transportation corridor, within an intensification area.

The extension of Belbin Street would further limit the yield of parkland dedication by limiting the amount of developable area, thereby minimizing the proposed public park area and potentially sacrificing a valuable multi use path opportunity in an area where there is potential for considerable foot and cycling traffic.

Furthermore, considering this location to accommodate a multi use path would be ideal as per the principles put forth by Mississauga's Crime Prevention through Environmental Design (CPTED) as it provides natural surveillance from the proposed residential development. The soft landscaping will provide a distinguishable barrier from the commercial plaza, will provide safe spaces for vulnerable activities (such as foot traffic, cycling), and provide a visually appealing transition space between the commercial area and proposed residential area whereas the local road extension would produce a less desirable streetscape.

"8.2.1 Corridor Protection

To support growth and to ensure the safe, efficient and environmentally responsible movement of people and goods, the City will protect for new roads and rights-of-way."

The City of Mississauga Official Plan does not identify the Belbin Street road extension as a protected roadway to facilitate the safe, efficient and environmentally responsible movement of people and goods. There are several issues associated with the placement of the proposed vehicular connection at Eglinton Avenue, such as spatial separation (between commercial plaza driveway), pedestrian interference, limited right in right out access, and the implications on existing traffic queues. There is limited efficiency associated with the introduction of the Belbin Street extension as it is intended to function as a local road and therefore, not planned to accommodate a significant overspill of traffic as suggested by comments from staff. It is highly unlikely that any truck traffic would utilize the road extension and therefore the extension exclusively lends itself to private automobile traffic, whereas it would be more productive to provide an alternative route that is able to be utilized by all vehicle types and able to accommodate a greater capacity of vehicles. Our development proposal includes the extension of Thornwood Drive and Armdale Road ensuring a complete road network within the community.

Pending the construction of the Hurontario LRT, it is reasonable to assume that the amount of private automobile traffic will decrease, and the Belbin Street extension is likely to be underutilized. It is appreciated that a denser road network may be required in certain areas, however is not necessary in this area as per the long-term plans for the area. A well designed multi use path in its place will serve as a more suitable scenario in satisfying the objectives of the City of Mississauga Official Plan for the movement of people.

"8.2.2 Road Network

d. minor adjustments to the basic right-of-way widths and alignments for roads may be made without further amendment to this Plan subject to the City being satisfied that the role and function of such roads are maintained. Major adjustments to the basic right-of-way widths and alignments for roads will require an amendment to this Plan."

The above noted excerpt allows for minor adjustments to right of way widths and alignments, however does not speak to the principle of where, nor when new roads are appropriate.

“8.2.2.5

Additional roads may be identified during the review of development applications and through the local area review process. The City may require the completion of road connections and where appropriate, the creation of a denser road pattern through the construction of new roads.”

The technical memorandum as provided by WSP regarding a possible Belbin Street extension is helpful in better understanding the utility, or necessity of the proposed extension. An introduction of a denser road pattern in an area that is well serviced and has planned transit infrastructure is contrary to the intentions of the Official Plan. Denser road networks would only serve to likely increase the number of private automobile trips, whereas an enhanced pedestrian realm would attract foot traffic and more accurately reflect the intention of the Official Plan. Therefore, considering a multi use path in the place of the requested Belbin Street road extension is a long-term solution that is likely to yield higher resident satisfaction and serve both the population generated by the proposed development and those area residents.

This area is well serviced by multi modal transportation options and does not require a denser road pattern as there are numerous opportunities to engage in a variety of transportation options. The creation of a denser road pattern would limit the opportunity for pedestrian connections and further, the opportunity presented in this particular case to create a pedestrian friendly space that fosters active transportation and engagement with public transit options.

Hurontario Street is designated a Higher Order Transit Corridor on Mississauga Official Plan – Schedule 6 Long Term Transit Network as discussed above.

A Higher Order Transit Corridor is defined as:

“means transit that generally operates on its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed traffic transit. Higher order transit can include heavy rail (such as subways), light rail (such as streetcars), and buses in dedicated rights-of-way.”

Based on the above noted and existing transit opportunities, along with the future Hurontario LRT utility (although not imperative), this corridor will be able to accommodate an increase in volume and frequency of area residents and those travelling to/from the Major Node - Uptown, and beyond, as per its intended function.

The capacity and necessity of the local road extension should be carefully evaluated as local roads are not intended to carry large volumes of vehicular traffic. It is apparent that the location of the requested extension will not function as intended and would be more well suited in accommodating pedestrian foot traffic, or other modes of active transportation.

As the Major Node - Uptown area is well serviced by commercial and retail services among other basic amenities as discussed above, it is reasonable to believe that there will be an increase in pedestrian foot traffic resultant of the proposal and therefore a need for a more enhanced,

pedestrian friendly public realm. The Belbin Street extension will occupy valuable green space in areas with potential to act as strong pedestrian linkages with animated streetscapes. The extension will limit comfortable pedestrian movement for residents and area residents in and around the site, whereas it could be better utilized to serve as a multi use path. Providing more access to vehicle-oriented roadways and discouraging pedestrian foot traffic is not a viable solution when attempting to fulfill the intentions of the Mississauga Official Plan.

“8.2.2.1

*Mississauga’s road network will consist of the following road classification:
a. arterials will be designed as principal transportation corridors for high volumes of people and goods. Creation of new additional direct vehicle access to an arterial will be discouraged.”*

Eglinton Avenue and Hurontario Street are considered Arterial Roads, and by definition a Transportation Corridor which are intended to carry large volumes of vehicular traffic. The increased vehicular access to the arterial roads may have an adverse impact on the operational function of the existing road networks, and further provides incentive to engage in the use of private automobiles. Providing an additional access from a local road in the development directly to an arterial road is not only unnecessary but also creates an undesirable condition.

“Transportation Corridor means a thoroughfare and its associated buffer zone for passage or conveyance of vehicles or people. A transportation corridor includes any or all of the following:

a. Major roads, arterial roads, and highways for moving people and goods;”

“Intensification Corridor means the lands within approximately 200 to 300 metres of the centre line of roads identified as having the potential for higher density mixed use development consistent with planned transit service levels.”

As referenced above, the subject site is situated within an Intensification Corridor. As per the above definition, it is noted that the area was previously designated to be planned in accordance with the planned transit.

The Official Plan does not require the local road extension, and rather has planned for the area to be intensified as per the capacity of existing roads (Arterial roads, transportation corridor), roads identified as future roads in the Official Plan, existing transit networks and connections, as well as the expected capacity of the proposed Hurontario LRT. This mandates that higher density development, such as the proposal put forth by 91 Eglinton Partnership is in conformity with the planned function of this area, road networks and transit infrastructure. An increase in density supports the investment in public transit as envisioned for this area.

“8.2.1.2 The location and alignment of transportation facilities are conceptually shown on Schedules 5: Long Term Road Network, 6: Long Term Transit Network and 7: Long Term Cycling Routes. Location of future facilities will be determined through the appropriate studies.”

The lands have been designated for high density development in accordance with its locational advantages as well as existing and planned infrastructure investments. In this respect, the Technical Memorandum as prepared by WSP lends itself to the appropriateness and necessity of the Belbin Street extension. The intended function of the Belbin Street extension will not be satisfied through its implementation as per the findings in the WSP Technical Memorandum.

“Transportation demand management (TDM) measures encourage people to take fewer and shorter vehicle trips to support transit and active transportation choices, enhance public health and reduce harmful environmental impacts. TDM is most effective when supported by complementary land use planning, good urban design and transit improvements.”

“8.5.1 Mississauga will encourage TDM strategies that promote transit use and active transportation, and reduce vehicle dependency, single occupant vehicle travel, trip distance and time and peak period congestion.

8.5.2 Mississauga will work with other levels of government, agencies and the private sector to encourage TDM measures.”

It is believed that TDM measures can be met without the need to construct the extension of Belbin Street. The introduction of the Belbin Street extension will act as another opportunity or incentive for people to engage in private automobile trips. TDM can be accommodated for through the utilization of the existing and planned transit networks and by planning for a more pedestrian friendly public realm.

Therefore, the Belbin Street local road extension is not warranted and could potentially yield unintended consequences such as a decrease in greenspace (resultant of the decrease in amount of developable area) and transit use, unsafe pedestrian conditions and traffic and circulation considerations. Furthermore, the WSP Report suggests that the Belbin Street extension is not warranted and the Mississauga Official Plan no longer contemplates this extension. The Thornwood Drive extension serves the subject lands and will provide the mid-block connection sought.

4.5 City of Mississauga Zoning By-law 0225-2007

The subject lands are currently subject to the provisions of the City of Mississauga Zoning By Law 0225-2007. The subject lands are zoned *Development (D)* under Zoning By-law No. 0225-2007, (see *Figure 13– City of Mississauga Zoning By-law No. 0225-2007*).

The D zone does not permit any new development other than that which currently exists.

5.0 Proposed Amendments to the Mississauga Official Plan and City of Mississauga Zoning By-law 0225-2007

As discussed above, an amendment to the City of Mississauga Official Plan, as well as an amendment to the City of Mississauga Zoning By-law will be required to permit for the proposed development. These amendments are discussed below.

5.1 Proposed Official Plan Amendment

The entirety of the lands are located within the Uptown Major Node as discussed in previous sections. However, only the portion of the lands (located west of Future Thornwood Drive) are located within Special Site Area # 2, of Character Area 3 (*See Figure 14, Mississauga Official Plan 13.3.3.2 Site 2*). These lands are designated High Density Residential.

The balance of the lands located east of Future Thornwood Drive are not bound by policies within Special Site Area 2. These lands are designated Medium Density Residential.

The proposed OPA is not intended to change the respective High Density designation existing west of Thornwood Drive however does intend to amend the existing Medium Density Residential designation east of Thornwood Drive, and further, does intend to amend the current Uptown Major Node Special Site Areas. This Official Plan Amendment does propose a change to the existing land use designation, however, does not result in any reduction in the number of residents or jobs that could be accommodated. Conversely, the OPA proposes an increase in residential density (with commercial permissions in specific units) which does not exceed the capacity of the existing and planned engineering services.

The lands located west of future Thornwood Drive currently have a permitted FSI of 1.9-2.9, while the lands located east of Thornwood Drive have a permitted FSI of 1.0-1.8. The proposed development requires an increase in FSI, however this proposed increase in FSI from that which is currently permitted, reinforces the Major Node's role as an Intensification Area. A minimum FSI of 2.9 is provided for both east and west lands.

In response to the above, 91 Eglinton Partnership proposes to redesignate the lands to the east of Thornwood Drive from Medium Density Residential to Residential High Density. Additionally, the OPA will amend section 13.3.4.2 Character Areas – Uptown Major Node by removing the subject lands located west of Thornwood Drive from Special Site 2 and provide a further amendment to the Uptown – Major Node Special Site Areas index, to include a new Site Area “X (A)” and “X(B)” which will encompass both the lands east and west of Future Thornwood Drive that are currently owned by 91 Eglinton Limited Partnership and subject of this development application (*See Figure 15 – Proposed Official Plan Amendment Schedule*).

A Draft Official Plan Amendment is provided in Appendix I.

5.2 Proposed Zoning By-law Amendment

In light of the Development (D) designation, the proposed high density residential development will require a Zoning By-law amendment in order to permit for the proposal. The proposed

residential development is proposed to be split zoned to *Residential Apartment 5 – Special Section* (RA5 – XX and RA5 – YY). Each zone is proposed to also include land use permissions for commercial uses along the Eglinton Avenue East frontage.

Site specific exceptions are proposed to accommodate the proposed development concept. The triangular shaped lands located at the north east portion of the site, are proposed as a Residential Multiple 6 – 13 (RM6-13) in accordance with the Development Agreement with those adjacent landowners. The public park has a proposed zoning of Open Space One (OS1), as per the requirement of lands dedicated and further under ownership of the City of Mississauga (see *Figure 16– City of Mississauga Proposed Zoning*).

A Draft Zoning By-law Amendment to By-law 0225-2007 is provided in Appendix II.

5.3 Draft Plan of Subdivision

The Draft Plan shown in *Figure 17 – Draft Plan of Subdivision* has been filed concurrently in order to create blocks and further to facilitate future condominium plans. The draft plan of subdivision includes public conveyances, residential blocks as well as future streets. A series of Draft Plan Conditions will be prepared in conjunction with the review and comments from the agencies.

6.0 Supporting Studies

The following section provides a summary of the reports, studies and supporting materials conducted in support of the proposed development. 91 Eglinton Avenue, 131 Eglinton Avenue East and 5055 Hurontario Street were evaluated or analyzed separately for some supporting studies.

6.1 Parking Assessment and Transportation Demand Management Plan

A Transportation Study was previously completed by WSP for the subject lands in September 2018. This Transportation Study was submitted alongside a Technical Memo regarding the Belbin Street extension in June 2018. Since this time, the Belbin Street extension has no longer been deemed a requirement in processing this application, as resolved at the Planning and Development Committee of March 4, 2019. Alternatively, a private roadway will extend on the westernmost side of the subject property and will run in a north-south direction. The private road is proposed to be subject to a public access easement that would facilitate access to the multi-use trail and public portions of the right-of-way. Correspondence between WSP and Staff has taken place to discuss the first set of comments and the Belbin Street resolution and are included in the revised Traffic Statement (Appendix). The Traffic Statement as prepared by WSP, submitted in support of this resubmission for the Official Plan, Zoning By-law Amendments and Draft Plan of Subdivision makes note of each comment issued by Staff and provides a response thereto. The findings generally conclude that; garbage/waste collection standards are met (Region), pedestrian connectivity is prioritized through the provision of multi-use paths and contiguous sidewalks and painted crosswalks which will be designed to be easily differentiated from vehicular space, a variety of TDM measures that target a reduction in the private auto mode split are proposed, including connections with the existing and planned robust alternative transportation networks, including the active transportation networks, the proposed parking ratios are reflective of the TDM measures proposed, future higher-order transit and area characteristics, and traffic impacts associated with the site development will be marginal to the existing network.

TDM measures have been a priority throughout site design and further that TDM measures are part of most all current development as these principles promote the use of sustainable modes of transportation such as transit and active transportation, to assist in decreasing traffic congestion.

6.2 Noise Study

The noise report as prepared by Jade Acoustics concludes that noise mitigation is required in certain areas, more specifically along the westerly towers as they interface with the existing commercial development. Mitigation is needed for the idling loading trucks that make deliveries to the commercial plaza (at the rear of the building, directly abutting the most westerly property line). Noise mitigation features, related to the Class 4 MOECC requirements, will be detailed in forthcoming resubmission(s), and further through discussion with the adjacent landowner and City Staff as required. As we understand, the Class 4 Noise Mitigation measures must be adopted by both Staff and the relevant landowner. Less invasive noise mitigation features may be required through the balance of the site, resultant of the traffic on the existing roadways, which will be detailed in forthcoming submissions.

6.3 Wind Study

Per the Wind Study as prepared by Theakston Environmental dated May 31, 2019, the findings conclude that the site is predicted to operate comfortably under normal wind conditions annually. In the winter months, as expected, there are anticipated uncomfortable wind conditions, specifically on the rooftop amenity areas. Wind mitigation plans for the rooftop amenity areas, and other areas as required, will be explored and reflected in the relevant plans throughout forthcoming resubmissions made in support of these applications. The mitigation plan will detail and incorporate mitigative design features that will ultimately result in comfort conditions both acceptable, and appropriate to the target areas' intended purpose, be it sitting or walking.

6.4 Phase 1 Environmental Site Assessment

The Phase 1 Environmental Site Assessments were undertaken for the three properties respectively by Pinchin Environmental. Based on the previous use of the property addressed as 91 Eglinton Avenue, formerly used as an orchard, and based on the proximity to a former auto repair centre, it was recommended that a Phase Two ESA be undertaken in support of the application. Further, 5055 Hurontario Street, although vacant had observed two piles of sand and gravel fill wherein it was noted that these piles did not originate on-Site and therefore the origin of this fill is unknown. 131 Eglinton Avenue East Phase 1 ESA recommends a Phase Two be undertaken.

6.5 Urban Design Study

The urban design study prepared by Terraplan, submitted in support of this development application details the ways in which the proposal achieves City wide urban design guidelines and other measures such as LID and CPTED. The urban design study concludes that the proposal has satisfied, where feasible, guidelines set forth by the City of Mississauga.

6.6 Sun/Shadow Study

The findings of the Shadow Study prepared by Dialog Architects are provided below:

PARK SHADOWING: As exhibited in the study, during the month of March, June and September, during anticipated peak hours, the park experiences minimal impacts from the shadows cast by the buildings. Generally, during peak months and hours, the buildings will not cause undue shadow impacts over the proposed public park and/or amenity spaces. The proposed development creates a sun factor of 48%, meaning that, 48% of the time (during daylight) the proposed public park will receive direct sunlight during equinoxes. When evaluated against the greater area context (existing and proposed developments beyond the limits of the subject development proposal), this is reduced to 31%. Similarly, the private amenity areas experience spill over shading/shadowing affects from future developments.

SURROUNDING DEVELOPMENT SHADOWING: The immediate surrounding area, will be subject to shading (however not undue), will not last for extensive periods of time during peak hours

For further details, please see the sun/shadow study appended to this report.

6.7 SWM/FSR

The SWM/FSR as prepared by Crozier & Associates, concluded that the Region confirmed that the existing water infrastructure is sufficient to service the proposed development and no upgrades are required. Further, a meeting was held with the Region to discuss the downstream capacity where it was determined the existing capacity is sufficient to support all 4 phases of the project.

Each phase requires two connections to the municipal watermain, wherein each phase will be serviced individually. Municipal watermain are required to support the development and are proposed along the proposed municipal street extensions. Stormwater for the Site is ultimately conveyed to the existing storm sewer on Eglinton Avenue East.

Each phase will have independent private water, sanitary, and storm servicing. Each phase will have an individual stormwater management strategy to contain drainage within the phase limits to facilitate separate phase ownership in the future. Municipal park and roads do not require stormwater management controls.

6.8 Archaeological Assessment

Stage 1 and 2 Archaeological Assessments were undertaken for the two sites, respectively by AM Archaeological Associates dated July 2017. No archaeological remains were encountered, and no further assessment of the 91 Eglinton Avenue East property is required following the Stage 2 Archaeological Assessment. Similarly, no archaeological remains were encountered on the lands addressed as 5055 Hurontario Street and therefore further assessment of the property was required following the stage 2 Archeological Assessment.

7.0 Summary Analysis

The proposed development represents an opportunity to achieve suitable intensification consistent with the PPS and in conformity with the objectives of the Regional Plan and Growth Plan. The proposed development implements Provincial objectives and policies and serves to bring relevant policies of the Mississauga Official Plan into consistency with the PPS and conformity with the Growth Plan and Region of Peel Official Plan.

7.1 Height Transition and Surrounding Context

The issue of transition and whether the proposal addresses existing and planned context/development and whether there are impacts to the City (policy framework) Structure, the following analysis summarizes the review of the proposed height considerations for the subject lands.

The proposed development consists of residential towers of various heights ranging from 30-45 storeys and three blocks of townhouses. The proposed towers are intended to be appropriately scaled and articulated based on their locational relationships with the surrounding conditions, as discussed below.

Tower A&B: 45 and 40-storey towers with a podium strategically placed to address the street front along Eglinton Avenue East with the greatest opportunity for the urban edge and street-wall along the Major Road. These buildings have the tallest height and are centrally located within the Uptown Major Node. Technical reports such as the sun/shadow study, and urban design study along with the table of nearby developments as offered above, are supportive of the density compatibility with surrounding development. The towers demonstrate appropriate development by allowing for taller and narrower towers than previously considered by the City in the Major Node. At this time, 14 units that form a portion of the grade related units with direct pedestrian access from Eglinton Avenue East are proposed to be used for potential commercial purposes.

Building C: the proposed freestanding accessory amenity structure will act as a keystone feature to the development, exercising urban design excellence and innovative ways to provide for recreational activities on site. The proposed Building C will provide for additional height within the open space which will act as a visual aid in the transition between the towers and open space. Public art.

Tower D: this proposed tower is 33 storeys and designed to have a reduced height from the most southerly point with a transition down towards (north). This tower is proposed at this height and in this style to frame the public park and to promote pedestrian interaction with the proposed open spaces.

Tower E: 40 storey tower proposed on the interior (west) of the site, upholds the principle of scaling height when moving away from the major roads and approaching medium density residential. This tower has been appropriately designed in terms of scale, when considering the most southerly point which is nearest Eglinton Avenue East, and the stepped design as it approaches the lands to the north currently under construction for medium density residential units. There is a single storey green roof proposed at the interior of Tower E (along the southerly portion)

which will assist in managing the visual impact. The existing commercial lands and the service area will not be impacted by the development. Vehicular access will be accommodated by a condominium road and will function as the extension of Belbin Street. Public easements over the proposed private driveways will be considered where required.

Tower G: 30 storey tower with the height transitioning to the north and east. The building has been designed address the corner of the intersection and transition down from the 40 storey building on the west side. The urban edge is maintained across this frontage. In addition, the plan proposes a condominium road at the extension of Armdale Road to service the proposed development and the future development on the adjacent lands. At this time, 8 units that form a portion of the grade related units with direct pedestrian access from Eglinton Avenue East are proposed to be used for potential commercial purposes.

Townhouses: Three blocks of town houses (H1/H2/H3), which collectively propose 14, 3 storey units. Each are provided with two parking spaces at grade. These townhouse units in conjunction with the strategic stepping of Tower G are proposed in this location to provide an ease in transition to the existing three-storey townhouses, immediately to the east of the subject site.

In addition, a residential reserve block is being created to accommodate townhouse development on the northside of Armdale Road. This block will be developed in conjunction with the adjacent residential reserve block.

The proposed heights both respect the existing area and offer appropriate transition to the surrounding areas. When considering place-making and the importance of this node, as well as the existing and proposed uses, the proposed development is appropriate for this area.

7.2 Proposed Development Enhances Existing or Planned Development

The proposed development contributes to a character focal point for the Major Node through urban design strategies which will help to further identify a prime intersection of the Major Node. By using building placement and building height in a transitional manner and by providing for a public park and a finer grained street network, the visual impacts and overlook considerations are moderated.

Further, the envisioned or planned development for these lands is being realized by a progressive, modern development which incorporates urban design, streetscape, and planning considerations deemed critical to the success of an active street and to reinforce placemaking. For example, towers are located as reasonably close to the street without creating pedestrian massing issues. The development also is not in isolation but will also serve to complement newer existing developments, specifically, on the northwest corner of Hurontario Street and Eglinton Avenue. The towers currently existing (at the highest point) are 34 storeys. The proposed later phases of that same development seek to create intensification by providing for 50 storeys. The proposal put forth by 91 Eglinton Limited Partnership is both appropriate for the planned development for the subject lands, and also in consideration of the synergies to be produced with these developments in close proximity to one another.

The planned function or development of this site within this Major Node would be marginalized with only 25 storey development as it would be seen to be underutilized based on the advantageous nature of this particular location. Increasing the heights and FSI as proposed is appropriate intensification which helps to define this intersection at the micro and macro level of the Major Node and provide for transit supportive development.

Further, the proposal accommodates the existing residential reserve block to the north which will allow for the planned townhouses to be constructed. The proposal does not preclude the development of the adjacent lands to the east from developing and provides access through the subject lands as it is not expected that they will be able to obtain direct access from Eglinton Avenue. The commercial lands will likely redevelop in the future and this development, if approved, should not have a negative impact on the redevelopment potential.

Overall, the proposed development will enhance the existing and planned development in the Node.

7.3 Local Road Extension

Comments received at DARC meeting 16-106 W5 and discussions with City of Mississauga Staff relevant to the subject application, indicated that there was a request for the extension of Belbin Road through the westerly portion of the site. The proceeding portion of this section, and sections 4.3.1 and 4.4.1 of this report, are to be read in conjunction with the Transportation Impact Assessment as prepared by WSP and are offered in response to the requested local road extension.

Traffic consultants at WSP prepared a Technical Memorandum (dated June 15, 2018) with regard to the Belbin Street extension which notably concludes:

- the extension will provide no improvements in the overall operation of the surrounding roadway network;
- the extension will create operational risks with regard to access/driveway spacing;
- the extension will create an unsafe pedestrian and cycling environment; and,
- will compromise the size and configuration of the proposed public park.

Sections 4.3.1 and 4.4.1 of this Planning Justification Report, along with the relevant technical study as prepared by WSP provides planning related evidence that the local extension is not be considered a requisite of any applications or approvals related to the development of this site.

On March 4, 2019, the Mississauga Planning and Development Committee put-forth a resolution to not require the Belbin Street public road extension. In place of the extension, a public access easement over the private roadway and adjacent sidewalk will be provided at the Condominium registration stage. This matter was also heard at Council on March 27, 2019.

8.0 Conclusion

It is our opinion that the proposed Official Plan Amendment and Zoning By-law Amendment are justified and appropriate as the MOP policies related to height and density which are applicable to the subject lands are not currently consistent with the PPS and does not conform with the Growth Plan and Regional of Peel Official Plan. This opinion is based on this review of the policy planning framework currently in effect for the subject lands. The supporting studies prepared to technically support the proposed development and to address the relevant Provincial, Regional and municipal requirements have demonstrated the proposed development's technical suitability.

The proposed heights and minimum density of 2.9 FSI bolster the significance of this area and its context within a Major Node. Further, the development as proposed for the subject lands will continue to conform to the City's objectives for Major Nodes, which are intended to facilitate intensification through tall buildings, higher density and to be supported by a mix of uses, facilities, community services and servicing and infrastructure. This Report, along with the included supporting technical reports and studies, demonstrate the appropriateness of the proposed development on the subject lands.

As noted above, and recognized by the City, the Uptown Major Node constitutes one of only three Major Nodes within the City. In terms of significance for function within the City, the Major Nodes (second in significance only to the Downtown area) are intended to facilitate intensification through tall buildings, higher density and a mix of uses. They are planned to be prominent centers of residential density supported by a mix of transit infrastructure, commercial and service related land uses.

Major Nodes, Intensification Areas and Major Transit Station Areas are all areas which are defined and identified within the Plan as being the focus of intensification and each warrants intensification in and of themselves. The site is situated within the first two classifications, and directly linked with service to a planned Major Transit Station Areas as per Schedule 2 Intensification areas of the MOP. The area has been planned for and has the capacity to accommodate higher density built forms which can be supported by the existing mix of uses.

It is our opinion that the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision will bring the MOP into consistency with the PPS and conformity with the Regional Plan and Growth Plan and are justified for the following reasons:

1. The proposed Official Plan Amendment and Zoning By-law Amendment are consistent with and conforms to the policies of the Provincial Policy Statement, the Growth Plan, policies regarding residential intensification in the Region of Peel Official Plan, the City of Mississauga Plan and the Major Node (Uptown) guiding policies and principles;
2. The proposed Official Plan Amendment and Zoning By-law Amendment will allow the City's policies will bring the subject lands into consistency and conformity with Provincial and Regional Plans;

3. The proposed Official Plan Amendment provisions and Zoning By-law Amendment standards are appropriate to accommodate the proposed development based on the proposed heights and densities;
4. The proposed development is compatible with the surrounding land uses and will contribute to the overarching vision of the current land use designations in the MOP;
5. The proximity of the proposed development to community amenities such as parks, community centres, schools, shopping, entertainment as well as bus routes, BRT routes and future light rail train networks contributes to the reduction in reliance on automobile use and encourages the use of active transportation and contributes to the development of complete communities;
6. The proposed reduced parking ratio is supportable by the areas walkability, provision of transit infrastructure and close range of services and facilities;
7. Should commercial space be in demand, there are 14 units reserved along the Eglinton Avenue East frontage to satisfy Staff comment;
8. Consideration for the efficient use of land, provision of a range of residential housing types, accessibility for a range of life-stages, environmental stewardship and cost-effective development patterns are incorporated in the proposed development through the provision of a variety of unit sizes and types;
9. The proposed development is compact in form while also considering risks to public health and safety through detailed analysis of sub-fields including landscape design, architecture, shadowing and engineering and servicing;
10. The proposed development provides for public parks and includes open space areas which contribute to community connectivity, creates opportunities for active transportation and recreation and the maintenance of healthy communities;
11. The proposed development therefore contributes to the overarching policy objective of creating complete communities;
12. The proposed development will create a residential reserve block to be combined with an existing reserve block to be developed for townhouses;
13. The proposed development will not preclude the lands to the east from developing and will facilitate access for the purpose of developing the lands to the east;
14. Following review of the relevant reports provided by the City of Mississauga Planning Department, review of relevant planning policies, consideration of the technical memorandum as prepared by WSP and numerous discussions surrounding the necessity of the extension, the public Belbin Street extension is not warranted;
15. The proposed development will consider the provision of affordable housing alternatives;

16. The proposed development conforms to policies in the City of Mississauga Official Plan regarding development adjacent to utility corridors through the provision of noise attenuation and visual screening measures;
17. The proposed built form and accompanying landscape features are considerate of the design elements as shown in the Urban Design Study; and
18. The proposed Official Plan Amendment and Zoning By-law Amendment will facilitate the redevelopment of a prominent property within a Major Node and Major Transit Station Area, will be integrated into the surrounding area and provides transition to lower-density uses, provides for a range of housing opportunities and unit sizes, is serviced and will contribute to overall planning objectives of creating complete, compact communities.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.



Bruce McCall-Richmond MCIP, RPP
Senior Planner



9.0 Appendix / Figures

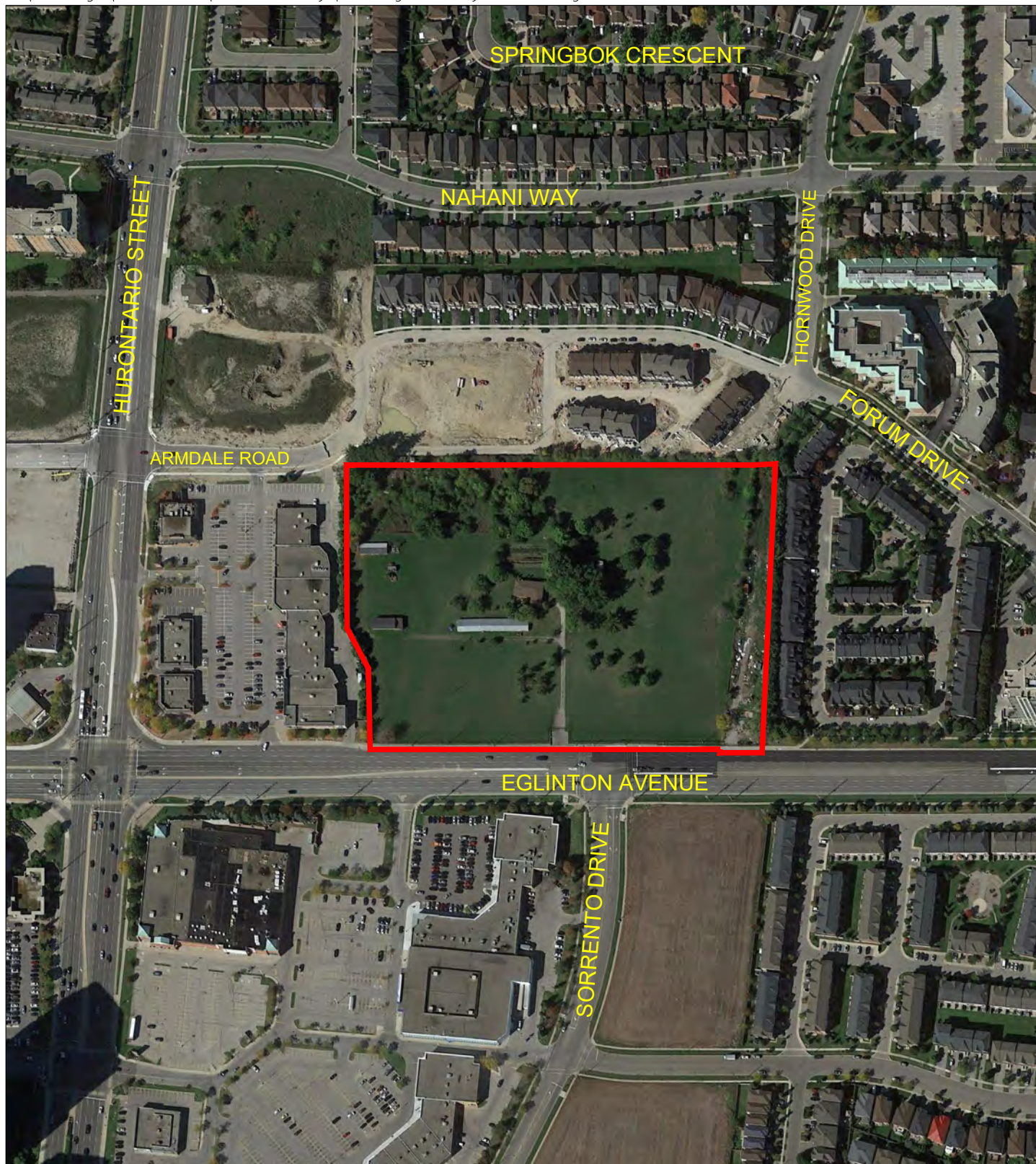


FIGURE 1
**AERIAL CONTEXT
PLAN**

91 & 131 EGLINTON AVENUE, and
5055 HURONTARIO STREET, ON

 Subject Property



Scale NTS
May 28, 2019

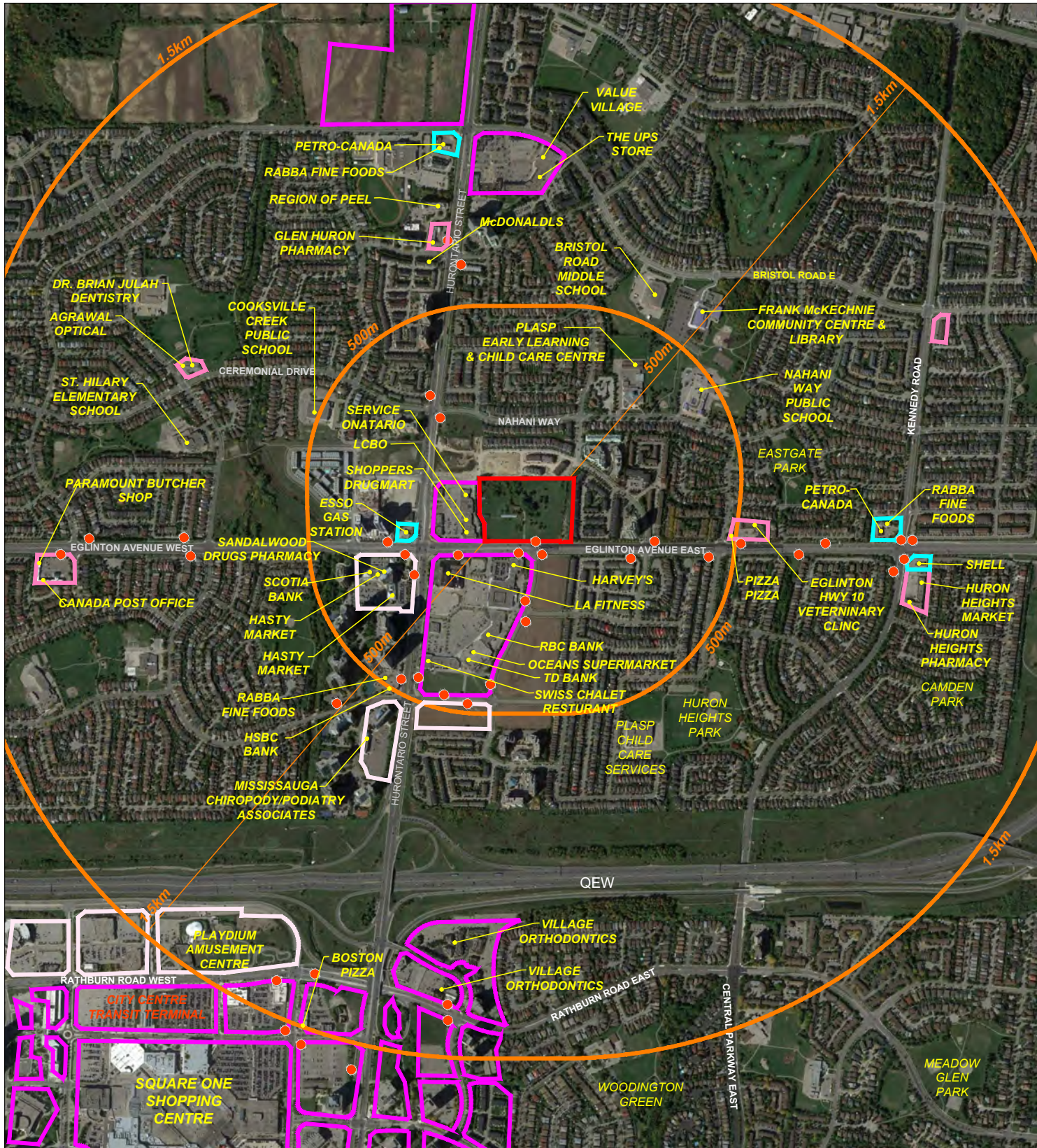


FIGURE 2
NEIGHBOURHOOD SERVICES
CONTEXT MAP

91 & 131 EGLINTON AVENUE, and
5055 HURONTARIO STREET, ON

LEGEND

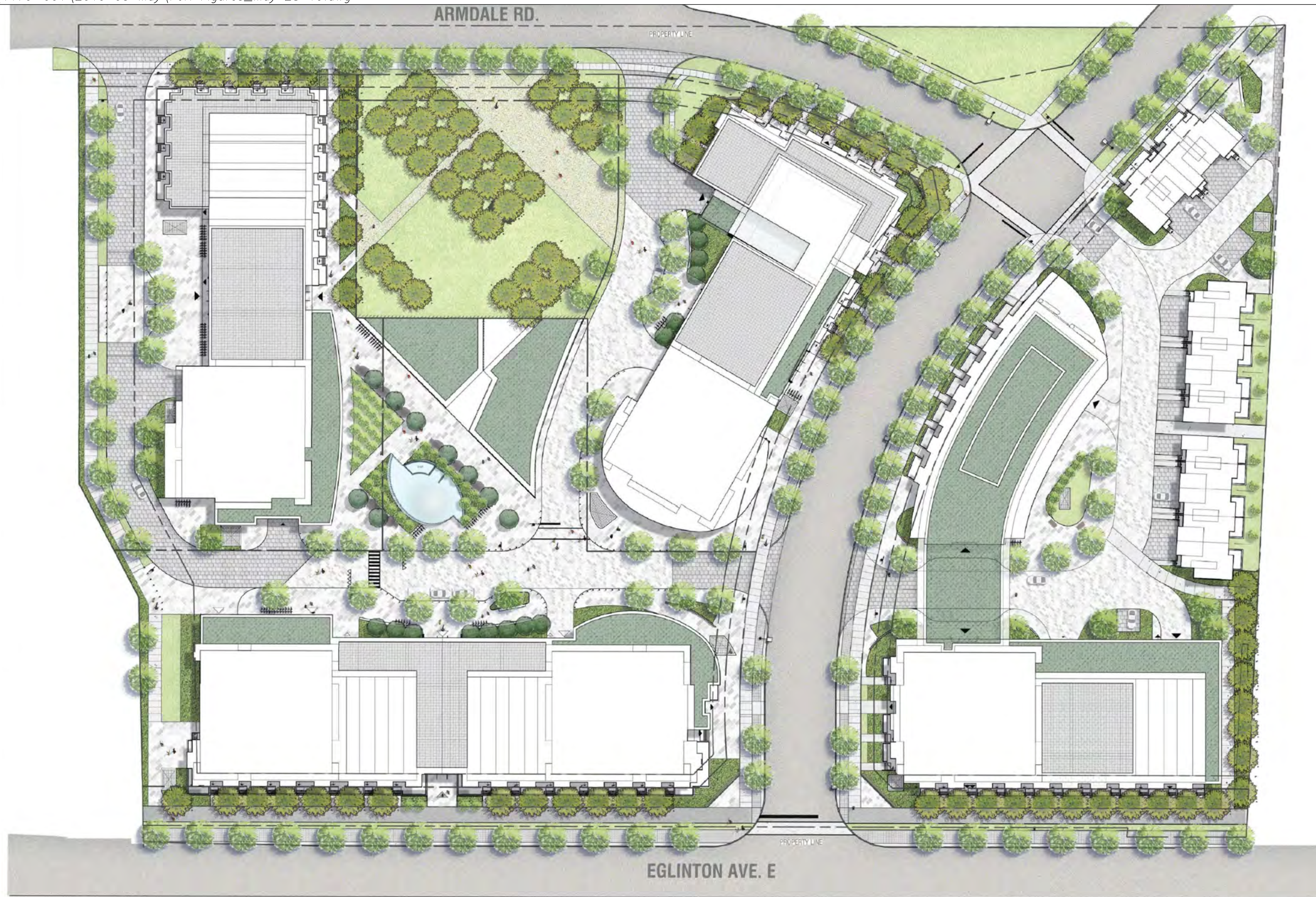
- Subject Property
- Transit Stop

LAND USE DESIGNATION

- CONVENIENCE COMMERCIAL
- MOTOR VEHICLE COMMERCIAL
- MIXED USE
- OFFICE

Scale NTS
May 28, 2019





91 EGLINTON MISSISSAUGA, ON
MAY, 2019

Scale NTS
May 28, 2019

FIGURE 3
MASTER PLAN

91 & 131 EGLINTON AVENUE, and 5055 HURONTARIO STREET, ON



SCALE: 1:400

0 1 10 20 50m

STUDIO **tla**

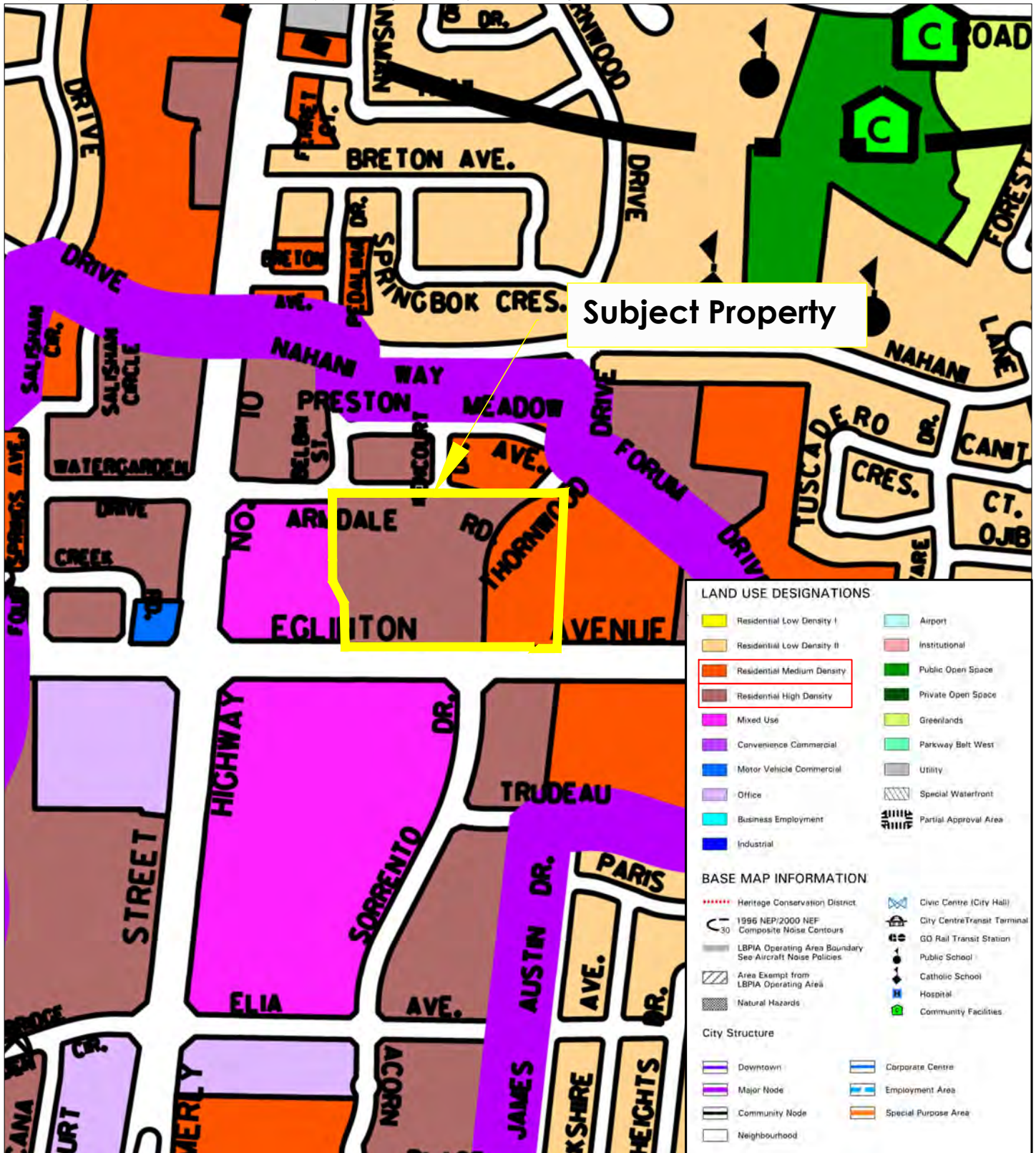


FIGURE 4
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '10'
LAND USE DESIGNATIONS

91 & 131 EGLINTON AVENUE, and
 5055 HURONTARIO STREET, ON

Subject Property



Scale NTS
 May 28, 2019

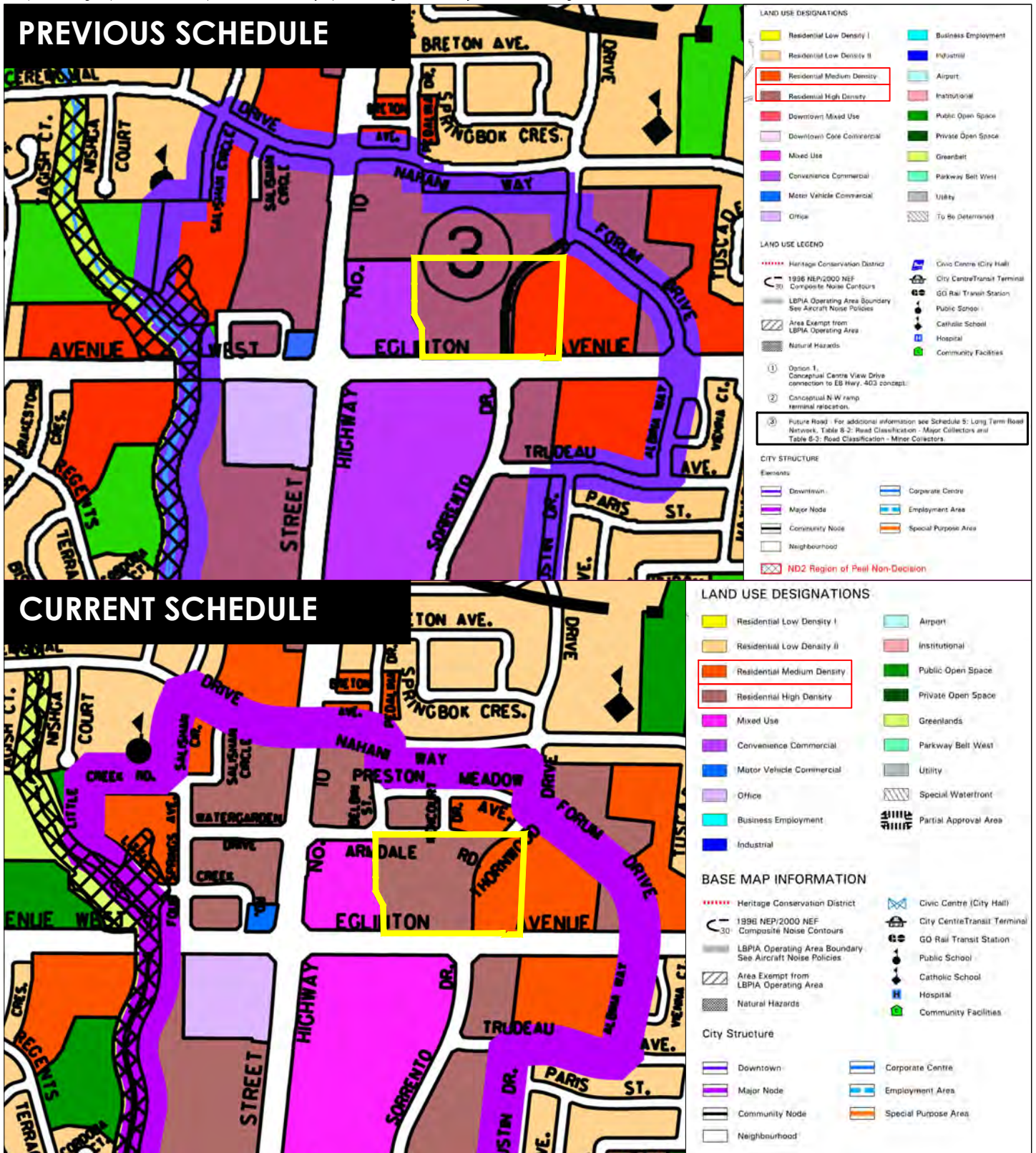


FIGURE 4.1
MISSISSAUGA OFFICIAL PLAN
COMPARISON OF SCHEDULE '10'
LAND USE DESIGNATIONS

91 & 131 EGLINTON AVENUE, and
5055 HURONTARIO STREET, ON

Subject Property



Scale NTS
May 28, 2019

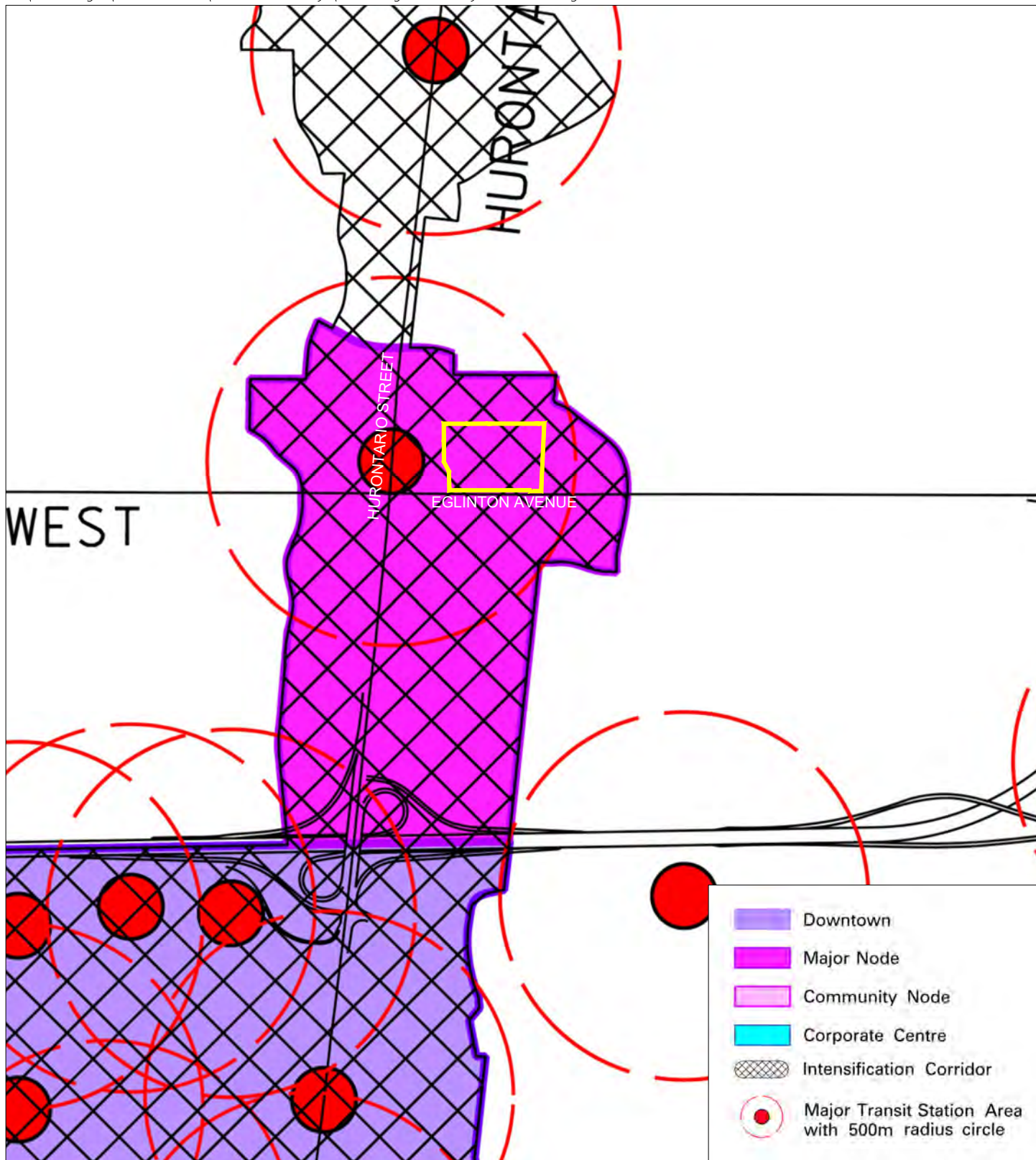


FIGURE 5
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '2' INENSIFICATION AREAS

91 & 131 EGLINTON AVENUE, and
 5055 HURONTARIO STREET, ON

Subject Property



Scale NTS
 May 28, 2019

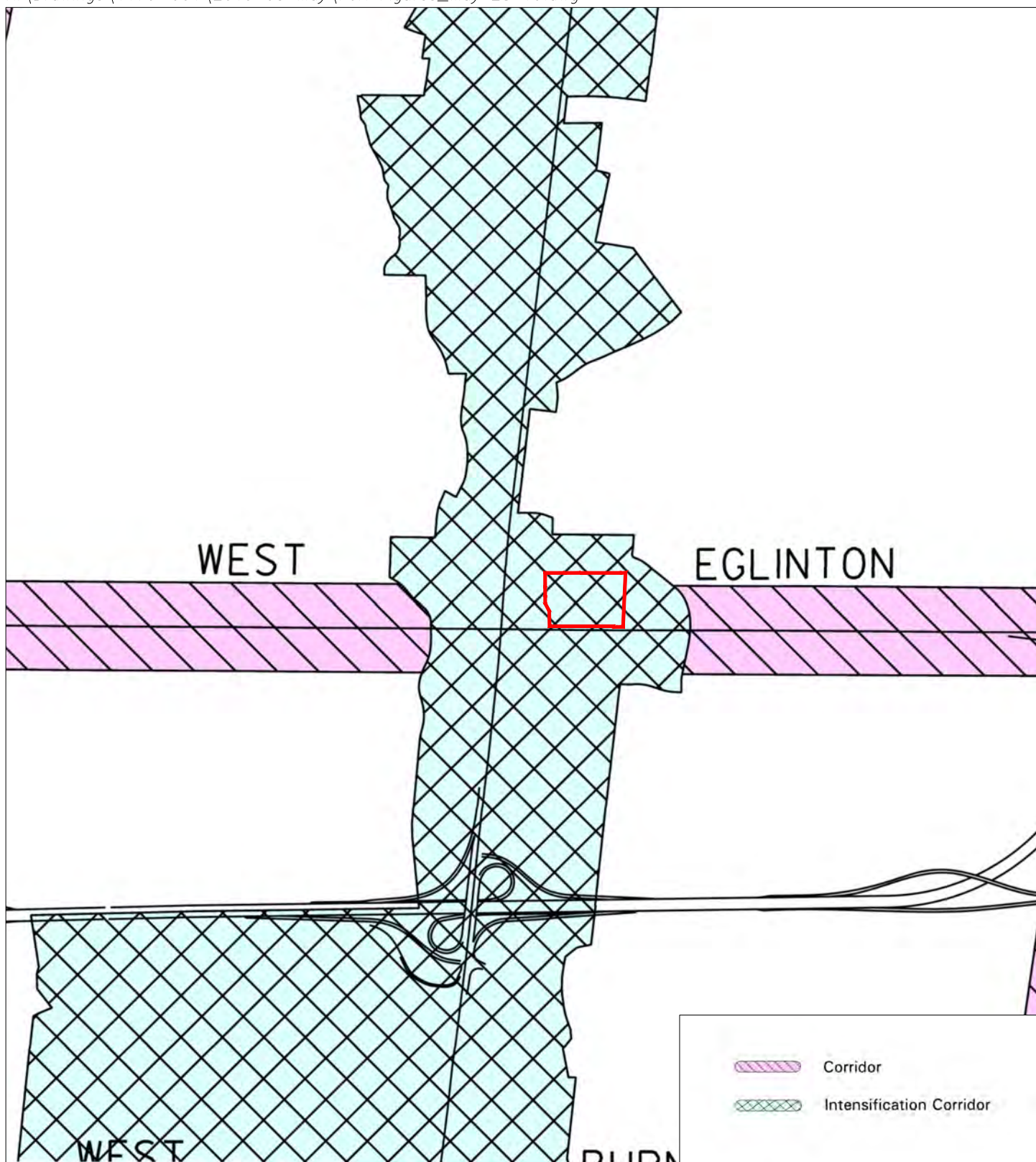


FIGURE 6
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '1c' URBAN SYSTEMS -
CORRIDORS

91 & 131 EGLINTON AVENUE, and
5055 HURONTARIO STREET, ON

— Subject Property



Scale NTS
May 28, 2019

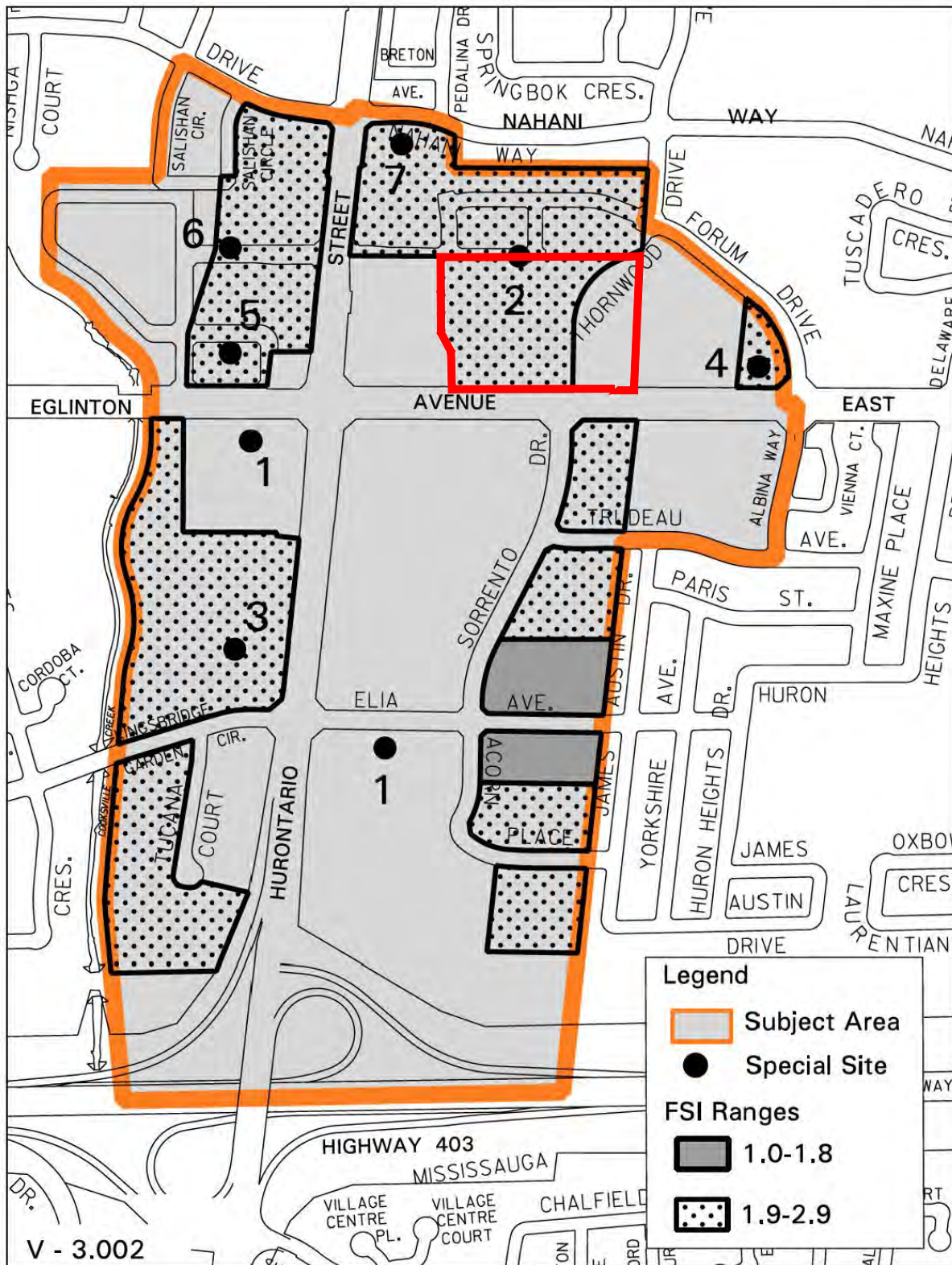


FIGURE 7
MISSISSAUGA OFFICIAL PLAN
CHAPTER 13-3: UPTOWN MAJOR NODES
CHARACTER AREA

91 & 131 EGLINTON AVENUE, and
 5055 HURONTARIO STREET, ON

Subject Property



Scale NTS
 May 28, 2019

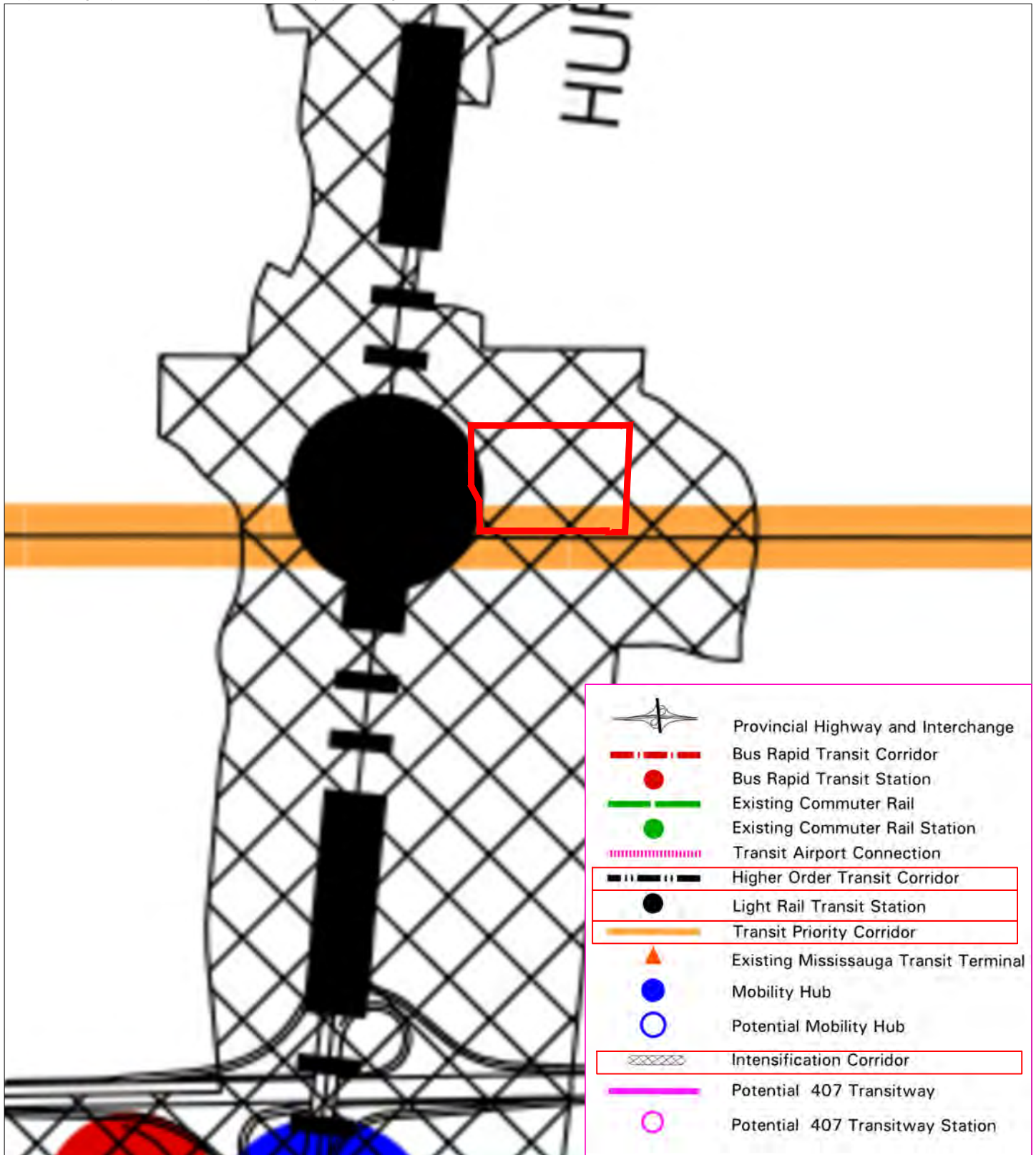


FIGURE 8
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '6' LONG TERM TRANSIT
NETWORK

91 & 131 EGLINTON AVENUE, and
 5055 HURONTARIO STREET, ON

Subject Property



Scale NTS
 May 28, 2019



FIGURE 9
PEEL OFFICIAL PLAN
SCHEDULE 'D'
REGIONAL STRUCTURE

91 & 131 EGLINTON AVENUE, and
 5055 HURONTARIO STREET, ON

— Subject Property



Scale NTS
 May 28, 2019

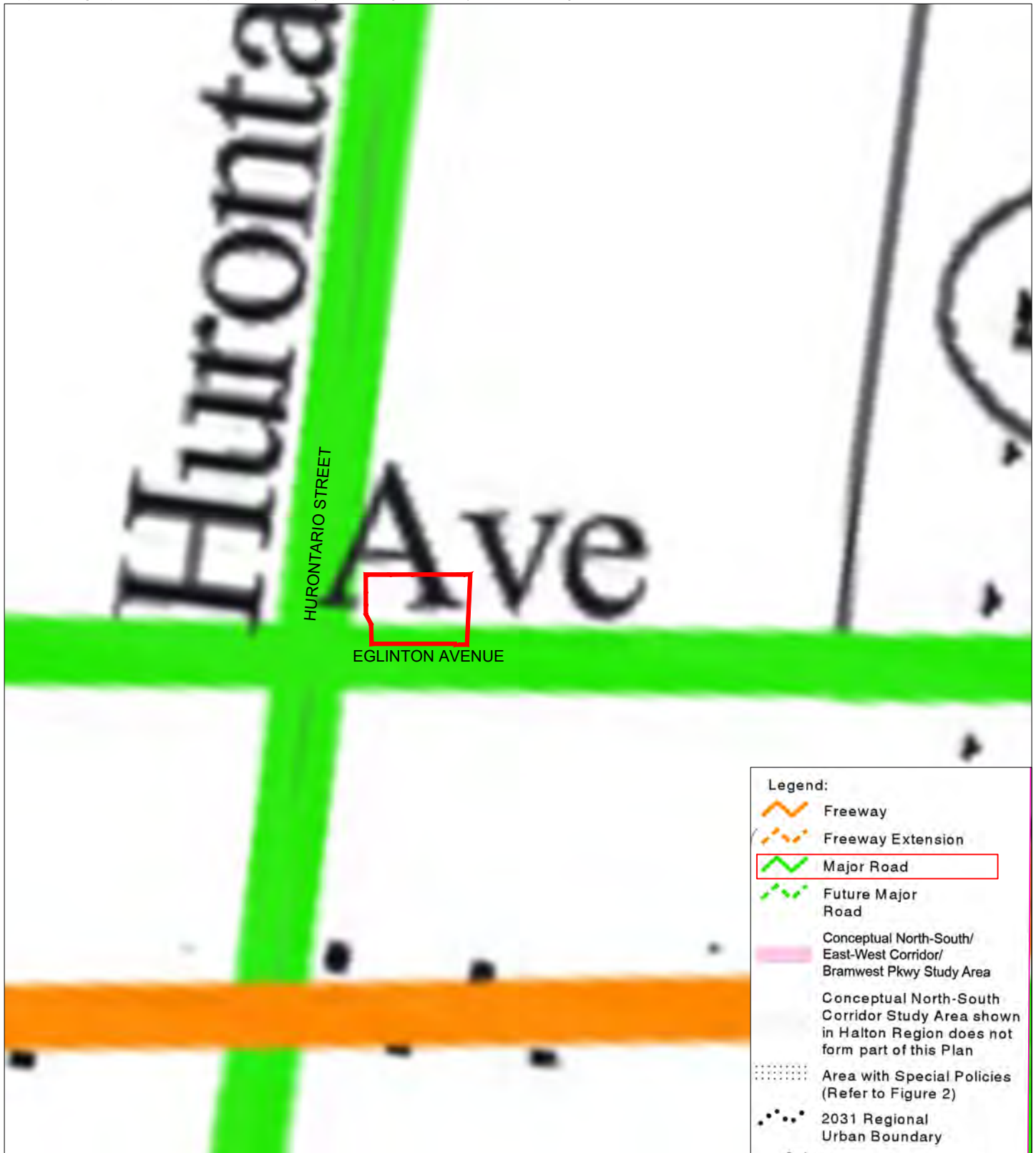


FIGURE 10
PEEL OFFICIAL PLAN
SCHEDULE 'E'
MAJOR ROAD NETWORK

91 & 131 EGLINTON AVENUE, and
5055 HURONTARIO STREET, ON

— Subject Property



Scale NTS
May 28, 2019

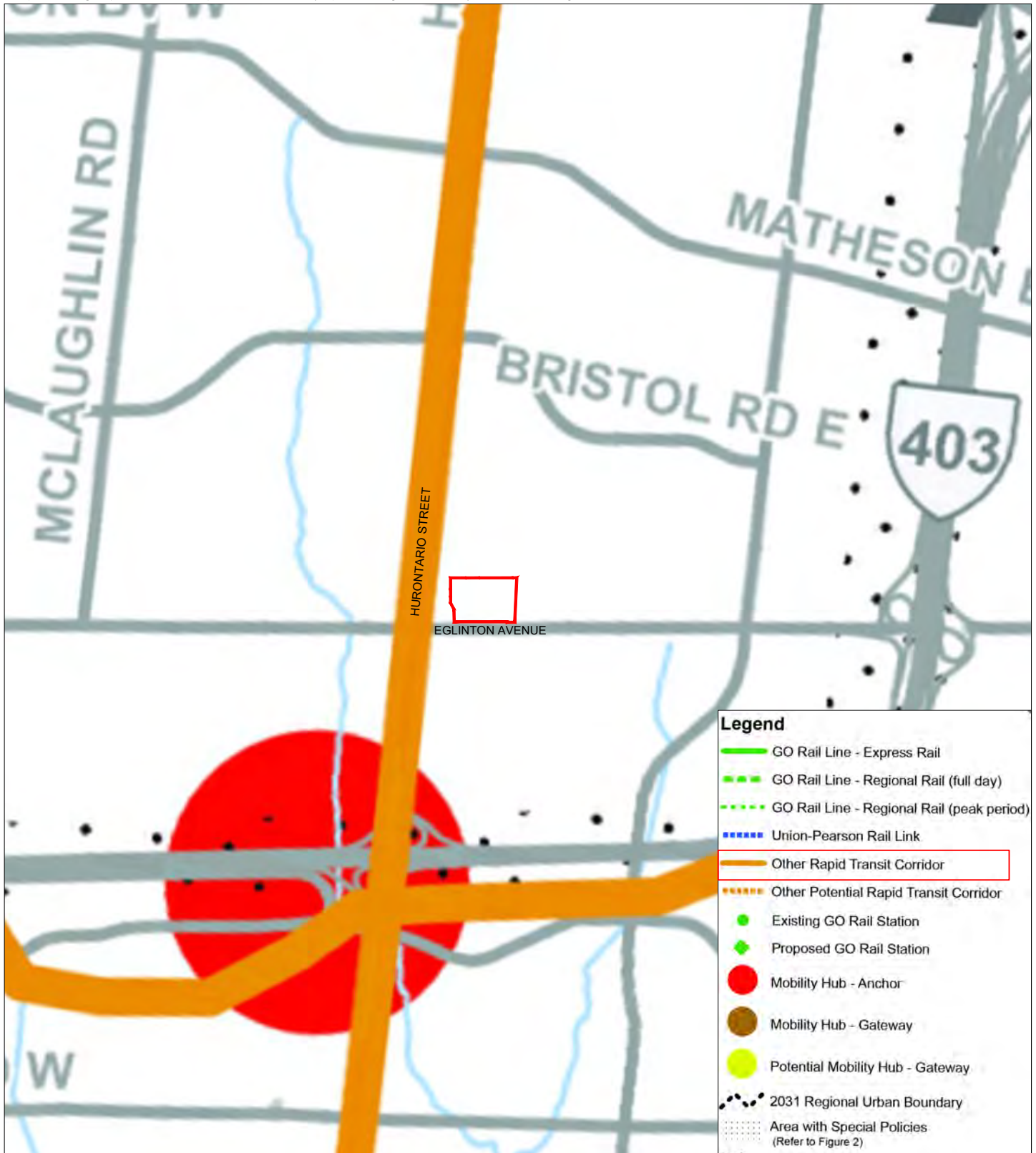


FIGURE 11
PEEL OFFICIAL PLAN
SCHEDULE 'G'
RAPID TRANSIT
CORRIDORS

91 & 131 EGLINTON AVENUE, and
 5055 HURONTARIO STREET, ON

— Subject Property



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 May 28, 2019

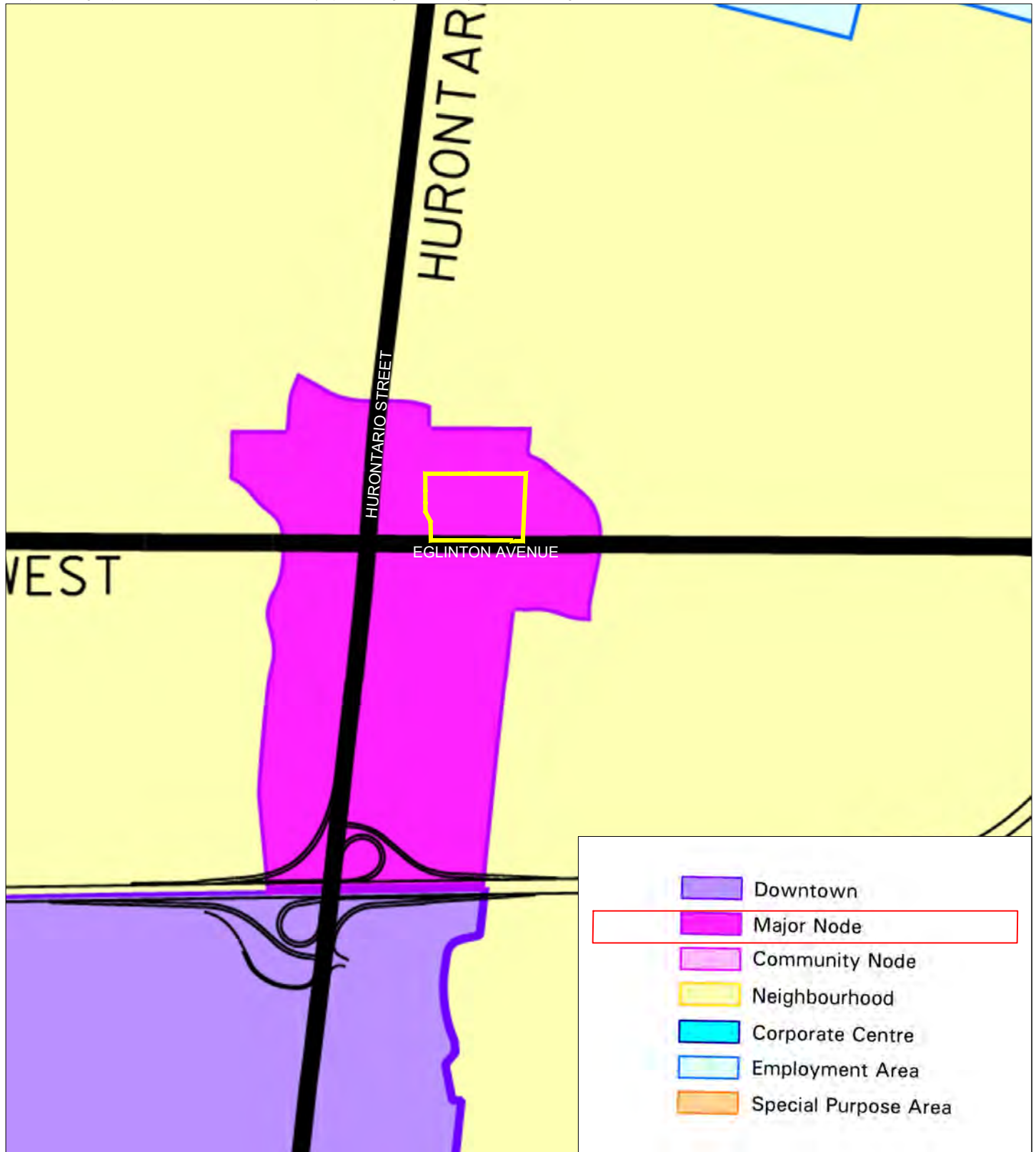


FIGURE 12
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '1B' CITY STRUCTURE

91 & 131 EGLINTON AVENUE, and
 5055 HURONTARIO STREET, ON

— Subject Property



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 May 28, 2019

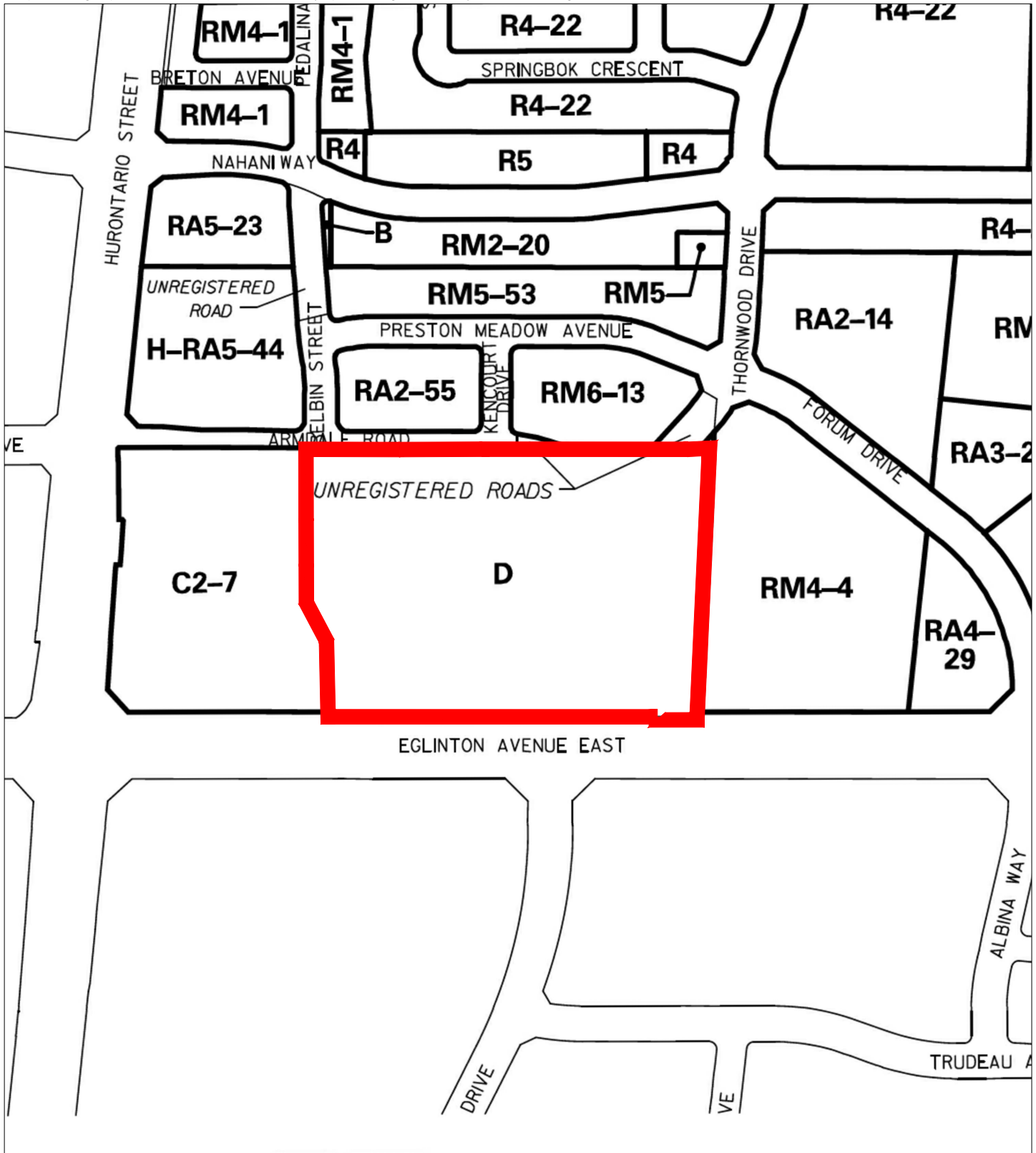


FIGURE 13
MISSISSAUGA CURRENT
ZONING BY-LAW No. 0225-2007
MAP 36W

91 & 131 EGLINTON AVENUE, and
 5055 HURONTARIO STREET, ON

— Subject Property
 D Development Zone



Scale NTS
 May 28, 2019

 Subject Property



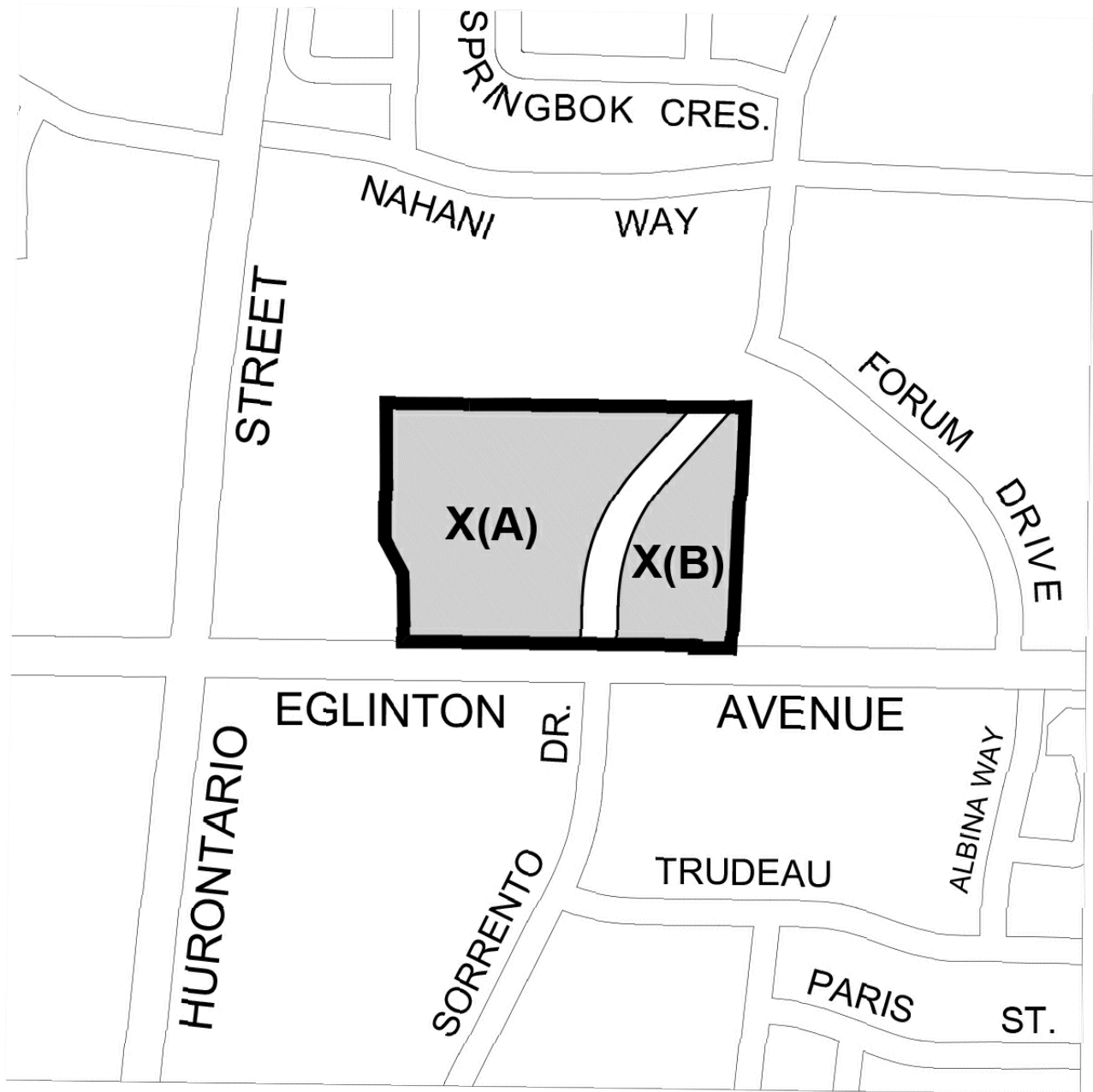


FIGURE 15
PROPOSED OFFICIAL PLAN
AMENDMENT SCHEDULE

91 & 131 EGLINTON AVENUE, and
5055 HURONTARIO STREET, ON

— Subject Property



Scale NTS
May 28, 2019

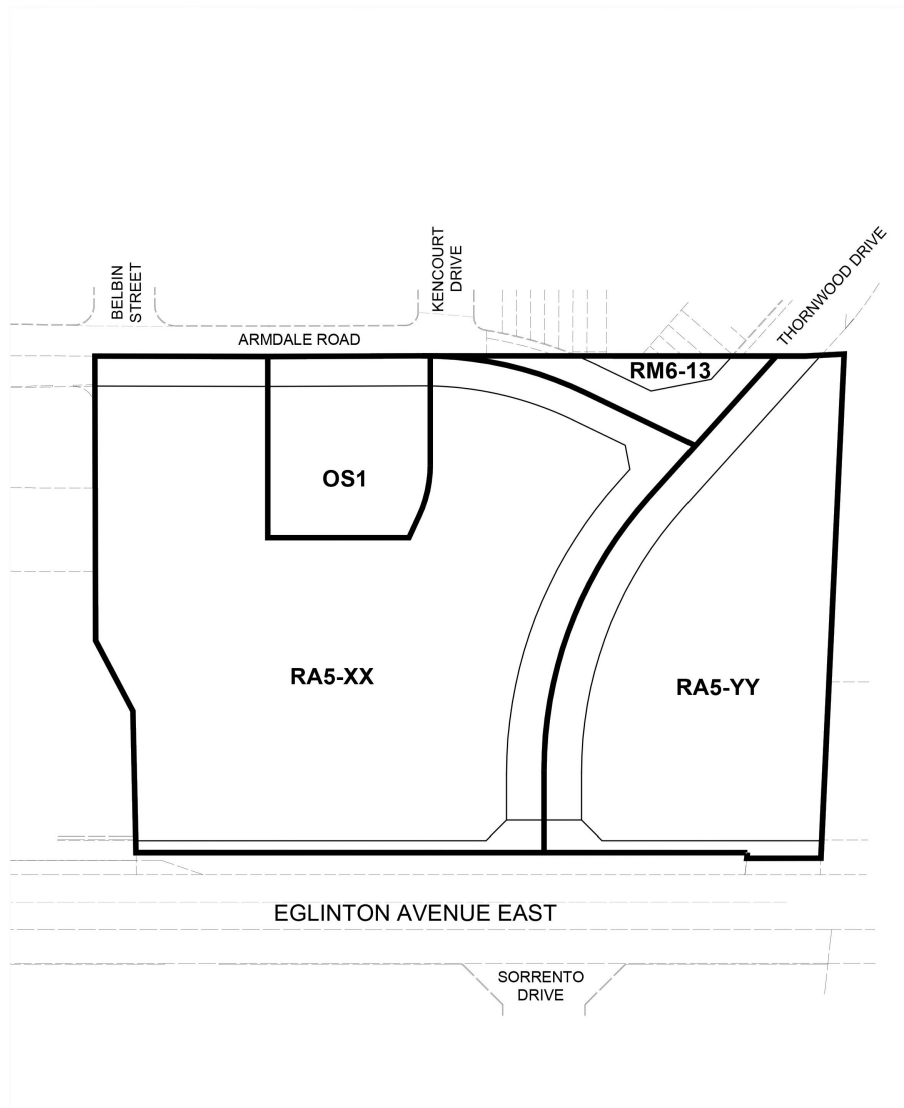


FIGURE 16
MISSISSAUGA
PROPOSED ZONING BY-LAW

91 & 131 EGLINTON AVENUE, and
5055 HURONTARIO STREET, ON

— Subject Property



Scale NTS
May 28, 2019

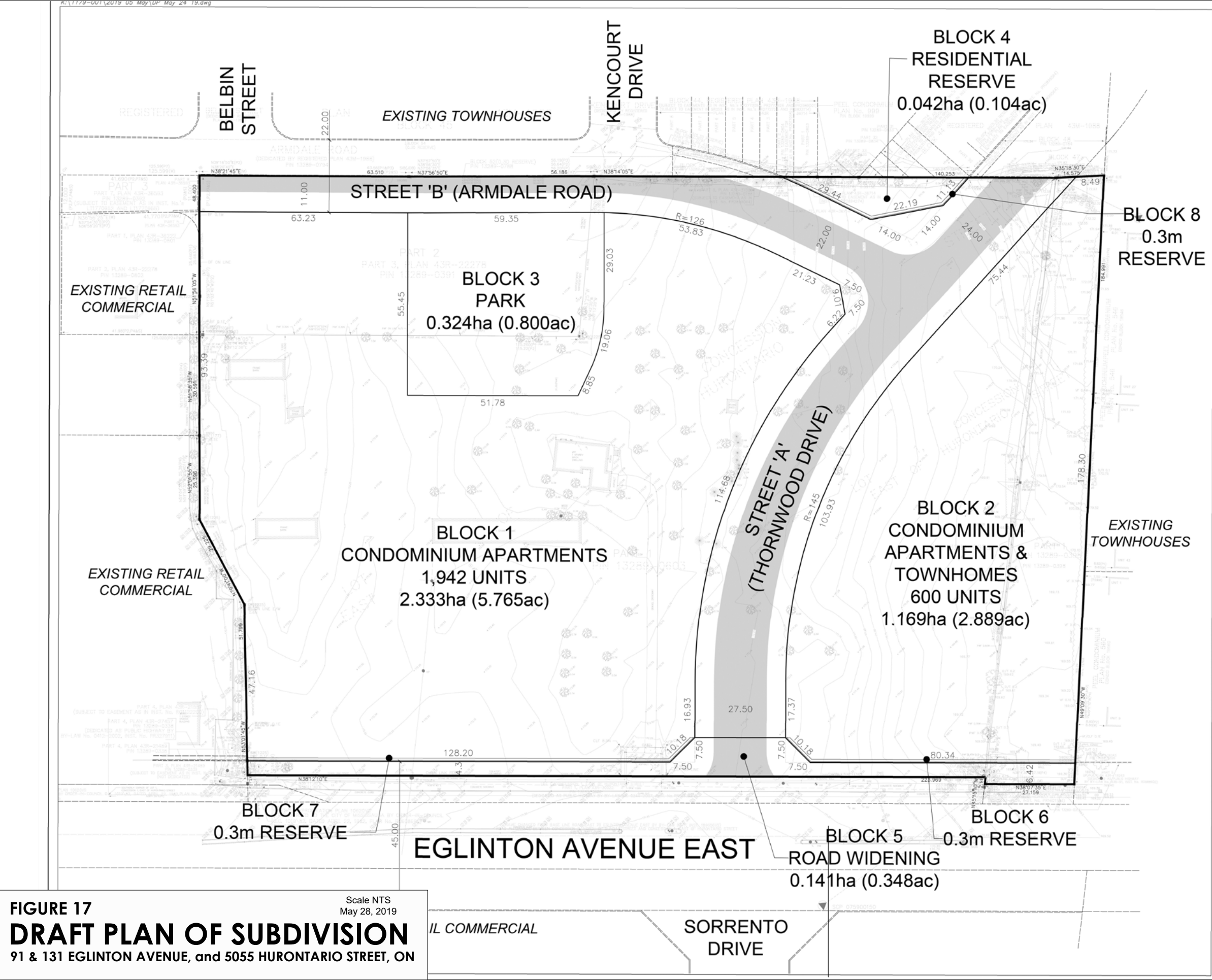
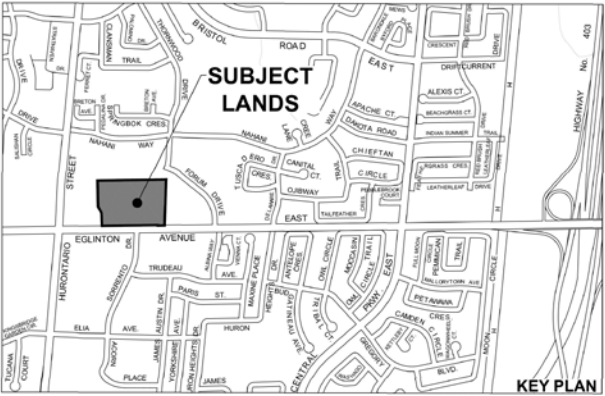


FIGURE 17
DRAFT PLAN OF SUBDIVISION
91 & 131 EGLINTON AVENUE, and 5055 HURONTARIO STREET, ON

Scale NTS
May 28, 2019



DRAFT PLAN OF SUBDIVISION
91 EGLINTON LIMITED PARTNERSHIP
FILE # 21T-M 18 5

PART OF LOT 1, CONCESSION 1,
EAST OF HURONTARIO STREET,
(GEOGRAPHIC TOWNSHIP OF TORONTO, COUNTY OF PEEL),
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

OWNERS CERTIFICATE

I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT
THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF MISSISSAUGA FOR APPROVAL.

SIGNED SEE ORIGINAL SUBMISSION
MICHAEL USTER, A.S.O.
91 EGLINTON LIMITED PARTNERSHIP

DATE: _____

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS
SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE
CORRECTLY AND ACCURATELY SHOWN.

SIGNED SEE ORIGINAL SUBMISSION
OPHIR DZALDOV, B. SC., O.L.S., O.L.P.
SCHAEFFER DZALDOV BENNETT LTD.
64 JARDIN DRIVE
CONCORD, ON, L4K 3P3
PHONE: 416-887-0101
EMAIL: ophir@surveyontario.com

DATE: _____

ADDITIONAL INFORMATION

(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY
CLAUSES A,B,C,D,E,F,G, & J ARE SHOWN ON THE DRAFT AND KEY PLANS.

- H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
I) SANDY LOAM AND CLAY LOAM
K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE SCHEDULE

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS
CONDOMINIUM APARTMENTS	1-2	3.502	8.654	2,542
PARK	3	0.324	0.801	
RESIDENTIAL RESERVE	4	0.042	0.104	
ROAD WIDENING	5	0.141	0.348	
0.3m RESERVE	6-8	0.008	0.020	
22m - 26m R.O.W. - (412m LENGTH)		0.813	2.009	
TOTAL	8	4.830	11.935	2,542

NOTES

- STREETS 'A' & 'B' INTERSECTION DAYLIGHT TRIANGLES: 7.5m X 7.5m & 14.0m x 14.0m
-STREET 'A' & EGLINTON AVENUE EAST DAYLIGHT TRIANGLES: 7.5m x 7.5m
-PAVEMENT ILLUSTRATION IS DIAGRAMMATIC



SCALE 1:500
(24 x 36)
MAY 24, 2019