
REVISED

Planning and Development Committee

Date: September 8, 2020
Time: 6:00 PM
Location: Council Chambers, Civic Centre, 2nd Floor
300 City Centre Drive, Mississauga, Ontario, L5B 3C1
And Online Video Conference

Members

Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Ron Starr	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11 (Chair)
Councillor Carolyn Parrish	Ward 5 (ex-officio)
Councillor Pat Saito	Ward 9 (ex-officio)

Advance registration is required to participate in person and/or make comment in the virtual public meeting. Please email deputations.presentations@mississauga.ca no later than Friday, September 4, 2020 at 4:00 p.m. Any materials you wish to show the Committee during your presentation must be provided as an attachment to the email. Links to cloud services will not be accepted. You will be provided with directions on how to participate from Clerks' staff.

Residents without access to the internet, via computer, smartphone or tablet, can participate and/or make comment in the meeting via telephone. To register, please call Angie Melo at 905-615-3200 ext. 5423 no later than Friday, September 4, 2020 at 4:00 p.m. You must provide your name, phone number, and application number if you wish to speak to the Committee. You will be provided with directions on how to participate from Clerks' staff.

Contact:

Angie Melo, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5423
angie.melo@mississauga.ca

PUBLIC MEETING STATEMENT: In accordance with the Ontario Planning Act, if you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Local Planning and Appeal Tribunal (LPAT), and may not be added as a party to the hearing of an appeal before the LPAT.

Send written submissions or request notification of future meetings to:

Mississauga City Council Att: Development Assistant

c/o Planning and Building Department – 6th Floor

300 City Centre Drive, Mississauga, ON, L5B 3C1

Or Email: application.info@mississauga.ca

1. **CALL TO ORDER**

2. **DECLARATION OF CONFLICT OF INTEREST**

3. **MINUTES OF PREVIOUS MEETING**

Planning and Development Committee Meeting Minutes - July 27, 2020

4. **MATTERS TO BE CONSIDERED**

4.1 PUBLIC MEETING INFORMATION REPORT (WARD 6)

Rezoning and Draft Plan of Subdivision applications to permit 108 townhomes and one detached home

1240 Britannia Road West, south side of Britannia Road West, east of Whitehorn Avenue

Owner: National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd.

Files: OZ 20/004 W6 and T-M20001 W6

4.2 PUBLIC MEETING RECOMMENDATION REPORT (WARD 5)

Official Plan amendment and rezoning applications to permit four condominium apartment buildings with heights of 32, 35, 35 and 38 storeys which will contain 1,355 apartment units and retail and office uses

0 and 5044 Hurontario Street, northwest corner of Eglinton Avenue West and Hurontario Street

Owner: Pinnacle International (Ontario) Ltd.

File: OZ 18/011 W5

4.3 PUBLIC MEETING RECOMMENDATION REPORT (WARD 3)

Official plan amendment and rezoning applications to permit a 6 storey apartment building with ground floor commercial uses

971 Burnhamthorpe Road East, northeast corner of Burnhamthorpe Road East and Tomken Road

Owner: Reza Tahmasebi

File: OZ 14/001 W3

5. **ADJOURNMENT**

City of Mississauga

Corporate Report



Date: August 14, 2020

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Originator's files:
OZ 20/004 W6 and
T-M20001 W6

Meeting date:
September 8, 2020

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 6)

Rezoning and Draft Plan of Subdivision applications to permit 108 townhomes and one detached home

1240 Britannia Road West, south side of Britannia Road West, east of Whitehorn Avenue

Owner: National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd.

Files: OZ 20/004 W6 and T-M20001 W6

Recommendation

That the report dated August 14, 2020, from the Commissioner of Planning and Building regarding the applications by National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd. to permit 108 townhomes and one single detached home, under Files OZ 20/004 W6 and T-M20001 W6, 1240 Britannia Road West, be received for information.

Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

PROPOSAL

A plan of subdivision is required to permit one detached home and 108 townhomes on a private condominium road. The zoning by-law will need to be amended from **R1** (Detached Dwellings – Typical Lots), **RM2 - 23** (Semi-detached), and **RM2 - 29** (Semi-Detached), to **R7 – Exception** (Detached Dwellings – Shallow Lots) and **RM6 - Exception** (Townhouses on a CEC - Road) to implement this development proposal.

During the ongoing review of these applications, staff may recommend different zoning categories to implement the proposal.

Comments

The property is located on the south side of Britannia Road West, east of Whitehorn Avenue within the East Credit Neighbourhood Character Area. The site is currently occupied by two detached homes.



Aerial image of 1240 Britannia Road West



Applicant's rendering of the proposed townhomes

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 5.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 8.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion


Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional

Files: OZ 20/004 W6 and T-M 20001 W6

technical information, including noise, grading, servicing, stormwater management, traffic and environmental compliance; ensuring compatibility of new buildings and community consultation.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Tori Stockwell, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: National Homes (1240 Britannia) Inc. and Mattamy (Country Club) Ltd.

1240 Britannia Road West

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1. Site History

- August 14, 2002 – Council approved a zoning by-law amendment for the lands known municipally as 0, 5939, 5961, 5965, 5969, 5973, 5977, 5981, 5985, 5989 Cabrera Crescent and 1295 Galesway Boulevard to permit detached and semi-detached homes
- November 13, 2002 – Council executed a Servicing Agreement which deeded the lands known municipally as 0, 5939, 5961, 5965, 5969, 5973, 5977, 5981, 5985, 5989 Cabrera Crescent and 1295 Galesway Boulevard to the City until such time that Cabrera Crescent is completed to Galesway Boulevard
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **R1** (Detached Dwellings – Typical Lots) which permits single detached homes, **RM2-23** (Semi-Detached) which permits semi-detached homes and **RM2-29** (Semi-Detached) which permits detached and semi-detached homes
- November 14, 2012 – Mississauga Official Plan (MOP) came into force except for those site/policies which have been appealed. The subject lands are designated Residential Medium Density in the East Credit Character Area

2. Site and Neighbourhood Context

Site Information

The property is located within the East Credit Neighbourhood Character Area on the south side of Britannia Road West, east of Whitehorn Avenue. The subject lands are currently occupied by two detached homes. In November 2002 Council executed a Servicing Agreement under File T-M98012 which deeded the western portion of the site known municipally as 0, 5939, 5961, 5965, 5969, 5973, 5977, 5981, 5985, 5989 Cabrera Crescent and 1295 Galesway Boulevard to the City of Mississauga by Mattamy (Country Club) Limited. The lands are to be held in escrow by the City until such time that the eastern portion of Cabrera Crescent (presently terminating in a temporary turning circle), is extended to Galesway Boulevard, and the lands can be developed to accommodate detached homes. In order to carry out the construction of the easterly leg of Cabrera Crescent a section of the lands known municipally as 1240 to 1310 Britannia Road West is required to be dedicated to the City as public highway.

On October 24, 2019 the lands known municipally as 1240 to 1310 Britannia Road West were purchased by National Homes (1240 Britannia) Incorporated. In consultation with Mattamy (Country Club) Ltd. the proposal put forward by National Homes (1240 Britannia) Inc. consists of the above properties as well as those lands currently held in escrow by the City of Mississauga. The application proposes to upgrade the existing turning circle on Cabrera Crescent to a standard cul-de-sac to permit frontage for one additional detached home. The

remaining lands would be developed as standard townhomes with access onto a proposed common element condominium road, with a single entry point onto Galesway Boulevard, thereby eliminating the completion of Cabrera Crescent as originally intended.



Image of existing conditions facing north

Property Size and Use	
Frontages:	
Britannia Road West	129.8 m (425.8 ft.)
Galesway Boulevard	169.5 m (556.1 ft.)
Depth:	135.2 m (443.5 ft.)
Gross Lot Area:	2.14 ha (5.28 ac.)
Existing Uses:	Two detached homes

Surrounding Land Uses

The surrounding area is characterized by a mix of residential, commercial and community uses. The broader surrounding area located to the east and west of the site is largely comprised of detached, semi-detached and townhomes. A one storey commercial plaza is located northeast of the site and is approximately a 2 minute walk from the subject lands, while the Credit Valley Town Plaza is located an approximate seven minute walk northwest of the property. The plazas provide a range of services including a grocery store, walk-in clinic and restaurants. Detached and semi-detached homes are located directly south of the site, which border BraeBen Golf Course, Whitehorn Public School and St. Raymonds Elementary School. Heartland Town Centre is located a two minute drive east of the site and provides a wide range of retail, commercial and dining options to area residents.

The surrounding land uses are:

- North: Townhomes, Credit Valley Town Plaza and a one story commercial plaza
- East: Semi-detached and detached homes
- South: Semi-detached homes, detached homes and BraeBen Golf Course
- West: Detached homes and townhomes



Aerial Photo of the subject lands

The Neighbourhood Context

The site is located within the East Credit Neighbourhood Character Area south of Britannia Road West and east of Whitehorn Avenue. The Character Area is adjacent to Heartland Town Centre, which contains a range of commercial and industrial uses in close proximity to the site. These uses include employment, retail and restaurant establishments located along Britannia Road West to the east of the subject lands. The surrounding residential area was largely developed during the early 2000s.

Demographics

The property is located in an area undergoing moderate growth. Based on the 2016 census, the existing population of the East Credit Neighbourhood area is 65,920 with a median age of this area being 39 (compared to the City's median age of 40). 72% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 12% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 70,900 and 71,600 respectively. The average household size is 4 persons with 5% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 15,140 units (84%) owned and 2,820 units (16%) rented with a vacancy rate of approximately 0.9%*. In addition, the number of jobs within this Character Area is 5,711. Total employment combined with the population results in a PPJ for East Credit Neighbourhood of 45 persons plus jobs per ha.

*Please note that vacancy rate data does not come from the census. This information comes from CMHC which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). This specific Character Area is located within the Northeast geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Other Development Applications

The following development applications are in process or were recently approved in the vicinity of the subject property:

- OZ 13/013 W6 – 5855 Terry Fox Blvd, 950 Plymouth Drive and 850 Matheson Blvd West – application in process to permit a commercial mall.

- OZ 19/001 W6 – 5510 Mavis Road – approval was obtained to increase the height and density for a future retirement home and hospice in November 2019.

Community and Transportation Services

This application will have minimal impact on existing services in the community. The site is located 220 m (721 ft.) northeast of Garcia Park which contains a community playground and two soccer pitches. Pickwick Green is located 510 m (1673 ft.) south of the subject lands and contains a community playground and four soccer pitches. The property is located 1.9 km (1.18 mi.) from River Grove Community Centre, which includes an indoor pool, gymnasium and fitness centre. The site is also located 1.6 km (1 mi.) from the BraeBen Public Golf Course clubhouse. There is a multi-use trail located on Britannia Road West extending from Queen Street South to Hurontario Street. Galesway Boulevard is designated as an on-road bicycle route extending from Whitehorn Avenue to Terry Fox Way.

The following major Miway bus routes currently service the site:

- Route 37 – Creditview - Erindale
- Route 39 – Britannia
- Route 43 – Matheson – Argentia
- Route 68 – Terry Fox
- Route 314 – Rick Hansen - Creditview

3. Project Details

The applications are to permit one detached home and 108 townhomes.

Development Proposal		
Applications submitted:	Received: March 31, 2020 Deemed complete: June 22, 2020	
Developer/ Owner:	National Homes Inc.	
Applicant:	National Homes Inc.	
Number of units:	109 units	
Lot Coverage:	62.5%	
Landscaped Area:	28.4%	
Road Type:	Common element condominium private road (CEC)	
Anticipated Population:	331 * *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	218	218
visitor spaces	27	27
Total	245	245

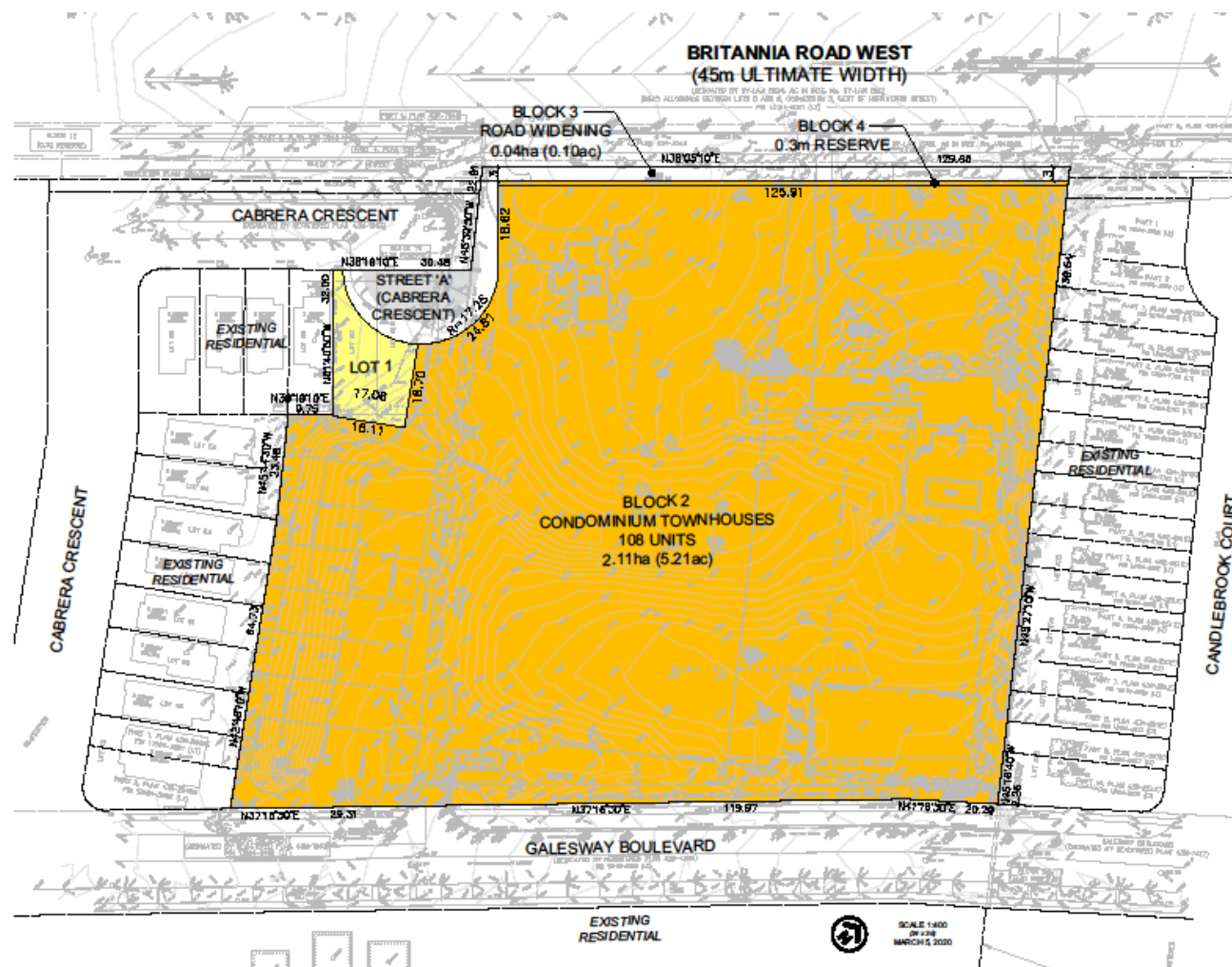
Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Survey
- Site Plan and Context Plan
- Draft Plan of Subdivision

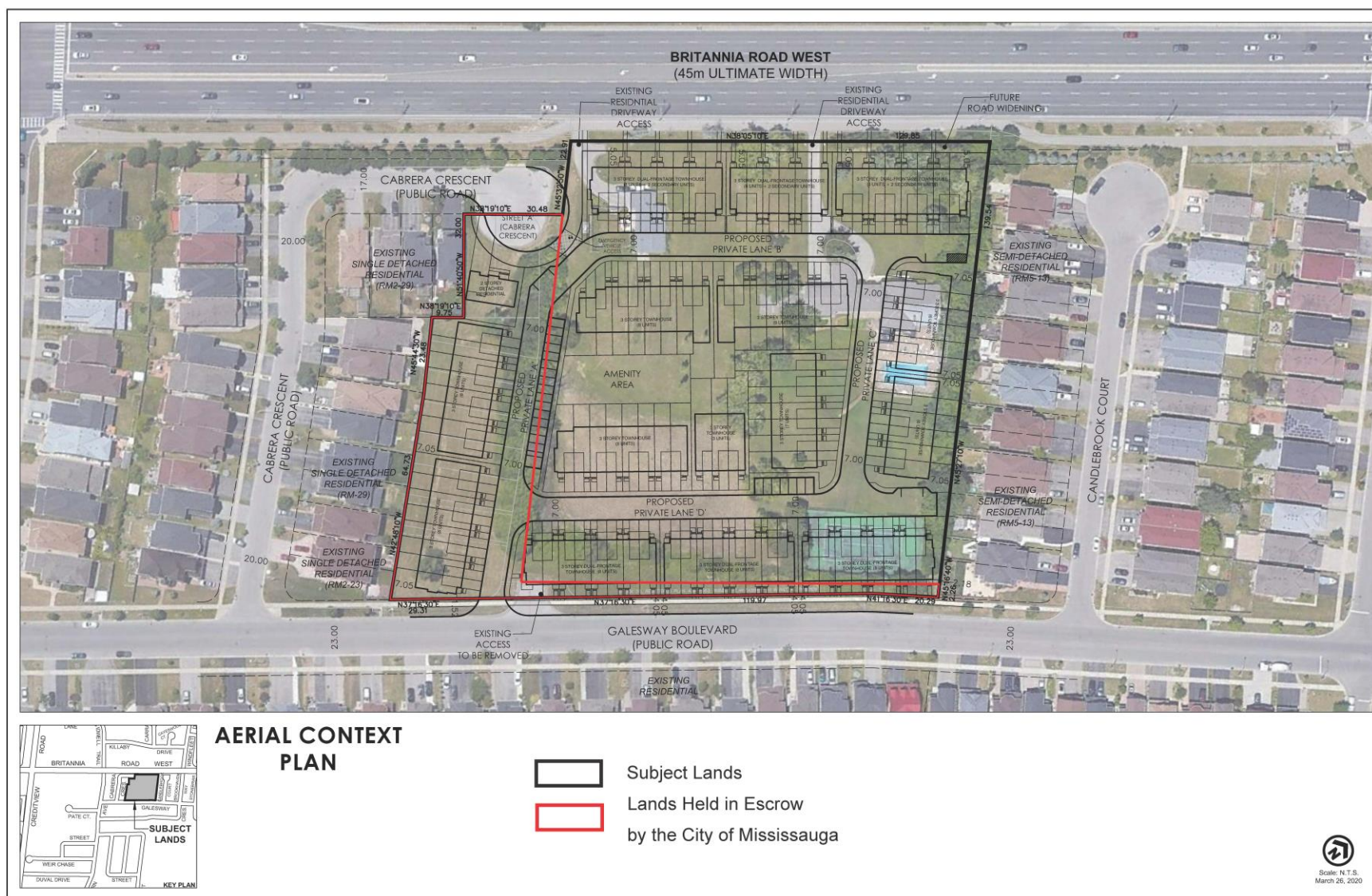
- Building Elevations and Floor Plans
- Grading and Servicing Plans
- Sanitary and Storm Drainage Plans
- Landscape Concept Plan
- Tree Preservation Plan
- Draft Zoning By-law Amendment
- Parcel Abstracts
- Planning Justification Report
- Arborist Report
- Functional Servicing Brief
- Geotechnical Investigation
- Phase One Environmental Site Assessment
- Housing Report
- Noise Feasibility Study
- Urban Transportation Considerations

Draft Plan of Subdivision, Concept Plan and Elevations



Draft Plan of Subdivision





Concept Plan



CONCEPTUAL ELEVATION A
 REGULAR TOWNHOUSES - TYPICAL 8 UNIT
 BLOCK



CONCEPTUAL PRIVATE ROAD SIDE ELEVATION A
 DUAL-FRONTAGE TOWNHOUSES - TYPICAL 8 UNIT
 BLOCK



CONCEPTUAL ELEVATION B
 REGULAR TOWNHOUSES - TYPICAL 8 UNIT
 BLOCK



CONCEPTUAL PUBLIC ROAD SIDE ELEVATION A
 DUAL-FRONTAGE TOWNHOUSES - TYPICAL 8 UNIT BLOCK

Elevations



Applicant's Rendering

4. Land Use Policies, Regulations & Amendments

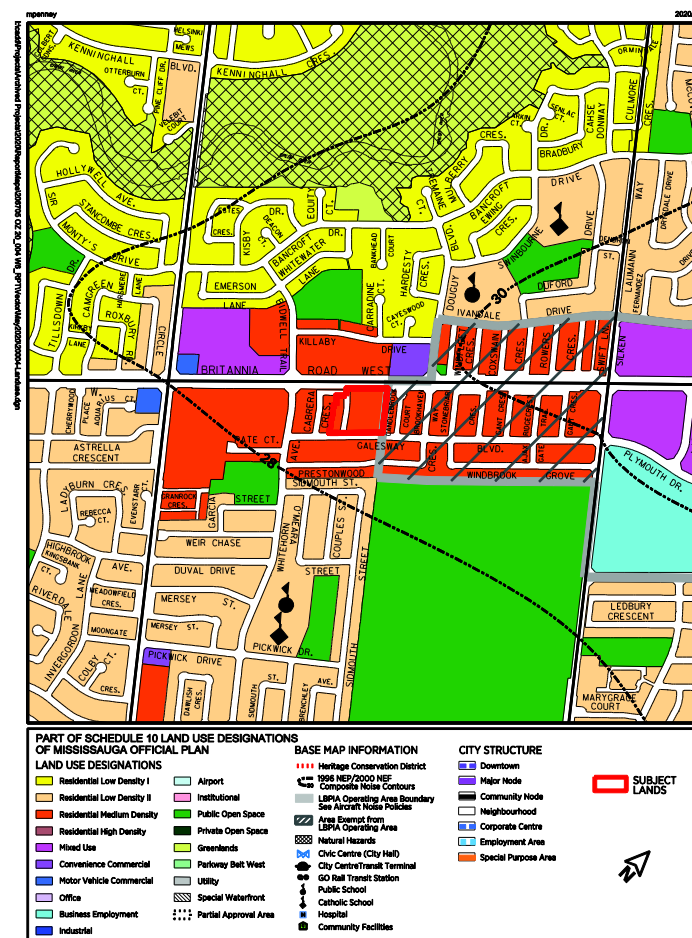
Mississauga Official Plan

Existing Designation

The site is designated **Residential Medium Density** which permits all forms of townhouse dwellings.

Note: Detailed information regarding the other relevant Official Plan policies are found in Section 5.

Excerpt of East Credit Neighbourhood Character Area



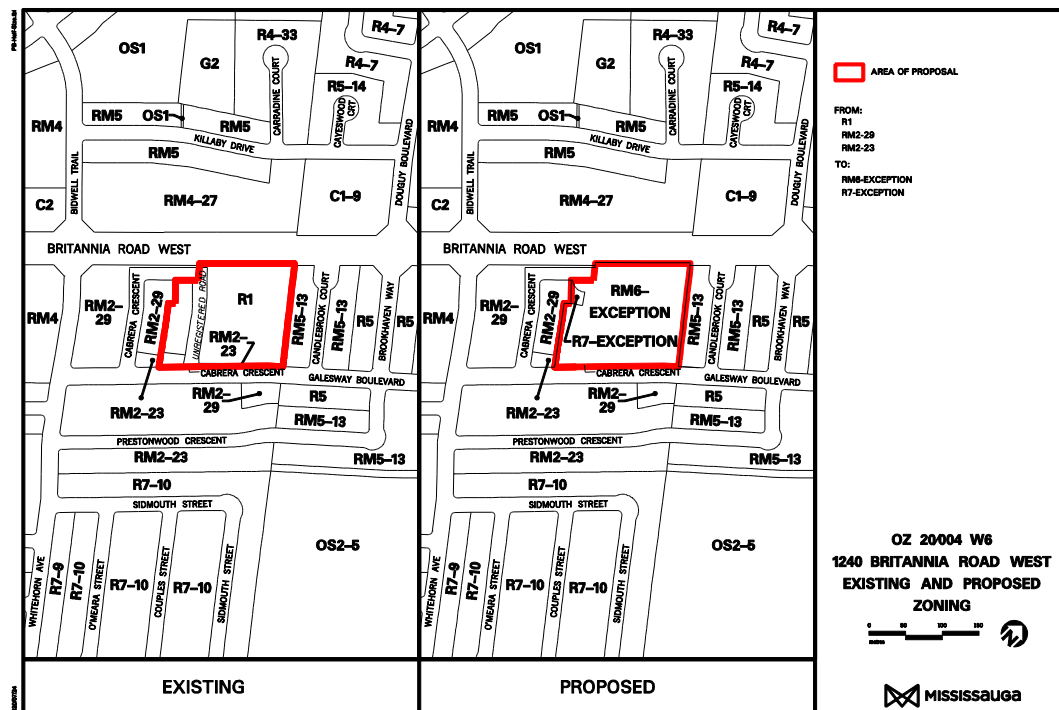
Mississauga Zoning By-law

Existing Zoning

The site is currently zoned **R1** (Detached Dwellings – Typical Lots), which permits detached homes, **RM2-23** (Semi-detached), which permits semi-detached homes and **RM2-29** (Semi-Detached), which permits detached and semi-detached homes.

Proposed Zoning

The applicant is proposing two zones on the property. The proposed zoning for the detached home on Cabrera Crescent is **R7 – Exception** (Detached Dwellings – Shallow Lots). The proposed zoning for the townhome blocks is **RM6 - Exception** (Townhouses on a CEC - Road).



Proposed Zoning Regulations

Zone Regulations	Zone Regulations	Proposed R7 - Exception Zone Regulations
Minimum Rear Yard – Interior Lot	7.0 m (22.9 ft.)	6.0 m (19.6 ft.)
Maximum width of an attached garage : measured from the inside face of the garage walls	Lesser of 5.5 m (18 ft.) or 50% of lot frontage	Not Applicable
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		
Zone Regulations	Zone Regulations	Proposed RM6 - Exception Zone Regulations
Where a lot abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 - Centreline Setbacks.	22.5 m +(74 ft.) required yard/setback	Not Applicable
Minimum Lot Area – CEC corner lot	190 m ² (2,045 ft. ²)	178 m ² (1,915 ft. ²)
Minimum Lot Frontage - CEC corner lot	8.3 m (27.2 ft.)	6.5 m (21.3 ft.)
Lot with an exterior side lot line that is a street line of a designated right-of-way 20.0 m or greater identified in		

Zone Regulations	Zone Regulations	Proposed RM6 - Exception Zone Regulations
Subsection 2.1.14 of this By-law	7.5 m (24.6 ft.)	Not Applicable
Lot with an exterior side lot line abutting a street	4.5 m (14.7 ft.)	Not Applicable
Lot with an exterior side lot line abutting a CEC - sidewalk	3.3 m (10.8 ft.)	1.2 m (3.9 ft.)
Minimum Interior Side Yard - Unattached side	1.5 m (4.9 ft.)	1.2 m (3.9 ft.)
Where interior side lot line is the rear lot line of an abutting parcel	2.5 m (8.2 ft.)	Not Applicable
Minimum Rear Yard – Interior lot/CEC – corner lot	7.5 m (24.6 ft.)	7.0 m (22.9 ft.)
Lot with an exterior side lot line abutting a street	4.5 m (14.7 ft.)	rear yard lot line abutting a street 4.0 m (13.1 ft.)
Minimum setback of a townhouse to a CEC - visitor parking space	3.3 m (10.8 ft.)	2.5 m (8.2 ft.)
Lot with an exterior side lot line abutting a CEC – sidewalk	3.3 m (10.8 ft.)	Minimum setback to an internal walkway 0.8 m (2.6 ft.)
Minimum front yard setback to a balcony located over a driveway	Not Applicable	3.5 m (11.4 ft.)
Minimum width of a sidewalk	2.0 m (6.5 ft.)	1.5 m (4.9 ft.)
Maximum driveway width	3.0 m (9.8 ft.)	Maximum driveway width for end dwelling units abutting Britannia Road West 6.2 m (20.3 ft.)

Zone Regulations	Zone Regulations	Proposed RM6 - Exception Zone Regulations
Maximum encroachment of a balcony , window, chimney , pilaster or corbel, window well, and stairs with a maximum of three risers, into the required rear yard	1.0 m (3.2 ft.)	Maximum encroachment of a balcony , into the required rear yard 1.9 m (6.2 ft.)
External Heating, Air Conditioning, Home Back-up Generator, and Pool Heating/Filtering Equipment	External heating, air conditioning, home back-up generator, and pool heating/filtering equipment may be located in a required yard , other than a front yard , provided that it is not closer than 0.61 m (2.0 ft.) to any lot line .	External heating and air conditioning equipment may be located in a front yard provided that it is located on a balcony
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

5. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary

of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Greenbelt Plan	<p>Mississauga is not located within the Greenbelt Area and therefore the <i>Greenbelt Act</i>, 2005 does</p>	<p>There are no natural features on this site. Therefore, the lands are not subject to the policies of the Greenbelt Plan.</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>not apply in Mississauga. However, the Greenbelt Plan does recognize natural heritage systems contained within the Greenbelt are connected to systems beyond the Greenbelt, including the Credit River.</p> <p>The portion of the lands which forms part of the Credit River and associated valleylands is captured within the Urban River Valleys designation of the Greenbelt Plan.</p> <p>Until such time as the portion of the lands within the Urban River Valleys designation come into the City's ownership, the policies of the Greenbelt Plan do not apply.</p>	
Parkway Belt West Plan (PBWP)	<p>The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.</p> <p>The portions of the lands that contain the valleylands associated with the Credit River are designated Public Open Space and Buffer Area in the PBWP.</p>	The Parkway Belt West Plan does not apply to this site.
Region of Peel Official Plan (ROP)	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and 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, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p> <p>The proposed application is exempt from Regional approval.</p>

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019.

The subject property is not located within a Major Transit Station Area (MTSA).

The lands are located within the East Credit Neighbourhood Character Area and are designated **Residential Medium Density**. The **Residential Medium Density** designation permits all forms of townhouse dwellings. The applicant is proposing to maintain the **Residential Medium Density** designation on the subject lands.

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	Specific Policies	General Intent
Chapter 4 Vision	Section 4.4.2 Section 4.4.5 Section 4.5	Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
Chapter 5 Direct Growth	Section 5.3.5 Section 5.3.5.1 Section 5.3.5.5 Section 5.3.5.6	<p>Mississauga will protect and conserve the character of stable residential neighbourhoods.</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>Intensification within neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p>
Chapter 7 Complete Communities	Section 7.1.1 Section 7.1.3 Section 7.1.6 Section 7.2.1 Section 7.2.2	<p>The official plan supports the creation of complete communities that meet the day-to-day needs of people through all stages of their life, offering a wide assortment of housing options and employment opportunities as well as numerous commercial and social venues. The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p>

	Specific Policies	General Intent
		<p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> 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
Chapter 9 Build A Desirable Urban Form	Section 9.1 Section 9.1.1 Section 9.1.3 Section 9.2.2 Section 9.2.2.3 Section 9.5.1.1 Section 9.5.2.2	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties.</p> <p>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.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Development in Neighbourhoods will be required to be context sensitive and respect the existing or planned character and scale of development.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> a. respect existing lotting patterns; b. respect the continuity of front, rear and side yard setbacks; c. respect the scale and character of the surrounding area; d. minimize overshadowing and overlook on adjacent neighbours; e. incorporate stormwater best management practices; f. preserve mature high quality trees and ensure replacement of the tree canopy; and g. be designed to respect the existing scale, massing, character and grades of the surrounding area. <p>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.</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:</p> <ul style="list-style-type: none"> a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe; b. fronting walkways and sidewalks with doors and windows and having visible active uses inside; c. avoiding blank walls facing pedestrian areas; d. and providing opportunities for weather protection, including awnings and trees.

	Specific Policies	General Intent
Chapter 11 General Land Use Designations	Section 11.1 Section 11.2.5.5	<p>The use and development of land will reflect all components of the Urban System: The Green System; City Structure and Corridors.</p> <p>In addition to the Uses Permitted in all Designations, lands designated Residential Medium Density will also permit the following uses:</p> <ul style="list-style-type: none"> • all forms of townhouse dwellings.
Chapter 19 Implementation	Section 19.4.1 Section 19.4.3	<p>Development applications will be evaluated and processed in accordance with the policies of this Plan, approved streetscape studies and design guidelines and other relevant City Council policies and Provincial policies.</p> <p>To provide consistent application of planning and urban design principles, all development applications will address, among other matters:</p> <ol style="list-style-type: none"> a) the compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density, and built form; b) conformity with the policies in this Plan; c) the sustainability of the development to support public transit and to be oriented to pedestrians; d) in circumstances where medium and high density residential uses are in proximity to developments of a lower density, measures, such as increased setback; sensitive building location, transition and design; and landscaping, may be required to ensure compatibility with the lower density designations; e) the adequacy of engineering services; f) the adequacy of community infrastructure; g) the adequacy of the multi-modal transportation systems; h) the suitability of the site in terms of size and shape, to accommodate the necessary on site functions, parking, landscaping, and on site amenities; i) the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm; j) the impact of the height and form of development, in terms of overshadowing and amenity loss, on neighbouring residential and park uses; k) site specific opportunities and constraints; l) sustainable design strategies; and m) urban form and public health.

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028 <https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site

or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>21 Kindergarten to Grade 5 9 Grade 6 to Grade 8 12 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Whitehorn P.S.</p> <p>Enrolment: 673 Capacity: 744 Portables: 0</p> <p>Hazel McCallion Sr. P.S.</p> <p>Enrolment: 742 Capacity: 671 Portables: 4</p> <p>Rick Hansen S.S.</p> <p>Enrolment: 1,672 Capacity: 1,725 Portables: 0</p>	<p>Student Yield:</p> <p>7 Kindergarten to Grade 8 6 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St Raymond Elementary School</p> <p>Enrolment: 350 Capacity: 651 Portables: 0</p> <p>St. Joseph Secondary School</p> <p>Enrolment: 1,267 Capacity: 1,269 Portables: 4</p> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>

7. Community Comments

A pre-application community meeting was held by National Homes on March 10, 2020. Ward 6 Councillor, Ron Starr, was in attendance.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- Increased traffic on Galesway Boulevard will negatively impact the surrounding community and reduce pedestrian safety
- An additional vehicular access point should be provided onto Britannia Road West in order to mitigate increased traffic on Galesway Boulevard
- The mature trees and bushes located adjacent to the east lot line of the subject lands should be maintained for environmental and privacy reasons
- A fence should be provided along the interior lot lines to maintain privacy, mitigate increased noise levels and provide additional neighbourhood safety
- In order to reduce overlook and maintain privacy, windows, terraces and balconies should not be permitted above the second storey on elevations adjacent to existing rear yards
- The increased number of dwelling units will have an adverse impact on neighbourhood safety
- The proposed development will increase pollution and noise
- The site will be overdeveloped and the increased population will adversely impact the surrounding parkland amenities which are currently oversubscribed

8. Development Issues

The following is a summary of comments from agencies and departments regarding the applications:

Agency / Comment Date	Comments
Region of Peel (May 15, 2020)	<p>Municipal sanitary sewers consist of a 250 mm (9.8 in.) sewer located on Galesway Boulevard and a 250 mm (9.8 in.) sewer located on Britannia Road West. Municipal water infrastructure consists of a 150 mm (5.9 in.) water main located on Cabrera Crescent, a 300 mm (11.8 in.) water main located on Galesway Boulevard and a 750 mm (29.5 in.) water main located on Britannia Road West.</p> <p>A satisfactory Functional Servicing Report must be submitted to determine the adequacy of the existing services on site. The report dated March 2020 has been received and will be sent for modeling for the hydrant flow test and may require further revisions.</p> <p>Regional Site Servicing approvals are required prior to the local municipality issuing building permits.</p> <p>A Waste Management Plan must be completed to confirm a satisfactory waste collection access route on site.</p>
Dufferin-Peel Catholic District School Board (April 21, 2020) and the Peel District School Board (May 11, 2020)	<p>The Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>The Peel District School Board responded that prior to final approval the City of Mississauga shall be advised by the School Board that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board for this plan.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
City Community Services Department – Park Planning Section (May 12, 2020)	<p>Community Services notes the proposed development is within walking distance of Garcia Park, which is 220 m (721 ft.) from the subject property. This 1.48 ha (3.67ac) park provides neighbourhood recreational facilities such as a community playground, soccer pitches, and open space opportunities. The park is located at the corner of Garcia Street and Whitehorn Avenue, approximately southwest of the subject site and will support the neighbourhood needs of the proposed development. Pickwick Green, is located approximately 510 m (1673 ft.) from the subject property, and contains a community playground, soccer pitches, including open space. This 2.3ha (5.68 ac) park located on Pickwick Drive will serve neighbourhood needs of future residents.</p> <p>Street tree contributions to cover the cost of planting street trees, up to 60mm caliper, will be required for every 10 m (32.8 ft.) of frontage on Galesway Boulevard in accordance with current City standards.</p> <p>Furthermore, prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, C.P.13, as amended) and in accordance with City's Policies and Bylaws.</p>
City Transportation and Works	Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details

Agency / Comment Date	Comments
Department (July 21, 2020)	<p>and revisions prior to the City making a recommendation on the application, as follows:</p> <p>Stormwater A Functional Servicing Brief (FSR), prepared by Urbantech Consulting, dated March 2020, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a new storm sewer to service the development lands and private road, with outlets to the existing storm sewer on Galesway Boulevard and Britannia Road West, as well as on-site stormwater management controls for the post development discharge. The proposed plan will require the Region of Peel's approval.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • Demonstrate the feasibility of the proposed storm sewer; • Demonstrate that there will be no impact on the City's existing drainage system; and • Demonstrate that there is no impact to downstream properties by providing a Hydraulic Grade Line analysis. <p>Traffic A traffic impact study (TIS), prepared by BA Consulting Group Ltd. and dated March 2020, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff is not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • Provide an updated Traffic Impact Study addressing all staff comments; • Provide turning movement templates for fire and emergency vehicles to evaluate the internal site circulation; • Provide satisfactory plans for a future road network including right of way widths and road configuration; • Provide additional information for any proposal that does not include the completion of Cabrera Crescent as intended; • Address any traffic concerns from the Community related to the proposed development. <p>Environmental Compliance A Phase One Environmental Site Assessment (ESA), dated March 11, 2020, prepared by DS Consultants Ltd was submitted in support of the proposed development. The purpose of the report is to identify if actual or potential environmental sources of contamination may be present in soil or groundwater as a result of current or former activities on the site. The report indicates the possibility of contamination of the subject lands. Therefore, a Phase Two ESA is required to be submitted to the Transportation and Works Department for review.</p> <p>Additionally, the applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • A Certification letter-report for any lands to be dedicated to the City; • A letter of Intention for aboveground tank, septic, and wells decommissioning; • A dewatering commitment letter.

Agency / Comment Date	Comments
	<p>Noise A Noise Feasibility Study prepared by HGC Engineering dated March 24, 2020 was submitted in support of the proposed development. The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic and stationary sources from adjacent buildings and facilities.</p> <p>According to the findings of the report some of the dwellings along Britannia Rd. West require the provision of air conditioning and upgrading glazing construction as noise mitigation measures whereas all other lots will be fitted with forced air ventilation system for the future provision of air conditioning by the occupant, details which will be further reviewed at building design stage.</p> <p>Engineering Plans/Drawings The applicant has submitted a number of technical plans and drawings, which are to be revised as part of subsequent submissions, in accordance with City standards and existing Agreements. The applicant will also be required to provide additional documentation to address additional matters for any required land dedication and road network configuration as part of their development proposal.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Transit Reviewer - Arborist – City Property - Public Art Coordinator - Fire Prevention - Bell Canada - Enbridge - Rogers Cable - Greater Toronto Airport Authority - Alectra Utilities - Arborist - Streetscape
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Realty Services - Peel Regional Police - Conseil Scolaire de District Catholique Centre-Sud - Conseil Scolaire Viamonde - Canada Post - Trillium Health Partners

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the proposed zoning by-law exception standards appropriate?
- Is the overall site design and layout appropriate?

Development Requirements

There are engineering matters including: noise, grading, servicing, stormwater management, traffic and environmental compliance and resolution of previous subdivision obligations associated with file T-M98012, which will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

9. Section 37 Community Benefits (Bonus Zoning)

Section 37 community benefits (bonus zoning) is not considered applicable for the current proposal as no official plan amendment is required and the net increase in height and density above existing zoning permissions does not meet the eligibility requirements of Corporate Policy 07-03-01 – Bonus Zoning.

City of Mississauga

Corporate Report



<p>Date: August 14, 2020</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's file: OZ 18/011 W5</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Meeting date: September 8, 2020</p>

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 5)

Official Plan amendment and rezoning applications to permit four condominium apartment buildings with heights of 32, 35, 35 and 38 storeys which will contain 1,355 apartment units and retail and office uses
0 and 5044 Hurontario Street, northwest corner of Eglinton Avenue West and Hurontario Street

Owner: Pinnacle International (Ontario) Ltd.

File: OZ 18/011 W5

Recommendation

1. That the applications under File OZ 18/011 W5, Pinnacle International (Ontario) Ltd., 0 and 5044 Hurontario Street to amend Mississauga Official Plan (MOP) and to change the zoning as follows:
 - a. Amend Map 13-4 to delete the existing floor space index (FSI) range between 1.9 to 2.9;
 - b. Amend **Residential High Density – Special Site 6** of the Uptown Major Node Character Area to permit a maximum of 2,370 dwelling units, a minimum of 9 130 m² (98,274.5 ft²) of retail commercial and office space, building heights in excess of 34 storeys, and maximum floor space index (FSI) of 4.8 and 7.6 on 6A (north block, Phase 4, Parts 1 and 2) and 6B (south block, Phases 3 and 5), respectively;
 - c. Amend the **RA5-42, H-RA5-42, RA5-43 and H-RA5-43** zoning to permit four apartment buildings containing 1,355 units with heights of 32, 35, 35 and 38 storeys.

be approved subject to the conditions referenced in the staff report dated August 14, 2020 from the Commissioner of Planning and Building.

2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That the "H" holding symbols are to be removed from **H-RA5-42** and **H-RA5-43** (Apartments) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated August 14, 2020, from the Commissioner of Planning and Building have been satisfactorily addressed.
4. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase.

Report Highlights

- The applications are to amend the policies of the official plan and change the zoning by-law to allow for increased building heights and number of apartment units, and decreased non-residential uses
- The applicant has made revisions to the proposal to address issues raised at the Public Meeting and by staff, including reducing the number of proposed apartment buildings, reducing the proposed building heights, and decreasing the number of apartment units
- It has been concluded that the proposed development is supportable from a planning perspective
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved

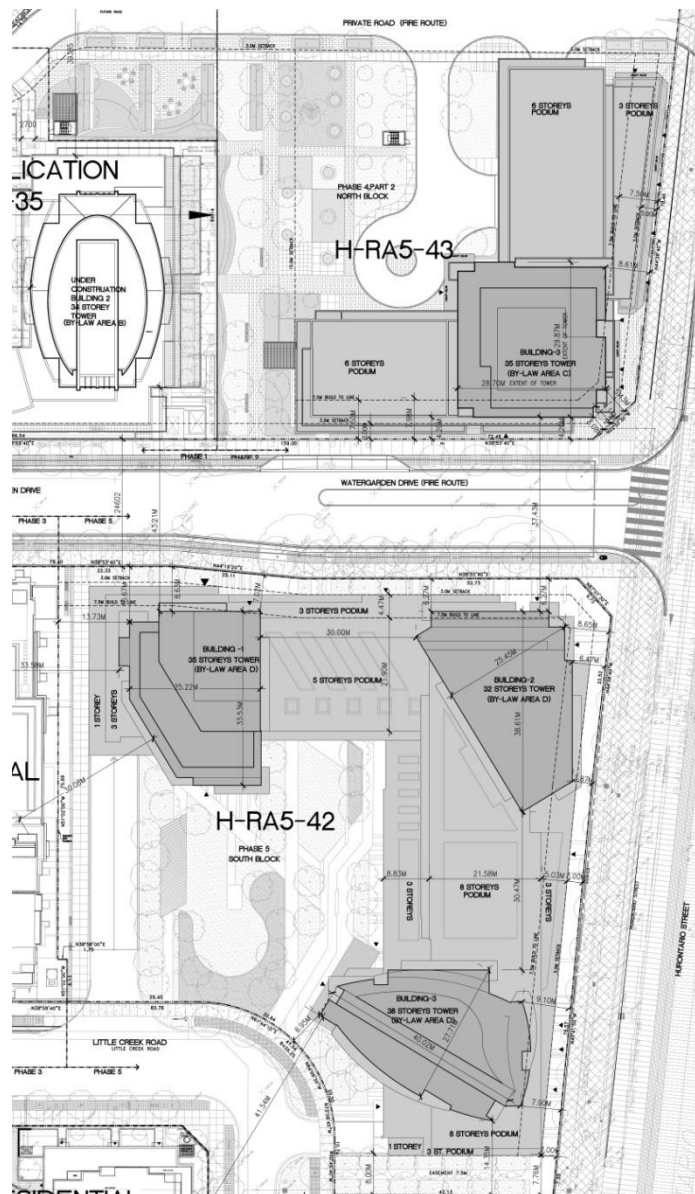
Background

A public meeting was held by the Planning and Development Committee on February 19, 2019, at which time an Information Report (https://www7.mississauga.ca/documents/committees/pdc/2019/2019_02_19_Afternoon_PDC_Agenda.pdf) was received for information. Recommendation PDC-008-2019 was then adopted by Council on March 6, 2019.

1. That the report dated January 29, 2019, from the Commissioner of Planning and Building regarding the applications by Pinnacle International (Ontario) Ltd. to permit five apartment buildings containing 2,095 units with heights of 30, 35, 38, 50, and 50 storeys with retail and office commercial uses in the podiums, under File OZ 18/011 W5, 0 and 5044 Hurontario Street, be received for information.
2. That two oral submissions made to the Planning and Development Committee at its meeting dated February 19, 2019, be received.

There were some technical matters that needed to be resolved before the Planning and Building Department could make a recommendation on the applications. Given the amount of time since the public meeting, full notification was provided.

The proposed development will consist of four condominium apartment buildings with heights of 32, 35, 35 and 38 storeys which will contain 1,355 apartment units and retail and office uses, as shown below:



Comments

REVISED DEVELOPMENT PROPOSAL

The applicant has made some minor modifications to the proposed concept plan including:

- Reduce the number of proposed apartment buildings from 5 to 4
- Reducing the proposed building heights from 30, 35, 38, 50, and 50 storeys to 32, 35, 35, and 38 storeys
- Decreasing the number of apartment units from 2,095 to 1,355
- Providing a commitment that approximately 5% (for a total of 20 units) of additional proposed units will be sold at or below the affordable price threshold, rented at an affordable rate (depth and duration of affordability to be determined) or that a financial contribution equivalent in value to this will be provided and be placed into a Housing Reserve Fund or a combination of these contributions be made and used for future affordable housing in Mississauga, which will be determined at the time of condominium registration
- Decreasing the minimum non-residential gross floor area from 10 230 m² (115,175 ft²) to 9 130 m² (98,274.5 ft²)

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on January 24, 2019. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on February 19, 2019. Two members of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

No community meetings were held for the subject applications.

PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections,

the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

A detailed Planning Analysis is found in Appendix 2.

The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan.

An official plan amendment will permit four condominium apartment buildings with 1,355 units (heights of 32, 35, 35 and 38 storeys) and with retail and office use. Specifically, the amendment is needed to:

- permit heights in excess of 34 storeys
- reduce the amount of non-residential gross floor area to a minimum of 9 130 m² (98,274.5 ft²) of retail commercial and office space contained within the apartment buildings in Area 6A (north block, Phase 4, Parts 1 and 2) and 6B (south block, Phases 3 and 5)
- decrease in the maximum floor space index (FSI) to 4.8 within Area 6A
- allow an increase in the maximum FSI to 7.6 within Area 6B.

Both sites are located in the Uptown Major Node, which is an area of the City's urban structure that is intended to intensify while providing a mix of uses at a higher density. To ensure a better transition to neighbouring properties, a six storey podium has been introduced on the north side of the subject property, adjacent to the two ten storey Peel Non-Profit apartment buildings. The land to the east of the site is zoned for three apartment buildings with maximum heights of 21, 27 and 33 storeys and an existing commercial plaza. Lands to the south of the site include a gas station and two apartment buildings with heights of 25 and 28 storeys. Lands to the west of the site are zoned for 15 and 34 storey apartment buildings and 23 and 26 storey apartment buildings. While the proposed 38 storey building is taller than some of the surrounding uses, it is only one storey taller than the existing apartments at the southwest corner of Kingsbridge Garden Circle and Tucana Court (45 Kingsbridge Garden Circle), located approximately 260 m (850 ft.) southwest of the subject property.

UPTOWN NODE CAPACITY REVIEW SUMMARY

Given the number of active and preliminary development applications in the Uptown Major Node, a capacity review study was undertaken to determine the cumulative impact of this growth on the provision of infrastructure and services. Findings suggest the area is served by transportation options, and a range of goods and services, however, on-going review and improvements to mitigate impacts of increase development will likely benefit future residents.

Specifically, the study indicates that the Uptown Major Node currently has a parkland and playground deficiency, and there is an immediate need for a new Peel District School Board elementary school to serve the area. Moreover, if growth continues along its current trajectory, it

is likely that increased pressure will be placed on the Node's road network, libraries and community facilities.

On July 27, 2020, Council authorized staff (PDC 0027-2020 from Planning and Development Committee) to develop an Official Plan Amendment that includes a Block and Road Plan to help address these matters, along with permission to consult the community and hold a public meeting. Staff are exploring ways that an OPA can work within a provincial framework to secure future parkland and playgrounds, as well as to ensure this parkland is provided as part of an interconnected system of greenspace. Where a park cannot be secured, pocket parks and POPS (Privately Owned Publicly Accessible Spaces) could be considered.

Strategic Plan

The applications are consistent with the Connect pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

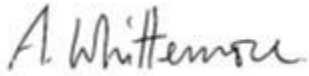
In summary, the proposed development has been redesigned to be more sensitive to the existing and planned character of the neighbourhood and provides an appropriate transition to adjacent commercial and residential uses. The proposed official plan amendment and rezoning applications are acceptable from a planning standpoint and should be approved.

Prior to the passage of the implementing official plan amendment and zoning by-law by Council, the applicant will be required to execute a Section 37 agreement to the satisfaction of the City.

Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Caleigh McInnes, Development Planner

City of Mississauga

Corporate Report



Date: 2019/01/29

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:
OZ 18/011 W5

Meeting date:
2019/02/19

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 5)

Applications to permit five apartment buildings containing 2,095 units with heights of 30, 35, 38, 50, and 50 storeys with retail and office commercial uses in the podiums

0 and 5044 Hurontario Street

Northwest corner of Eglinton Avenue West and Hurontario Street

Owner: Pinnacle International (Ontario) Ltd.

File: OZ 18/011 W5

Bill 139

Recommendation

That the report dated January 29, 2019, from the Commissioner of Planning and Building regarding the applications by Pinnacle International (Ontario) Ltd. to permit five apartment buildings containing 2,095 units with heights of 30, 35, 38, 50, and 50 storeys with retail and office commercial uses in the podiums, under File OZ 18/011 W5, 0 and 5044 Hurontario Street, be received for information.

Background

The subject lands were part of a larger Master Planning exercise that started in 2007 and concluded in 2012 with the approval of a draft plan of subdivision, Official Plan Amendment, and implementing Zoning By-law. Since 2012 there have been a number of revisions to the Master Plan, as outlined in the site history (Appendix 1).

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. This report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

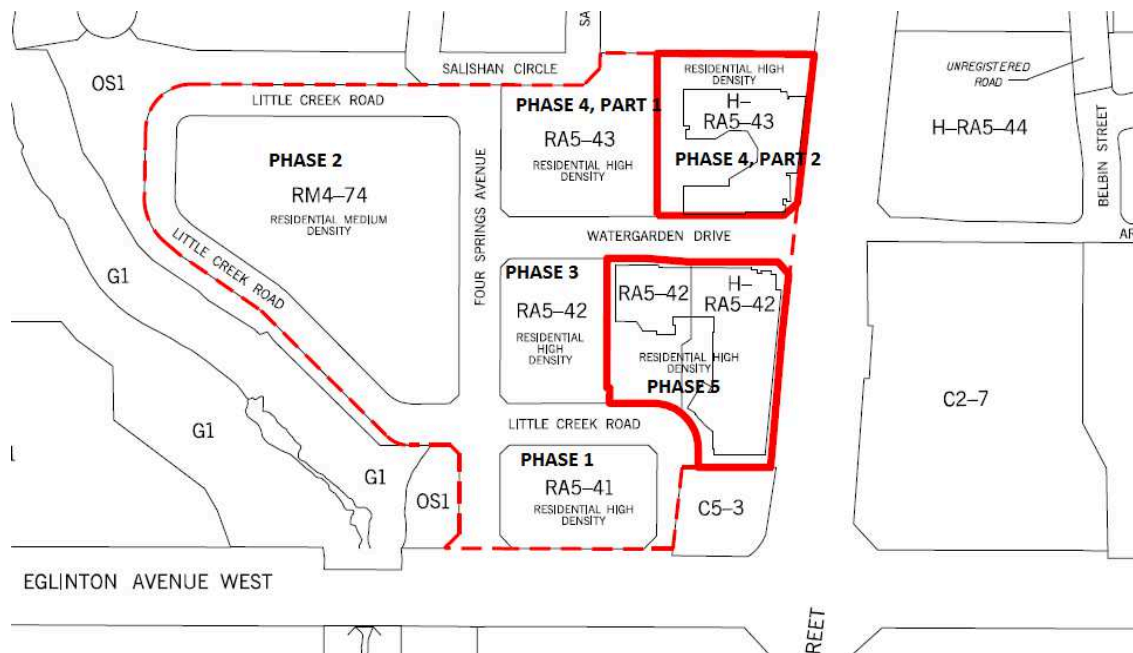
PROPOSAL

The subject lands constitute the two remaining vacant properties shown in red on the map below within the Pinnacle Master Plan community, one property to the north, and one property to the south of Watergarden Drive. The applicant is proposing an official plan amendment and rezoning to permit five apartment buildings with heights of 30, 35, 38, 50, and 50 storeys, and retail and office commercial uses in the podiums. Three of the apartment buildings are proposed on the north parcel (Phase 4, Part 2, 0 Hurontario Street), and two of the apartment buildings are proposed on the southerly parcel (Phase 5, 5044 Hurontario Street).

The applicant is proposing to amend the **Residential High Density – Special Site 6** policies to:

- increase the maximum number of apartment dwellings from 1,969 to 3,109
- decrease the minimum amount of required retail and office commercial space from 11 000 m² (118,403 sq.ft.) to 10 230 m² (115,175 sq.ft.)
- increase the maximum floor space index (FSI) from:
 - 5.19 to 6.99 in Area 6A, north parcel, (Phase 4, Parts 1 and 2); and
 - 7.11 to 8.23 in Area 6B, southerly parcel, (Phases 3 and 5)
- permit a maximum height of 50 storeys

Phasing plan of overall development



The zoning by-law will also need to be amended from **RA5-42** (Apartment Dwellings), **H-RA5-42** (Apartment Dwellings) and **H-RA5-43** (Apartment Dwellings) to **RA5-Exception** (Apartment Dwellings) to implement this development proposal.

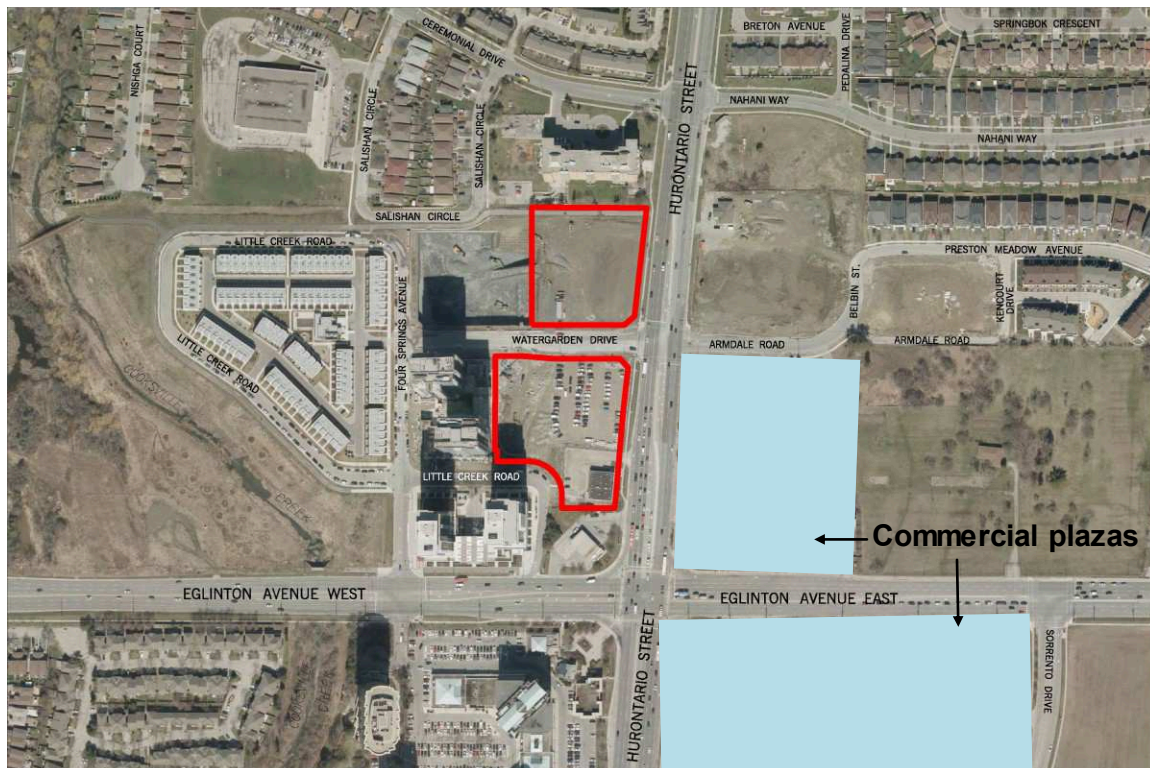
During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

Comments

The properties are located on the west side of Hurontario Street, north of Eglinton Avenue West within the Uptown Major Node Character Area. The site is currently vacant. The surrounding neighbourhood contains apartment buildings and townhomes, with a commercial plaza located across Hurontario Street, and a gas station to the south.

The northern portion of the site is subject to a holding provision to deal with the development of the future Light Rail Transit (LRT) line. The southern portion of the site is subject to a holding provision that requires a satisfactory agreement with the City of Mississauga for a \$375,000 public art contribution for Area 'A2' (Phase 4, Part 2).

Aerial image of 0 and 5044 Hurontario Street



Applicant's rendering of the proposed development



LAND USE POLICIES AND REGULATIONS

The relevant policies of Mississauga Official Plan are consistent with the *Provincial Policy Statement (PPS)*, *Growth Plan for the Golden Horseshoe (Growth Plan)* and *Region of Peel Official Plan (ROP)*. The *Greenbelt Plan* and *Parkway Belt Plan* policies do not apply. The conformity of this proposal with the policies of Mississauga Official Plan (MOP) is under review.

Additional information and details are found in Appendix 1, Section 6.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 9.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. Major issues to be addressed include: confirmation of the adequacy of the existing sewer and water services; review of impacts on traffic, provision of information to NAV CANADA; ensuring appropriate transition in heights; provision of affordable housing, and the mix of uses on the site.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Caleigh McInnes, Development Planner

Detailed Information and Preliminary Planning Analysis**Owner: Pinnacle International (Ontario) Ltd.****Table of Contents**

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1. Site History

Since 2012 there have been a number of revisions to the Master Plan, as outlined below:

- March 5, 2003 – The Region of Peel approved the Mississauga Plan policies for the Hurontario District, designating the subject lands as "Residential Low Density I", "Residential Medium Density I", "Residential High Density II", and "Public Open Space"
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which were appealed. The matter was originally appealed by the applicant (Appeal No. 18) and was withdrawn in November 2008. The subject lands were initially zoned D (Development) which only permits legally existing uses
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals were filed, the policies of the new Mississauga Official Plan apply. The subject lands were designated **Residential High Density – Special Site 6** in the Uptown Major Node Character Area
- December 12, 2012 – City Council enacted By-law 0276-2012 to amend Mississauga Official Plan (MOPA 3) from **Residential Low Density II, Residential Medium Density I, Residential High Density II and Public Open Space** to **Residential Medium Density I and Residential High Density: Special Site 6, Public Open Space and Greenbelt**
- December 12, 2012 – City Council enacted By-law 0275-2012 which changed the zoning of the entire property from **D** (Development) to **RA5-43** (Apartment Dwellings – Exception) and **H-RA5-43** (Apartment Dwellings – Exception with Holding Provision) under file OZ 07/025 W5
- March 6, 2013 - The Draft Plan of Subdivision was approved under file T-M07006 W5
- September 10, 2014 – City Council enacted By-law 0243-2014 to amend Zoning By-law 0225-2007 which changed the zoning of Phase 3 from **H-RA5-42** (Apartment Dwellings – Exception with Holding Provision) to **RA5-42** (Apartment Dwellings – Exception) under file OZ 13/020 W5. This rezoning application reduced the number of proposed apartment buildings from three to two, while increasing the proposed building heights of both buildings. It also transferred the minimum 1 000 m² (10,764 sq. ft.) gross floor area non-residential (commercial) use requirement from the proposed building located in Phase 3 to the podium of the proposed building in Phase 5. A site plan was subsequently approved on August 19, 2016, under file SP 16/001 W5
- October 25, 2017 – City Council enacted By-law 0202-2017 to amend Mississauga Official Plan (MOPA 74) and Zoning By-law 0225-2007 from **H-RA5-43** (Apartment Dwellings – Exception with Holding Provision) and **RA5-43** (Apartment Dwellings – Exception) to **H-RA5-43** (Apartment Dwellings – Exception with Holding Provision) and **RA5-43** (Apartment Dwellings – Exception) under file OZ 16/010 W5. This application

reduced the number of permitted apartment buildings from three to two while increasing the proposed heights to 15 and 34 storeys on this parcel (Phase 4, Parts 1 and 2). It also transferred the minimum 4 770 m² (51,344 sq. ft.) gross floor area non-residential (commercial) use requirement from Phase 4, Part 1 and Phase 4, Part 2 to Phase 4, Part 2. A minimum gross floor area non-residential of 230 m² (3,476 sq. ft.) remained on Phase 4, Part 1.

Original and Revised Zoning Permissions within previous Phases of the Pinnacle Development							
Phase and File Number	Area	Originally Permitted Height	Subsequently Approved Height	Permitted # of Units	Proposed # of Units	Permitted FSI	Proposed FSI
1	0.53 ha (1.3 ac.)	25 and 28 storeys	25 and 28 storeys	463	463	7.5	7.5
2	1.95 ha (4.83 ac.)	3 storeys	3 storeys, 12.5 m (41 ft.)	100 townhomes	100 townhomes	0.97	0.97
3	0.51 ha (1.3 ac.)	15, 20 and 20 storeys	23 and 26 storeys	454	446	7.11	6.94
4, Part 1	0.73 ha (1.80 ac.)	10, 15 and 20 storeys and 10 townhomes	15 and 34 storeys	468	468	5.19	5.12
Totals	2.97 ha (7.39 ac.)	28 storeys	34 storeys	1,385 apartments 100 townhomes	1,376 apartments 100 townhomes	0.97 to 7.11	0.97 to 7.5

Existing and Proposed Zoning Permissions in last two Phases of the Pinnacle Development							
Phase and File Number	Area	Originally Permitted Height	Proposed Height	Permitted # of Units	Proposed # of Units	Permitted FSI	Proposed FSI
4, Part 2	0.73 ha (1.80 ac.)	10 to 25 storeys	38 and 50 storeys	280	935	5.19	8.87
5	1.03 ha (2.54 ac.)	3 to 34 storeys	30, 35 and 50 storeys	676	1,160	7.11	8.88
Totals	1.76 ha (4.34 ac.)	3 to 34 storeys	30 to 50 storeys	956	2,095	5.19 to 7.11	8.87 to 8.88

2. Site and Neighbourhood Context

The property is located on the west side of Hurontario Street, north of Eglinton Avenue West, within the Uptown Major Node Character Area. The site is currently vacant, with the exception of a temporary sales presentation centre located on the southerly parcel, but is zoned to permit apartment buildings with retail and office commercial uses. The Uptown Major Node is centred on the Hurontario Street and Eglinton Avenue intersection and is undergoing significant transition and growth.

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

apartment buildings, retail and office commercial, with some vacant parcels. Generally, there is a transition from high density to medium and low density residential buildings further from the Hurontario/ Eglinton intersection.

The population of this Major Node is forecast to more than double between 2011 (9,465) and 2041 (19,700), with a population density of 96.54 people/ha. Seventy percent of the population within this area are working age (15 to 64 years of age), 17% are children (0-14 years) and 13% are seniors (65 years and over). There are slightly fewer children and more seniors living in the Uptown Major Node Character Area when compared to the City as a whole. On average, the total number of persons within a household in this area is 2. Approximately 87% of the population living in apartments of five storeys or higher, which is significantly greater than the City's average (25%). The mix of housing tenure for the node is 2,665 units (67%) owned and 1,290 units (33%) rented, with a vacancy rate of approximately 0.8%.

The node contains the Emerald Centre (west side of Hurontario, north of Highway 403), Cityside Shopping Centre (northeast corner of Hurontario Street and Eglinton Avenue East), Mississauga Marketplace Plaza (southeast corner of Hurontario Street and Eglinton Avenue East) and 30 Eglinton West Commercial Centre (southwest corner of Hurontario Street and Eglinton Avenue West). These plazas provide a range of services including a grocery store, drug store, medical offices, gym, Service Ontario, and restaurants. The Frank McKechnie Community Centre and Library are located on Bristol Road East, east of Hurontario Street, northeast of the subject property, approximately 2 km (1.24 miles) away from the site.

There are several bus service routes (19, 19A, 19B, 19C, and 103) which provide access directly to the Downtown Transit Terminal, which connects to the Cooksville GO station and to the Transit Way. There are also bus service routes on Eglinton Avenue (35 and 35A) which provide access to the Islington (TTC) Station.

Aerial Photo



Property Size and Use	
Frontages:	
0 Hurontario Street (north parcel)	79 m (259 ft.)
5044 Hurontario Street (south parcel)	113 m (371 ft.)
Depth:	
0 Hurontario Street (north parcel)	85 m (278.87 ft.)
5044 Hurontario Street (south parcel)	107 m (351.1 ft.)
Gross Lot Area:	
0 Hurontario Street	0.73 ha (1.80 ac.)
5044 Hurontario Street	1.03 ha (2.54 ac.)
Total	1.76 ha (4.32 ac.)
Existing Uses:	Vacant

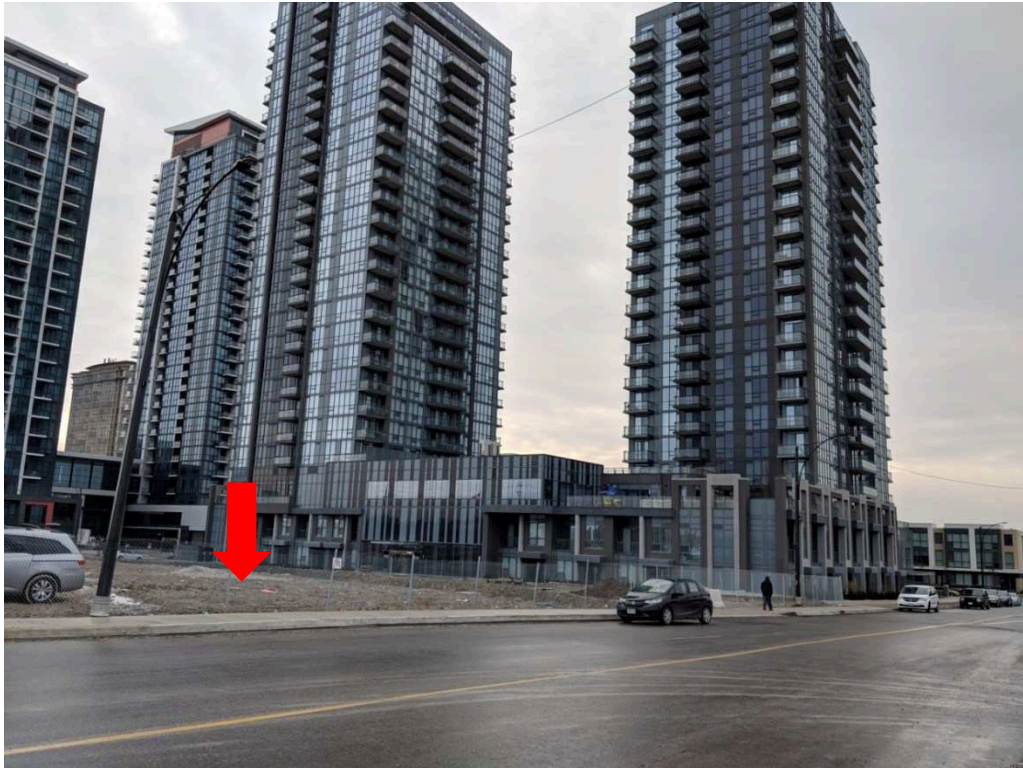
The surrounding land uses are:

- North: Ten storey apartment building, Gardenview Court (Peel Non-Profit)
- East: Vacant lands zoned for three apartment buildings with maximum heights of 21, 27 and 30 storeys and an existing commercial plaza across Hurontario Street
- South: Gas station, and two apartment buildings with heights of 25 and 28 storeys
- West: Vacant lands zoned for 15 and 34 storey apartment buildings, 23 and 26 storey apartment buildings and townhomes farther west

Image of existing conditions looking north from Watergarden Drive (Phase 4, Part 2)



Image of existing conditions looking south from Watergarden Drive (Phase 3 and 5)



Other Development Applications

There is an active site plan for two apartment buildings with heights of 15 and 34 storeys on Phase 4, Part 1 of the Master Plan, located on the north side of Watergarden Drive, east of Four Springs Avenue, and abutting the Part 2 lands.

There is an active site plan for a 33 storey apartment building, located at the southeast corner of Hurontario Street and Nahani Way, which is currently under construction.

There is also active development applications for six apartment buildings with proposed heights ranging between 30 to 45 storeys located on the vacant lands on the north side of Eglinton Avenue East, east of Hurontario Street.

Community Services

Servicing and parkland provision was addressed through the original development application approvals. Should this application be approved, with a total of 2,095 residential units, Cash in Lieu of Parkland will be required for 460 of these units prior to the issuance of building permits.

Kingsbridge Common Park is located on the east side of Regents Terrace, south of Eglinton Avenue, which is less than 1 275 m (4,183 ft.) from the subject lands. There are also new parks that have not yet been named, located west of the subject property along Little Creek Road, less than 127.5 m (418.3 ft.) from the subject lands.

Cooksville Creek Public School is located on the west side of Salishan Circle, south of Ceremonial Drive. Fairwind Senior Public School is located on the east side of Fairwind Drive, north of Ceremonial Drive, and Rick Hansen Secondary School is located to the northwest of Eglinton Avenue West and Mavis Road.

3. Project Details

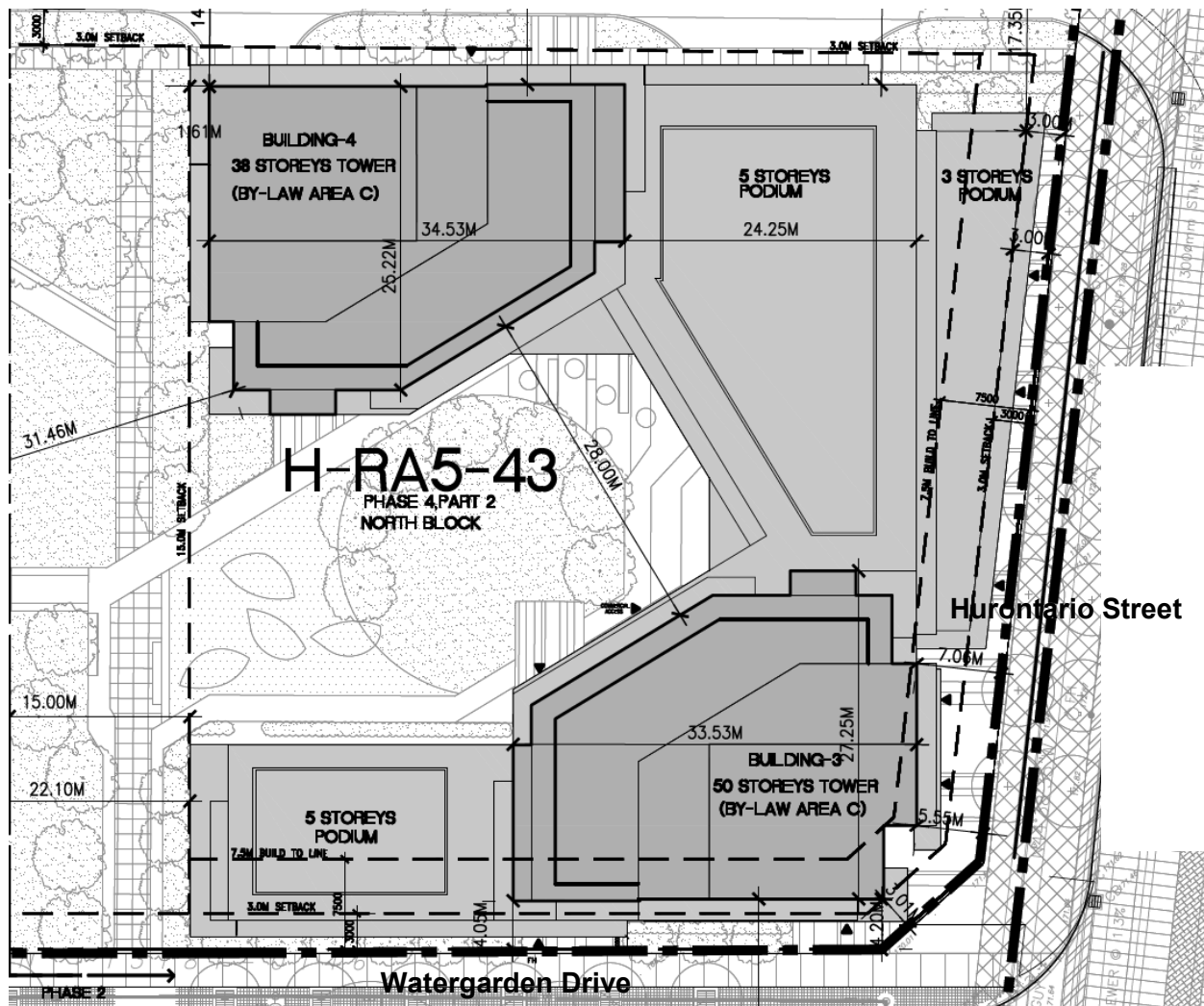
The applications are to permit five apartment buildings with heights of 30, 35, 38, 50 and 50 storeys with retail and office commercial uses permitted in the first three floors of the buildings facing Hurontario Street.

Development Proposal	
Applications submitted:	Received: June 1, 2018 Deemed incomplete: June 28, 2018 Deemed complete: July 4, 2018
Developer/Owner/Applicant:	Pinnacle International (Ontario) Ltd.
Number of units: 0 Hurontario Street (north parcel) 5044 Hurontario Street (south parcel) Total	935 1,160 2,095
Proposed Residential Gross Floor Area:	145 378.7 m ² (1,564,843 sq.ft.)
Proposed Non-Residential Gross Floor Area:	10 663.5 m ² (114,781 sq.ft.)
Total Gross Floor Area (GFA)	156 042.2 m ² (1,679,624 sq.ft.)

Development Proposal	
Height:	30, 35, 38, 50 and 50 storeys
Lot Coverage:	49.0% (north parcel) and 57.5% (south parcel)
Floor Space Index:	6.99 (north parcel) and 8.23 (south parcel)
Landscaped Area:	38.5% (north parcel) and 37.0% (south parcel)
Net Density:	2,578 people/ha and 1,062 people/ac
Anticipated Population:	4,588 people* *Average household sizes for all units (by type) based on the 2016 Census
Parking:	Required Proposed
resident spaces	2316 2367
shared visitor/commercial spaces*	512 512
Total	2828 2879
Green Initiatives:	<ul style="list-style-type: none"> • Below grade rainwater detention facilities • Permeable pavers • Planting large shade trees along street frontages • Native vegetation

*Note: greater of visitor parking required or all non-residential parking required

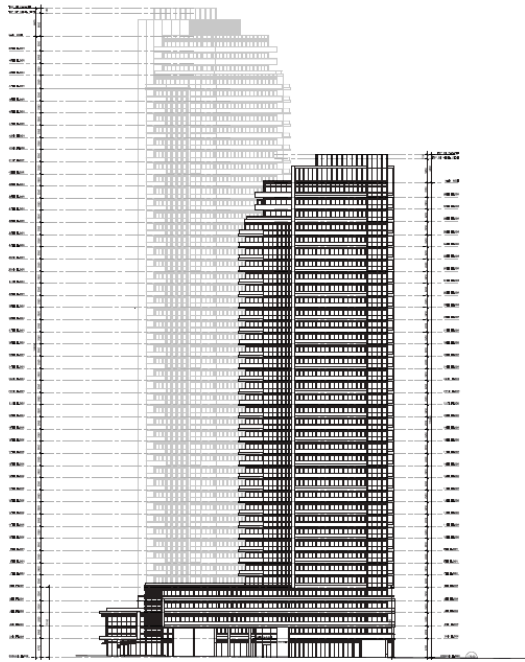
North Parcel Site Plan – 0 Hurontario Street



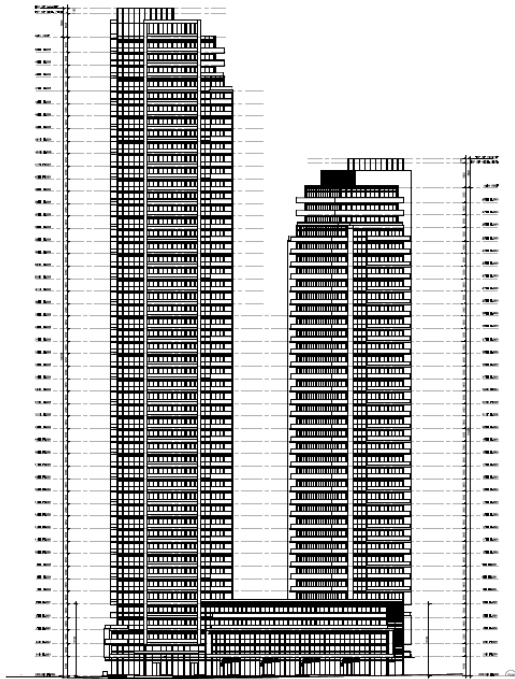
The site plan for Phase 5 South Block of H-RA5-42 shows three buildings and their associated podiums. Building 1 is a 30-storey tower with a 3-storey podium, located on the left. Building 2 is a 35-storey tower with a 3-storey podium, located in the center. Building 3 is a 30-storey tower with a 3-storey podium, located on the right. The plan includes dimensions for building footprints, setbacks, and street frontages. Key streets shown are Watergarden Drive to the north, Hurontario Street to the east, and Little Creek Road to the south. The plan is labeled 'PHASE 5 SOUTH BLOCK' and 'H-RA5-42'.

Elevations

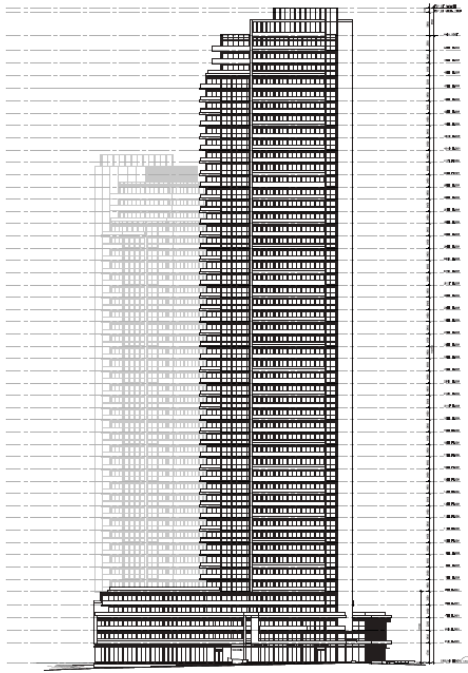
Phase 4, Part 2 - North



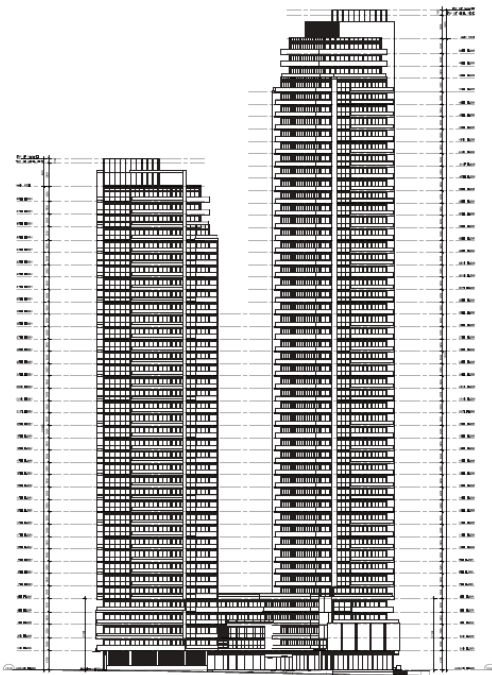
Phase 4, Part 2 – East



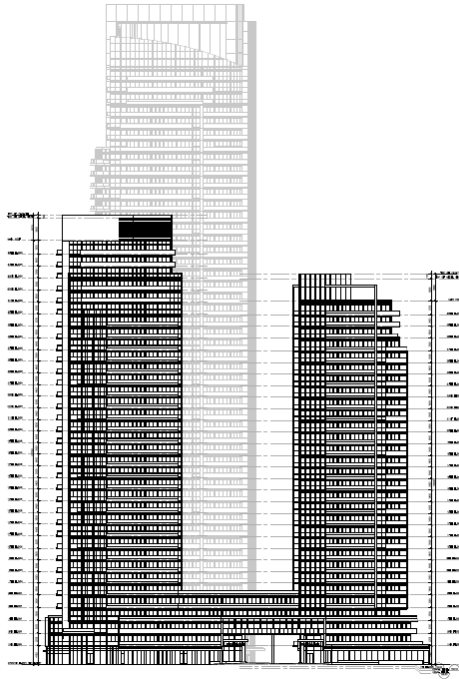
Phase 4, Part 2 – South



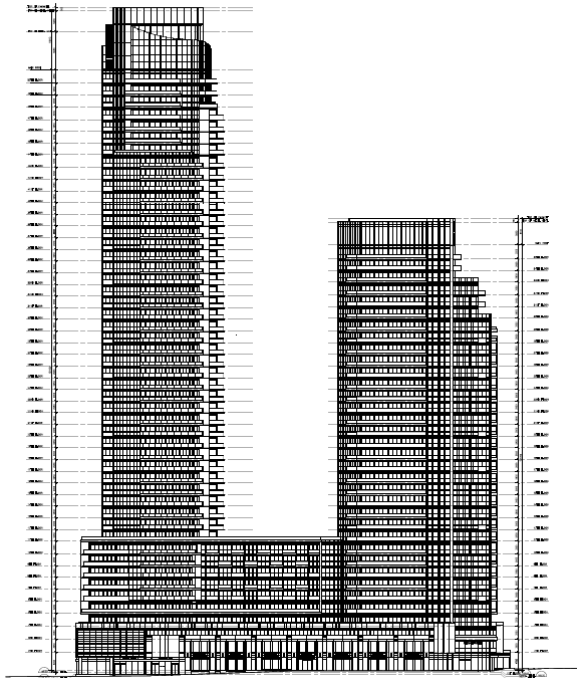
Phase 4, Part 2 – West



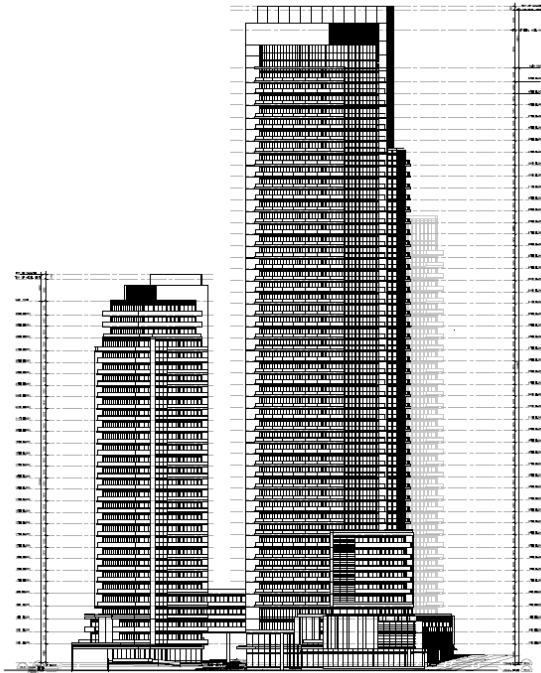
Phase 5 – North



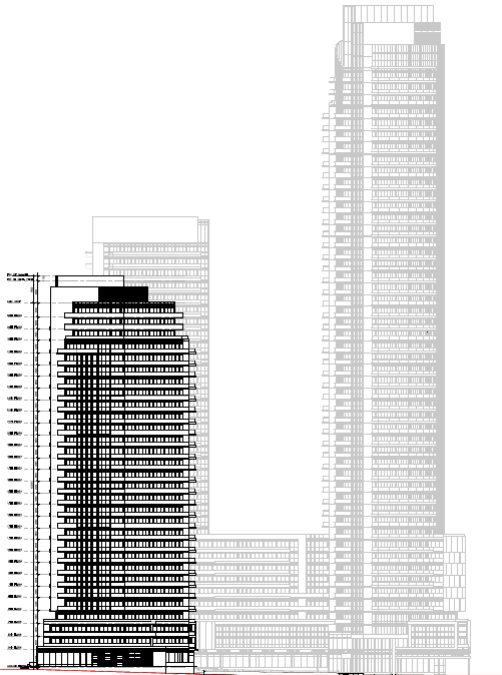
Phase 5 – East



Phase 5 – South



Phase 5 – West



Applicant's rendering



4. Community Comments

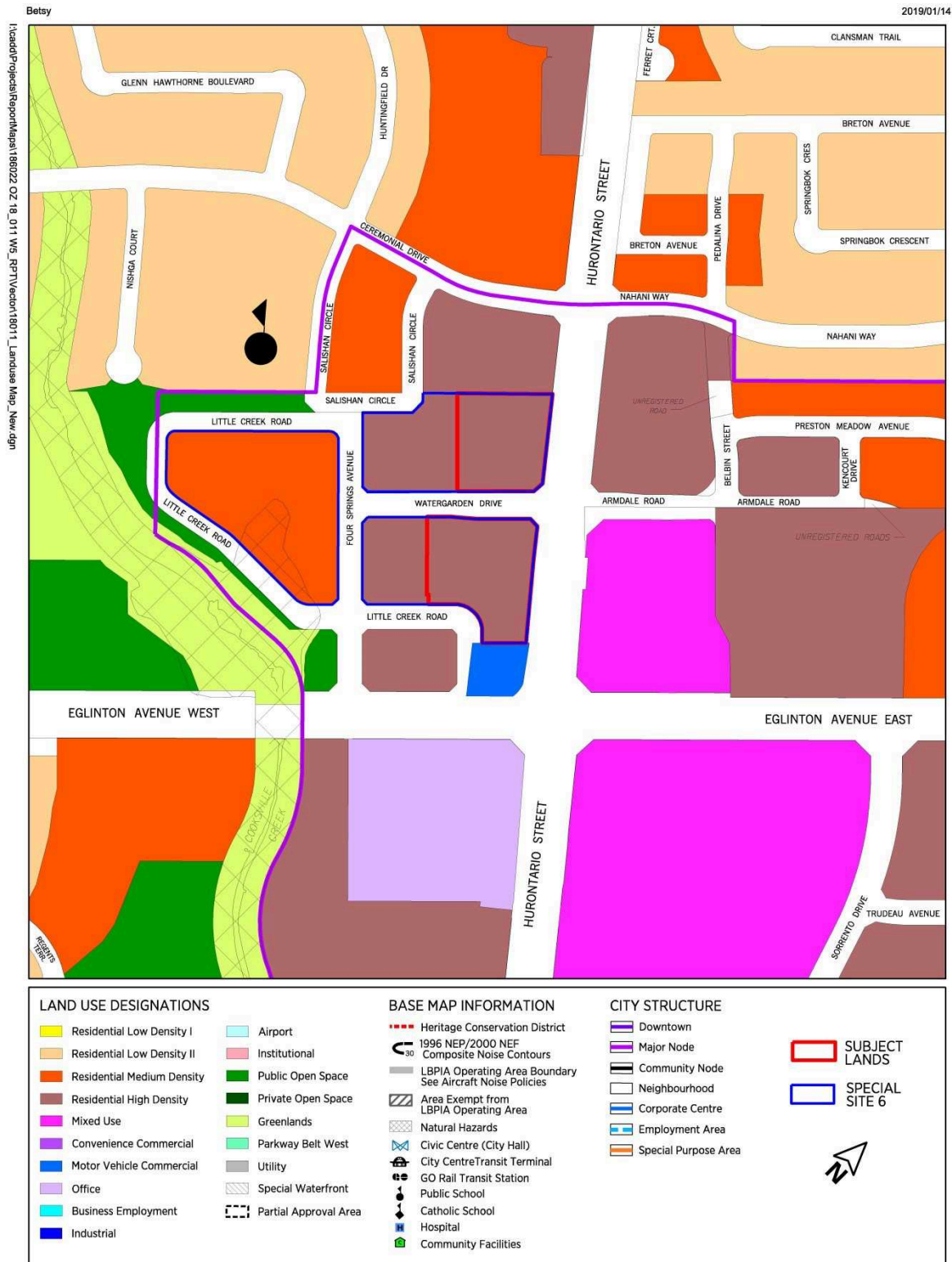
The following comments received through letters and emails as well as any other issues raised at the public meeting, will be addressed in the Recommendation Report, which will come at a later date.

- Concern with proposed height and density
- Additional traffic generated by the development will impact the entire neighbourhood and in particular, the intersections of Four Springs Avenue and Eglinton Avenue West and Watergarden Drive and Hurontario Street
- Concerns were expressed for pedestrian safety
- Insufficient visitor parking spaces in the neighbourhood
- Concern with lack of green space and/or parkland
- Concern with stormwater management

No community meetings have been held.

5. Land Use Policies and Regulations

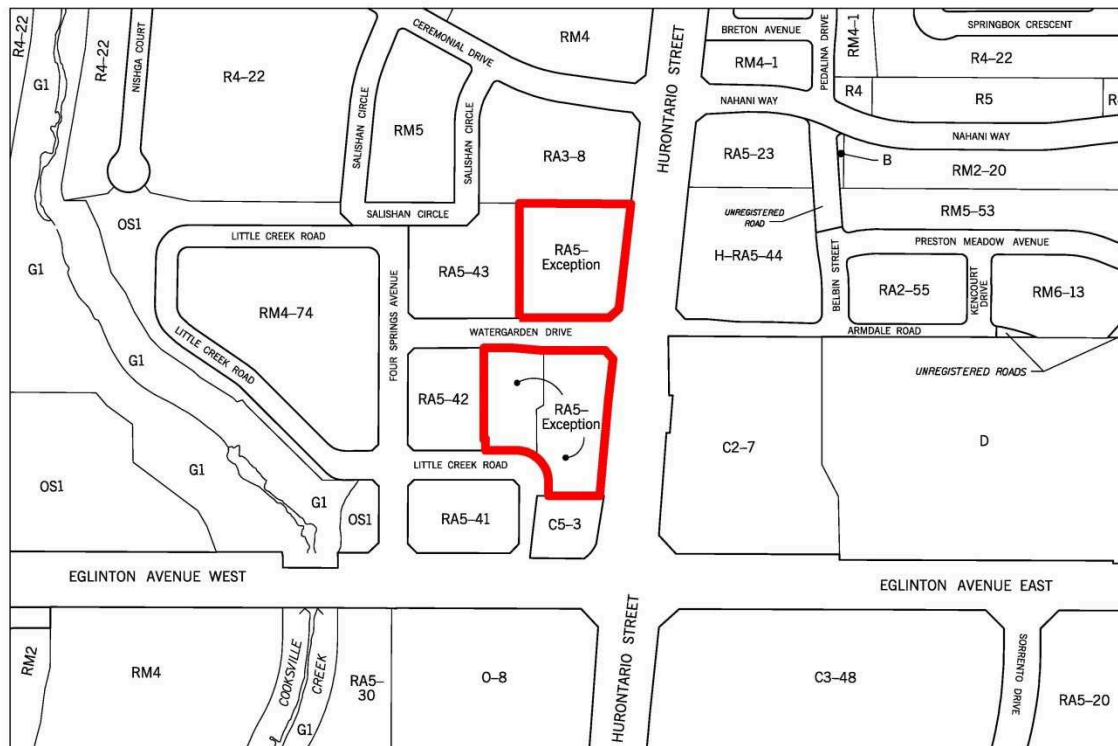
Excerpt of Uptown Major Node Land Use



Existing Zoning and General Context



Proposed Zoning and General Context



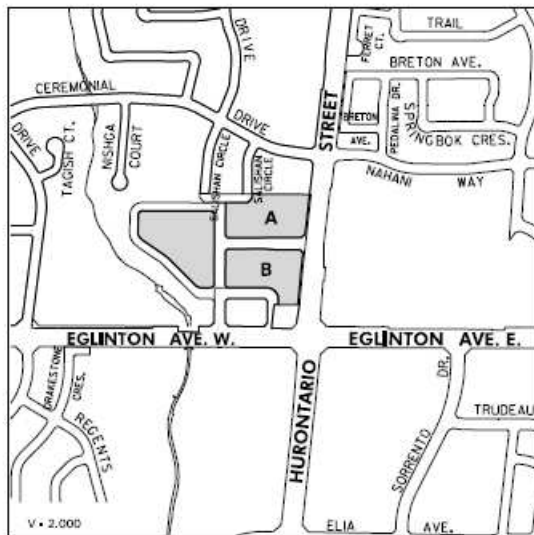
Summary of Applicable Policies

The following table summarizes the applicable policy and regulation documents that affect these applications:

Policy	Mississauga Official Plan (MOP) Policies	Proposal
<i>Provincial Policy Statement (PPS)</i>	The existing policies of MOP are consistent with the PPS	The proposed development is being reviewed for consistency with the PPS.
<i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i>	The existing policies of MOP conform with the <i>Growth Plan</i>	The proposed development is being reviewed for conformity with the <i>Growth Plan</i> .
Greenbelt Plan	n/a	n/a
Parkway Belt Plan	n/a	n/a
Region of Peel Official Plan	The existing policies of MOP are consistent with the ROP	The proposed application is exempt from Regional approval
Mississauga Official Plan	<p>The lands are located within the Uptown Major Node Character Area and are designated Residential High Density – Special Site 6 which permits apartment dwellings.</p> <p>Major Node policies are intended to ensure they develop as a prominent centre with a regional and city focus, and will be served by higher order transit. Major Nodes will provide a mix of uses including employment, commercial, residential, educational and open space. It is also anticipated that Major Nodes will provide a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups. Major Nodes will be developed to support and encourage active transportation as a mode of transportation.</p>	The applicant is proposing to amend the Residential High Density – Special Site 6 designation to permit apartment buildings. This designation is consistent with the intent of the official plan but will need to address transitions, the City Structure hierarchy, as well as servicing and built form policies, as outlined in the Development Issues section below
Zoning By-law 225-2007	The lands are currently zoned RA5-42 (Apartment Dwellings), H-RA5-42 (Apartment Dwellings) and H-RA5-43 (Apartment Dwellings)	The applicant is proposing to change the existing zoning to increase the number of apartment buildings, dwelling units, and proposed heights, and to redistribute office and retail commercial uses on-site.

Existing and Proposed Mississauga Official Plan Designation for the Subject Site**Existing Designation**

Residential High Density – Special Site 6 includes Phases 2 through 5 of the Pinnacle Master Plan (see Page 3 of the report) and permits apartment buildings.

13.4.4.6 Site 6

13.4.4.6.1 The lands identified as Special Site 6 are located within the northwest quadrant of Eglinton Avenue West and Hurontario Street.

Notwithstanding the provisions of MOP, the following additional policies also apply:

- a. A maximum of 1,969 dwelling units will be permitted
- b. A minimum of 11 000 m² (118,403 sq. ft.) and a maximum of 25 200 m² (271,251 sq.ft.) of retail commercial and office space will be provided, contained within the first three floors of the apartment buildings within Area 6A and 6B
- c. Notwithstanding the provisions of the Residential High Density designation, the lands identified as Area 6A will be permitted to develop to a maximum *floor space index (FSI)* of 5.19 and a height of 34 storeys
- d. Notwithstanding the provision of the Residential High Density designation, the lands identified as Area 6B will be permitted to develop to a maximum *floor space index (FSI)* of 7.11 and a height of 34 storeys

Proposed Designation

Residential High Density – Special Site 6 which permits apartment buildings, however, the following additional policies will apply:

- a. a maximum of 3,109 dwelling units
- b. a minimum combined total of 10 230 m² (115,175 sq.ft.) of retail commercial and office uses within the first three floors of the buildings fronting onto Hurontario Street

- c. Notwithstanding the provisions of the Residential High Density designation, the lands identified as Area 6A will be permitted to develop to a maximum Floor Space Index (FSI) of 6.99, and a height of 50 storeys
- d. Notwithstanding the provisions of the Residential High Density designation, the lands identified as Area 6B will be permitted to develop to a maximum Floor Space Index (FSI) of 8.23 and a height of 50 storeys

Provincial Policy Statement (PPS) and Growth Plan Analysis

Consistency with Provincial Policy Statement 2014

The *Provincial Policy Statement* 2014 (PPS) is issued under Section 3 of the *Planning Act* and all decisions affecting land use planning matters "shall be consistent" with the *Provincial Policy Statement*.

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development is consistent with PPS and MOP policies (i.e. "OZ 18/011 W5 Consistency" column). Only key policies relevant to the application have been included, and the table should be considered a general summary of the intent of the policies.

Official Plan Amendment No. 47 to MOP added and amended policies in the Official Plan so that it is consistent with the PPS. This amendment came into force on May 18, 2016.

Consistency Analysis

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/011 W5 Consistency
1.0 Building Strong Healthy Communities		
General Statement of Intent: Promoting efficient land use and development patterns are important to sustainable, liveable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth.	MOP provides for efficient land use patterns by recognizing that development and intensification will occur; however, the magnitude will vary in accordance with the City's urban hierarchy. (5.3 City Structure).	The proposed redevelopment represents a significant intensification. As part of the next staff report, the applications will be assessed with regard to whether the proposed built form appropriately addresses the City Structure.
1.1.3.2 Land use patterns within settlement areas shall be based on: <ul style="list-style-type: none"> a) Densities and a mix of land uses which: <ul style="list-style-type: none"> 1. efficiently use land and resources 2. are appropriate 	The Uptown Major Node is identified as a Major Node which is an element in the City's urban structure that is intended for intensification and provides a mix of uses (as identified on Schedule 10 Land Uses of MOP) and allows for higher density	The proposed redevelopment efficiently uses land and resources, infrastructure and public service facilities; it supports active transportation and is transit supportive. A range of uses has been proposed through this development application.

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/011 W5 Consistency
<p>for and efficiently use infrastructure and public service facilities</p> <p>3. minimize negative impacts to air quality and climate change and promote energy efficiency</p> <p>4. support active transportation</p> <p>5. are transit supportive</p> <p>b) A range of uses and opportunities for intensification and redevelopment in accordance with criteria in 1.1.3.3</p>	<p>housing). As described in policy 5.3.2, Major Nodes among other things are intended to:</p> <ul style="list-style-type: none"> • Be a prominent centre with a regional and city focus • Provide access to a mix of uses including employment, commercial, residential, educational and open space and a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups • Achieve a targeted gross density of between 200 and 300 residents plus jobs per hectare. 	<p>An evaluation of the mix of jobs and people will be provided in the recommendation report.</p> <p>The extent to which growth should be accommodated on the subject site, and the built form of the development is subject to further review and will be included in the next staff report.</p>
<p>1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment where it can be accommodated taking into account building stock, brownfields, availability of infrastructure and public service facilities required to accommodate projected needs.</p>	<p>The Uptown Major Node is an area intended for intensification (MOP policy 5.3.2). The proposed development can utilize surrounding community infrastructure (library, schools and places of religious assembly) and has access to adequate servicing (water, sanitary and storm facilities).</p> <p>Policies in MOP ensure intensification is in accordance with the wise management of resource and protecting health and safety.</p>	<p>The proposed development responds to intensification policies. Careful attention, however, is required to confirm appropriate scale and transitions to adjacent land uses, as well as the overall capacity of the Uptown Major Node. These issues will be discussed in the next staff report.</p>
<p>1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.</p>	<p>The Built Form policies of MOP (MOP policies contained in section 9) provide direction on appropriate standards to facilitate intensification with respect to transition, sun/shadow impacts, compact urban form and public realm. The proposed</p>	<p>The proposed development responds to intensification policies. The proposed transitions to adjacent properties are being evaluated. These issues will be discussed in the subsequent staff report.</p>

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ 18/011 W5 Consistency
	development provides significant intensification within the Major Node and is being evaluated with respect to providing appropriate transitions to the surrounding properties. MOP includes policies that require development applications to provide appropriate height and built form transitions between sites and their surrounding area (9.2.1.10).	
1.4 Housing 1.4.1 Planning Authorities shall provide for an appropriate range and mix of housing that is affordable	Major Nodes are intended to provide a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups (5.3.2)	The proposed development may improve the range and variety of housing in the City, should it be determined to represent good planning with an appropriate built form. The applicant has not yet indicated the level of affordable housing proposed.
4.0 Implementation and Interpretation		
General Statement of Intent: Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted. 4.2 Decisions of the council of a municipality shall be consistent with the <i>Provincial Policy Statement</i> 4.7 The Official Plan is the most important vehicle for implementation of the <i>Provincial Policy Statement</i>	As outlined in this table, the policies of Mississauga Official Plan are generally consistent with the relevant policies of the Provincial Policy Statement.	These applications are generally supportive of a number of PPS and MOP policies. The applications are also being further evaluated with respect to MOP policies concerning traffic, servicing capacity, height and transition to surrounding land uses.

Conformity with Growth Plan 2017

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) (2017) was issued under Section 7 of the *Places to Grow Act* and all decisions affecting lands within this area will conform with this Plan.

The following table has been prepared to demonstrate how MOP policies conform with the relevant Growth Plan policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development conforms with Growth Plan and MOP policies ("OZ 18/011 W5 Conformity" column). Only key policies relevant to the application(s) have been included, and that table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the Growth Plan 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new Growth Plan 2017. The development application has been reviewed against Growth Plan 2017 policy direction to ensure conformity.

Conformity Analysis

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ 18/011 W5 Conformity
1.1 The Greater Golden Horseshoe		
General Statement of Intent: The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, sprawl, healthy communities, climate change and healthy environment	The policies of MOP will accommodate growth within the existing urban boundary, helping to reduce sprawl. The policies provide a planning framework to address the challenges of accommodating growth. Section 4 of MOP outlines the City's Vision, and Guiding Principles which will help shape change that the Growth Plan anticipates.	The development applications represent growth within the existing urban boundary. Any potential issues associated with accommodating additional growth on the subject site will be further evaluated based on relevant policies and guidelines.
1.2 The Growth Plan for the Greater Golden Horseshoe		
General Statement of Intent: The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.	The Vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources and its established stable neighbourhoods (MOP section 4). The City is planning for a	The site location on Hurontario Street is supportive of existing and future public transit (LRT). The appropriateness of the built form as it relates to implementing the Vision is being further evaluated.

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/011 W5 Conformity
	<p>strong economy supported by a range of mobility options and a variety housing and community infrastructure to create distinct, complete communities. MOP directs growth to areas that support existing and planned transit facilities and other infrastructure improvements (MOP Section 4.5).</p> <p>The intent is to further develop the Uptown Major Node as a prominent centre with a regional and city focus, by serving it with higher order transit, providing access to a mix of uses, and by promoting an urban form and development that supports and encourages active transportation.</p>	
1.2.1 Guiding Principles		
<p>General Statement of Intent for this Section:</p> <p>The policies of this Plan are based on the following principles:</p> <ul style="list-style-type: none"> a. Complete communities b. Prioritize intensification c. Provide flexibility to capitalize on new employment opportunities d. Support a range and mix of housing options e. Integrate land use planning and investment in infrastructure f. Provide different approaches to manage growth that recognize diversity 	<p>MOP policies include but are not limited to:</p> <ul style="list-style-type: none"> a. Providing for a mix of uses including employment, commercial, residential, educational and open space. b. Identifying the area as a Major Node which is intended to accommodate intensification with a gross density of between 200 and 300 residents plus jobs (MOP Section 5.3.2); c. Providing for a variety of higher density housing for people in different phases of their lifecycle and for a variety of income 	<p>The development applications are supportive of many Growth Plan principles; however, the manner in which the applications implement those principles will be evaluated against official plan policies and city guidelines.</p> <p>The mix of uses and housing affordability will need further review through the processing of this application.</p> <p>The population for the site is proposed to be 2,578 people/ha (1,062 people/ac).</p>

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ 18/011 W5 Conformity
<p>of communities</p> <p>g. Protect natural heritage, hydrologic, landforms</p> <p>h. Conserve and promote cultural heritage</p> <p>i. Integrate climate change considerations</p>	<p>groups.</p> <p>d. Ensuring that development in Major Nodes will be in a form and density that achieves a high quality urban environment.</p>	
1.2.2 Legislative Authority		
<p>General Statement of Intent: All decisions made on or after July 1, 2017 will conform with this Plan</p>	As illustrated through this table, MOP generally conforms to the Growth Plan, as it pertains to the proposed development.	As the decision on the applications will occur after July 1, 2017, the application must conform to the Growth Plan 2017.
1.2.3 How to Read this Plan		
<p>General Statement of Intent for this Section: Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan</p>	Relevant MOP policies have been reviewed in respect of the Growth Plan and other planning documents.	MOP has been reviewed in respect to the <i>Growth Plan</i> and other applicable Provincial planning documents.
2. Where and How to Grow		
2.1 Context		
<p>General Statement of Intent: This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation.</p>	The MOP policies conform with the general intent, as summarized in the Vision and Guiding Principle section of the document (Section 4).	The Uptown Major Node is planned as a complete community and identified as a Major Node which is an area for intensification that provides for a mix of uses including employment, commercial, residential, educational and open space. This node is situated on existing transit routes, as well as the future LRT, and is in proximity to existing community infrastructure (schools, parks, libraries, community centres, emergency services and places of religious assembly).
2.2 Policies For Where and How To Grow		
2.2.1 Managing Growth		
<p>General Statement of Intent for this Section: Growth will be primarily directed to appropriate</p>	The Uptown Major Node is designated as an area for intensification to be a prominent centre with a	The next step in the planning process is to determine whether the development applications are accommodating growth in a built

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/011 W5 Conformity
locations that support complete communities and infrastructure, as directed by the upper tier municipality.	regional and city focus. This will include a variety of higher density housing, employment, commercial, residential, educational and open space.	form that appropriately responds to the existing and planned character for the area.
<p>Relevant Policies:</p> <ul style="list-style-type: none"> a. Growth should be primarily directed to settlement areas that: <ul style="list-style-type: none"> i. Are within the built boundary and have planned municipal water and wastewater systems and support complete communities (2.2.1.2 a i, ii, iii) ii. that are in delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities (2.2.1.2. c i, ii, iii, iv), iii. that is generally away from hazardous lands (2.2.1.2. e) b. Integrated planning to manage forecasted growth will: <ul style="list-style-type: none"> i. Be supported by planning for infrastructure and public service facilities that consider the full life cycle cost and payment (2.2.1.3.b) ii. Provide direction for an urban form that will optimize infrastructure (2.2.1.3.c) iii. Support the environment 	<ul style="list-style-type: none"> a. The Uptown Major Node is an appropriate location for growth as it is within the delineated boundary of a settlement area, with access to municipal water and wastewater, and is planned to provide a range of land uses to support a complete community. b. MOP ensures forecasted growth is properly managed as development may be phased if satisfactory arrangements for infrastructure are not made. <p>The Node includes a mix of land uses and housing types. MOP includes polies to ensure high quality compact built form, attractive public realm, including open spaces, through site design and urban design (MOP section 9.1). Developing vacant and underutilized lots appropriately and providing for a variety of higher density housing will help to establish the Node as a prominent centre.</p>	<p>Given the number of development applications in the Uptown Major Node, staff is undertaking a limited capacity study to determine if there is sufficient infrastructure to accommodate the growth that is being proposed.</p> <p>The proposed development will be evaluated against the applicable MOP policies.</p>

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ 18/011 W5 Conformity
<p>(2.2.1.3.d) iv. Be implemented through a municipal comprehensive review (2.2.1.3.e) c. The <i>Growth Plan</i> will support the achievement of complete communities that i. Features a diverse mix of land uses ii. Improves social equity iii. Provides mix of housing options iv. Expands convenient access to transportation, public service facilities, open space, healthy food options v. Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design vi. Mitigates climate change vii. Integrates green infrastructure</p>		
2.2.2 Delineated Built-up Areas		
<p>Statement of Intent: The majority of growth is directed to lands within the delineated built-up area (i.e. limits of the developed urban area identified by the Minister of Municipal Affairs and Housing).</p>	<p>The Uptown Major Node is located within the delineated built-up area and will assist in achieving intensification targets.</p>	<p>The development applications are supportive of the Growth Plan intent to direct development within the built-up area. However, the manner in which growth is accommodated on the site is subject to further review.</p>
2.2.4 Transit Corridors and Station Areas		
<p>Statement of Intent: Given Provincial investment in higher order transit municipalities are to plan</p>	<p>Hurontario Street is identified in the Growth Plan as a transit priority corridor.</p>	<p>The development applications are supportive of policies that direct development to intensification areas that are transit supportive.</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/011 W5 Conformity
for "major transit station areas on priority transit corridors" as identified on Schedule 5 of the Growth Plan (2.2.4.1)	MOP identifies Hurontario Street as an intensification / higher order transit corridor. The site is also located within a Major Transit Station Area. MOP policies support intensification that is appropriate for the location. Intensification Areas (e.g. corridors and station areas) will be planned to reflect their role in the City Structure hierarchy (5.5.4).	
2.2.5 Employment		
General Statement of Intent for this Section: It is important to ensure an adequate supply of employment land.	The Major Node policies encourage a variety of uses including employment, commercial, residential, educational and open space.	The applications propose to provide some office and retail commercial uses within the apartment buildings.
2.2.6 Housing		
General Statement of Intent: A range and mix of housing is to be provided, including affordable housing. A housing strategy prepared by the Region is an important tool that can be used.	Mississauga Council has recently approved a citywide affordable housing strategy that is currently being implemented. The strategy can be accessed at: http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&2-Web.pdf	The Region of Peel and the City of Mississauga are working together to address housing issues. A diverse range of housing options is encouraged by MOP (Section 7.2.2). Through the next step in the planning process, staff will assess whether the proposed applications contribute to the range of housing options and affordable housing in the City.
Relevant Policies: a. The Region is responsible for preparing a housing strategy (2.2.6.1) b. Municipalities will support complete communities by accommodating growth forecasts, achieve minimum intensification targets, consider a range of housing options, and	MOP policies provide opportunities for a range of housing choices, a variety of affordable dwellings, and production of housing for those with special needs such as the elderly (Section 7.2.2).	The Region of Peel and the City of Mississauga are working together to address affordable housing issues. Through the next step in the planning process, staff will assess whether the proposed applications contribute to affordable housing in the City.

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies (MOP)	OZ 18/011 W5 Conformity
planning to diversify the housing stock. (2.2.6.2)		
5 Implementation		
<p>Statement of Intent: Comprehensive municipal implementation is required to implement the <i>Growth Plan</i>. Where a municipality must decide on planning matters before its official plan has been updated it must still consider impact of decision as it relates to the policy of the plan.</p> <p>The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will implement, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.</p>	MOP must conform with a hierarchy of policy and legislation at the federal, provincial, regional, and municipal level. In particular provincial policy initiatives provide strong direction for the growth management and development strategies found in MOP.	Not directly applicable, as these policies speak to interpretation and how to read the plan and are contained in Section 1.0 of the Mississauga Official Plan.

Region of Peel Official Plan

The Region of Peel approved MOP on September 22, 2011. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the *Provincial Policy Statement* and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the *Planning Act* and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 9 of this report.

Relevant Mississauga Official Plan Policies

There are other policies in Mississauga Official Plan (MOP) that are also applicable in the review of these applications, some of which are found below.

	Specific Policies	General Intent
Section 4 Vision	Section 4.4.2 Section 4.4.5 Section 4.5	Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
Section 5 Direct Growth	Section 5.1.4 Section 5.1.6 Section 5.1.9	Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities. New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.
Section 5 Direct Growth-Major Nodes	Section 5.3 Section 5.3.2	<p>MOP will ensure that Major Nodes develop as prominent centres with regional and city focus, and will be served by higher order transit. Major Nodes will provide a mix of uses including employment, commercial, residential, educational and open space. It is also anticipated that Major Nodes will provide a variety of higher density housing for people in different phases of their lifecycle and for a variety of income groups.</p> <p>Major Nodes will achieve a gross density of between 200 and 300 residents and jobs per hectare (81 and 121 residents and jobs combined per acre), and an average employment ratio of between 2:1 to 1:2, measured as an average across the entire area of each node.</p> <p>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.</p> <p>Major Nodes will be developed to support and encourage active transportation as a mode of transportation.</p>
Section 5 Direct Growth-Corridors	Section 5.4.1 Section 5.4.2 Section 5.4.3 Section 5.4.4 Section 5.4.5 Section 5.4.6	Corridors connect various elements of the city to each other. Over time, many of these Corridors will evolve and accommodate multi-modal transportation and become attractive public spaces in their own right. Some Corridors have been identified as appropriate locations for intensification. A corridor is generally comprised of the road right-of-way as

	Specific Policies	General Intent
	Section 5.4.7 Section 5.4.8 Section 5.4.9 Section 5.4.10	well as the lands on either side of the road. Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.
Section 7 Complete Communities	Section 7.1.1 Section 7.1.3 Section 7.1.6 Section 7.2 Housing Section 7.2.1 Section 7.2.2 Section 7.2.8 Section 7.2.9	<p>The official plan supports the creation of complete communities that meet the day-to-day needs of people through all stages of their life offering a wide assortment of housing options and employment opportunities as well as numerous commercial and social venues. The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>Mississauga will provide opportunities for:</p> <ol style="list-style-type: none"> The development of a range of housing choices in terms of type, tenure and price: The production of a variety of affordable dwelling types for both the ownership and rental markets; and, The production of housing for those with special needs, such as housing for the elderly and shelters. <p>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.</p> <p>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.</p> <p>Housing is to be provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. A range of housing types, tenure and price is to be provided.</p>
Section 9 Building a Desirable Urban Form	Section 9.1 Section 9.1.1 Section 9.1.2 Section 9.1.5 Section 9.1.6 Section 9.1.10 Section 9.1.15 Section 9.2.1 Section 9.3 Section 9.4	<p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p> <p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties.</p>

	Specific Policies	General Intent
	Section 9.5	<p>Residential developments of a significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.</p> <p>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. Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained.</p> <p>Site development should respect and maintain the existing grades on-site.</p>
Section 9 Intensification Areas	Section 9.2.1.1 Section 9.2.1.2 Section 9.2.1.3 Section 9.2.1.4 Section 9.2.1.8 Section 9.2.1.10 Section 9.2.1.11 Section 9.2.1.12 Section 9.2.1.13 Section 9.2.1.14 Section 9.2.1.15 Section 9.2.1.16 Section 9.2.1.21 Section 9.2.1.22 Section 9.2.1.25 through to Section 9.1.2.39	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant forms and tenures. It is important that infill "fits" within the existing building context and minimizes undue impacts on adjacent properties. Redevelopment projects include a range of scales, from small residential developments to large scale projects, such as the redevelopment of strip malls.</p> <p>High quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character. Development will be sited and massed to contribute to a safe and comfortable environment. Site development should respect and maintain the existing grades, conserve energy, provide enhanced streetscaping and contribute to the quality and character of existing streets.</p> <p>Buildings will minimize undue negative physical and visual impacts relating to noise, sun, shadow, views, skyview and wind.</p>
Section 9 Site Development Buildings	Various Sections	<p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.</p>
Section 13 Major Nodes	Section 13.1 Section 13.4	<p>In order to enhance a sense of community, a number of major streetscapes should be developed in a manner that will impact a sense of character. Community form along Hurontario Street should be integrated with the overall community design by providing for a graduated transition in development intensity and building scale, as well as the orientation of buildings.</p>

	Specific Policies	General Intent
Section 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant

Existing and Proposed Zoning

Existing Zones – RA5-42 (Apartment Dwellings), **H-RA5-42** (Apartment Dwellings) and **H-RA5-43** (Apartment Dwellings), which permits apartment dwellings. The applicant has proposed to add the additional permitted use of veterinary clinic.

Proposed Zoning Regulations – RA5-Exception (Apartment Dwellings)

The lands zoned **RA5-42** and **H-RA5-42** are located on the south side of Watergarden Drive (Phases 3 and 5).

Zone Regulations	H-RA5-42 and RA5-42 Zone Regulations		Proposed RA5-Exception Zone Regulations
Maximum Floor Space Index (FSI)	7.11		8.23
Minimum Total Gross Floor Area (GFA) – non residential	Area C	2 000 m ² (21,527.8 sq. ft.)	0 m ² (0 sq. ft.) in Area A1
	Area D	4 000 m ² (43,055.6 sq. ft.)	8 000 m ² in Area A2 (86,111.3 sq.ft.)
Minimum and Maximum Building Height	Area A	5 storeys/23 storeys	10 storeys/26 storeys in Area A1
	Area B	5 storeys/26 storeys	
	Area C	3 storeys/5 storeys	20 storeys/50 storeys in Area A2
	Area D	10 storeys/34 storeys	
Maximum Number of Dwelling Units on all lands zoned RA5-42	1,121		1,606

Maximum length of a streetwall may be set back beyond the build-to-line up to a maximum of 7.5 m	20%	76%
Maximum length of a streetwall may be set back beyond the build-to-line	5%	15%
Maximum projection of a balcony from the exterior wall of a tower	1.75 m (5.74 ft.)	2.5 m (8.2 ft.)
Maximum projection of architectural elements, fins and cornices from the exterior building wall	1.75 m (5.74 ft.)	2.5 m (8.2 ft.)
Maximum projection of a canopy from the exterior building wall of bottom 3 storeys	2.5 m (8.2 ft.)	3.0 m (9.8 ft.)

The lands zoned **RA5-43** and **H-RA5-43** are located on the north side of Watergarden Drive (Phase 4, Parts 1 and 2).

Zone Regulations	RA5-43 and H-RA5-43 Zone Regulations	Proposed RA5-Exception Zone Regulations
Maximum Floor Space Index (FSI)	5.19	6.99
Minimum Total Gross Floor Area (GFA) – non residential	A2: 4 770 m ² (51,343.9 sq.ft.)	2 000 m ² (21,527.8 sq.ft.)
Minimum and Maximum Building Height	A2:10 storeys/25 storeys	10 storeys/50 storeys in Area A2
Maximum Number of Dwelling Units on all lands zoned RA5-43	748	1,403
Maximum length of a streetwall may be set back beyond the build-to-line up to a maximum of 7.5 m	20%	37%

Maximum length of a streetwall that may be set back beyond the build-to-line	5%	6%
Maximum encroachment into a required yard of a balcony or canopy located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard	1.8 m (5.9 ft.)	2.5 m (8.2 ft.)
Maximum projection of a balcony or canopy located above the first storey measured from the outermost face or faces of the building from which the balcony projects	1.8 m (5.9 ft.)	2.5 m (8.2 ft.)

6. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

7. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																								
<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>218</td><td>Kindergarten to Grade 6</td></tr> <tr> <td>67</td><td>Grade 7 to Grade 8</td></tr> <tr> <td>47</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>Cooksville Creek Public School</p> <table> <tr> <td>Enrolment:</td><td>445</td></tr> <tr> <td>Capacity:</td><td>552</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Fairwind Senior Public School</p> <table> <tr> <td>Enrolment:</td><td>661</td></tr> <tr> <td>Capacity:</td><td>671</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Rick Hansen Senior School</p> <table> <tr> <td>Enrolment:</td><td>1556</td></tr> <tr> <td>Capacity:</td><td>1725</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> 	218	Kindergarten to Grade 6	67	Grade 7 to Grade 8	47	Grade 9 to Grade 12	Enrolment:	445	Capacity:	552	Portables:	0	Enrolment:	661	Capacity:	671	Portables:	0	Enrolment:	1556	Capacity:	1725	Portables:	0	<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>35</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>29</td><td>Grade 9 to Grade 12</td></tr> </table> School Accommodation: <p>St. Hilary Elementary School</p> <table> <tr> <td>Enrolment:</td><td>254</td></tr> <tr> <td>Capacity:</td><td>533</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>St. Francis Xavier Secondary School</p> <table> <tr> <td>Enrolment:</td><td>1876</td></tr> <tr> <td>Capacity:</td><td>1500</td></tr> <tr> <td>Portables:</td><td>17</td></tr> </table> 	35	Junior Kindergarten to Grade 8	29	Grade 9 to Grade 12	Enrolment:	254	Capacity:	533	Portables:	0	Enrolment:	1876	Capacity:	1500	Portables:	17
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8. Development Issues

The following is a summary of comments from agencies and departments regarding the applications:

Agency / Comment Date	Comment
Region of Peel (September 13, 2018)	<p>A satisfactory Functional Servicing Report (FSR) and multi-use demand table will be required to determine the adequacy of the existing services for the proposed development prior to the approval of the Zoning and Official Plan Amendments.</p> <p>The number of proposed dwelling units for both phases is a significant increase from the original FSR modelled with the subdivision. Modelling will be required for both phases to determine if any of the planned capital projects are required to be in place prior to the servicing of these phases.</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense.</p> <p>The applicant must submit a satisfactory Site Plan or Waste Collection Plan through the site plan process adhering to all Region of Peel requirements for front-end collection from residential units.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (June 25, 2018 and July 15, 2018)	<p>The Peel District School Board indicated that there is no available capacity to accommodate students generated by these applications. Accordingly, the Board has requested that in the event that the applications are approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, adopted by Council on May 27, 1998 be applied. Among other things, this condition requires that a development application include the following as a condition of approval:</p> <p>"Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the School Board that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Board for the subject development."</p> <p>The Dufferin-Peel Catholic District School Board responded that it is satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory</p>

Agency / Comment Date	Comment
	<p>arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>In addition, if approved, the Peel District School Board and/or the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreement.</p>
<p>City Community Services Department – Parks and Forestry Division/Park Planning Section (January 8, 2018)</p>	<p>Future residents on this property will be served by Kingsbridge Common (P-195), zoned OS1, located on the east side of Regents Terrace, south of Eglinton Avenue, which is less than 1 275 m (4,183 ft.) from the subject lands. This 2.51 ha (6.20 acre) park contains a playground, 11v11 soccer field, and a parking lot.</p> <p>Furthermore, there are also new parks (P-525 and P-524), not yet named, zoned OS1 and G1 located west of the subject property along Little Creek Road, which is less than 127.5 m (418.3 ft.) from the subject lands. Currently the park includes a multi-use trail and the completion of this park is scheduled for 2020.</p> <p>Under registered plan of subdivision M-1957, Cash-in-Lieu (CIL) of Parkland Dedication has been satisfied for 1 473 residential units. As of August 22, 2018, CIL credits have been applied toward 1 013 residential units under this plan of subdivision. As such, 460 residential units are eligible for remainder CIL credits. Prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P.13, as amended) and in accordance with the City's Policies and By-laws.</p>
<p>City Community Services Department – Culture Division (January 8, 2019)</p>	<p>The Stage 1-2 Archaeological Assessment recommended further archaeological assessment prior to any development or land alteration.</p> <p>A letter from the Archaeological Program Unit at the Ministry of Tourism, Culture and Sport stating that there are no further archaeological concerns is required.</p>
<p>City Community Services Department – Fire and Emergency Services Division (July 20, 2018)</p>	<p>Fire has reviewed the OPA/Rezoning applications from an emergency response perspective and has no concerns; emergency response to the site and water supply available are acceptable.</p>

Agency / Comment Date	Comment
City Transportation and Works Department (January 14, 2019)	<p>The applicant has been requested to provide additional technical details. Development matters currently under review and consideration by this department include:</p> <ul style="list-style-type: none"> • Grading/Servicing Plan • Functional Servicing Report • Environmental • Traffic Impact Study <p>In addition, clearance from Fire and the Region of Peel will be required regarding the proposed fire and waste collection routes.</p> <p>The above aspects are to be addressed prior to the preparation of the recommendation report.</p>
Greater Toronto Airport Authority (September 20, 2018)	<p>According to the Airport Zoning Regulations for Toronto Lester B. Pearson International Airport, development elevations on the property are not affected by any airport restrictions related to obstacle zoning.</p> <p>As the proposed development is located in proximity to Toronto Pearson Airport, the development could impact on NAV CANADA's instrument runway approach procedures. In order to determine if the proposed residential towers would comply with the Airport's runway approach procedures, the Greater Toronto Airport Authority (GTAA) and NAV CANADA will need to conduct a detailed evaluation of the proposed development and, therefore, the following additional information is required:</p> <ol style="list-style-type: none"> (1) The geographic coordinates of the four outside corners for each proposed building (2) Building elevation drawings showing the full height of the structures including any rooftop units (3) The materials to be used on the outside walls of the buildings
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Canada Post Enbridge Alectra Utilities Trillium Health Partners Public Art</p>

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Do the proposed building heights appropriately address the City Structure?
- Is the amount of retail and office commercial space proposed acceptable given the need to balance population and jobs within nodes?
- Does the proposal contribute to the range of housing options and affordable housing in the City?
- Is the massing, density, setbacks and building configuration of the proposal appropriate?
- Are the transitions to neighbouring properties appropriate?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic impacts?
- Provision of a satisfactory Functional Servicing Report to determine if there is adequate capacity and resolution of all servicing and utility issues
- Is there likely to be a cumulative impact on capacity in the Uptown Major Node should this proposal be approved in terms of community centres and parks, traffic on abutting streets, fire protection, and physical infrastructure?

Development Requirements

There are engineering matters including: grading, engineering, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

Other Information

The applicant has submitted the following information in support of the applications:

- | | |
|-------------------------------------------------------|---------------------------------------|
| • Context Plan | • Functional Servicing Report |
| • Site Plan | • Survey and Parcel Abstracts |
| • Parking, Floor and Roof Plans | • Draft Zoning By-law Amendment |
| • Elevations | • Draft Official Plan Amendment |
| • Sections | • Wind and Shadow Study |
| • Planning Justification Report | • Noise Report |
| • Traffic Impact Study | • Landscape Plan |
| • Phase I Environmental Site Assessment Update Letter | • Green Site and Building Initiatives |

Recommendation Report Detailed Planning Analysis

Owner: Pinnacle International (Ontario) Ltd.

0 and 5044 Hurontario Street

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1. Community Comments

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

Comment

Concern with proposed height, density and departure from original approvals

Response

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

Comment

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

Response

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

Comment

Concern that there will not be any parks within the development

Response

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

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

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

Comment

Concern with lack of parking

Response

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

Comment

Concern with drainage in the area

Response

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

drainage will be addressed through the site plan approval process.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

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

Economic Development

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

Section 5.3 of the Official Plan requires a population to employment ratio of 2:1 in a Major Node. Based on the revised proposal, 1,355 residential units would be constructed which would generate 2,967 residents. Based on a factor of 2:1 population to employees, this would generate corresponding 1,483 jobs to meet the official plan targets. Hemson's Development Charges Study attributes 23 m² (248 ft²) per employee for office space. On this basis, an additional 34 185 m² (36,796 ft²) of office space should be achieved within the Node. The applicant is requesting considerations for employment uses that range from a minimum 9 130 m² (98,275 ft²) to a maximum 25 200 m² (271,251 ft²). The proposed considerations can accommodate 397 to 1,096 employees.

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

Comments from Economic Development have been addressed in this Appendix.

Transportation and Works

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

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

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

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

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

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

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

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

Road Network Capacity

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

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

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

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

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

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

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

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

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

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

4. Consistency with PPS

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

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

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

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

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

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

5. Conformity with Growth Plan

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

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

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

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

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

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

6. Region of Peel Official Plan

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

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

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

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Uptown Major Node Character Area, to permit a maximum of 2,370 dwelling units (across Phases 2-5 of the development), a minimum of 9 130 m² (98,274.5 ft²) of retail commercial and office space, and to permit a 35 storey apartment building in Area 6A (north block, Phase 4, Parts 1 and 2), a 32, 35 and 38 storey apartment building in Area 6B (south block, Phases 3 and 5), and to delete the floor space index (FSI) limit from the subject lands. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining***

lands which have the same designation, or neighbouring lands?

- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

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

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

Directing Growth

The subject site is located in the Uptown Major Node Character Area, an area intended for intensification in the City's Urban Structure. The existing population of this Major Node is 12,300 with 2,200 jobs. If approved, the proposed development (Phases 4, Part 2 and Phase 5) will have an estimated population of 2,968. By 2041, the City's approved growth forecast projects a population of approximately 20,000 by 2041. The average household size is 2 with 87% of people living in apartment buildings that are five storeys or more. The

mix of housing tenure for the area is 2,665 units (61%) owned and 1,730 units (39%) rented with a vacancy rate of approximately 0.9%. In addition, the number of jobs within this Character Area is 2,185. Total employment combined with the population results in a PPJ for the Uptown Major Node of 128 persons plus jobs per hectare (316 persons plus jobs per acre).

Section 5.3.2.4 of MOP indicates that Major Nodes will achieve a minimum gross density of between 200 and 300 residents and jobs combined per hectare (or between 81 and 122 residents plus jobs per acre). This proposal (Phase 4, Part 2 and Phase 5) will provide 1,696 residents per hectare (687 residents per acre), while the Pinnacle Master Plan (Phases 1-5) will provide 1,333 residents per hectare (539 residents per acre). Although Section 5.3.2.6 of MOP indicates that Major Nodes will achieve an average population to employment ratio of between 2:1 to 1:2, this is measured across the entire area of each node. The subject site is designated for residential high density development, rather than mixed use. The number of jobs to be generated from the proposed development is estimated to be 134 jobs per hectare (54 jobs per acre). This is well beyond the existing 22 jobs per hectare (9 jobs per acre) present in the Uptown Major Node.

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

Compatibility with the Neighbourhood

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

While a maximum height of 25 storeys is permitted as of right throughout the Uptown Node, 34 storeys already permitted on the subject property through Special Site 6 of the Uptown Major Node Character Area. Additional height can be considered: where an appropriate transition in height will be achieved; the City Structure hierarchy is maintained; the development proposal enhances existing or planned development and the development proposal is consistent with the policies of the OP (Section 13.1.1.3).

The proposed amendment would result in permitting four condominium apartment buildings with heights of 32, 35, 35, and 38 storeys, a maximum floor space index (FSI) of 4.8 on the north block (6A, Phase 4, Parts 1 and 2), and a maximum FSI of 7.6 on the south block (6B, Phases 3 and 5), and 1,355 apartment units with retail and office uses.

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

- a maximum of 2,370 dwelling units, whereas a maximum of 1,969 dwelling units are currently permitted in MOP - an increase of 399 additional dwelling units
- a reduction in the minimum requirement for retail commercial and office space from 10 230 m² (115,175 ft²) to 9 130 m² (98,274.5 ft²) – a decrease in retail commercial

office space of 1 100 m² (11,840 ft²)

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

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

Staff have considered the applicant's request for a minimum of 9 130 m² (98,274.5 ft²) of retail commercial office space. It is recommended that notwithstanding the **Residential High Density** designation, the site could accommodate additional non-residential development. As such, the special site provision and exception zone will be revised to remove the existing maximum total gross floor area - non-residential requirements for the site, alongside clauses that restrict non-residential uses outside of podiums. While the applicant may not build additional non-residential uses, some of the building could be converted in the future, subject to the provision of adequate required parking. This will enable the major node to more easily achieve its goal to be a prominent, mixed use centre.

Services and Infrastructure

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

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

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

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

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

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

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

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

8. Revised Site Plan and Elevations

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



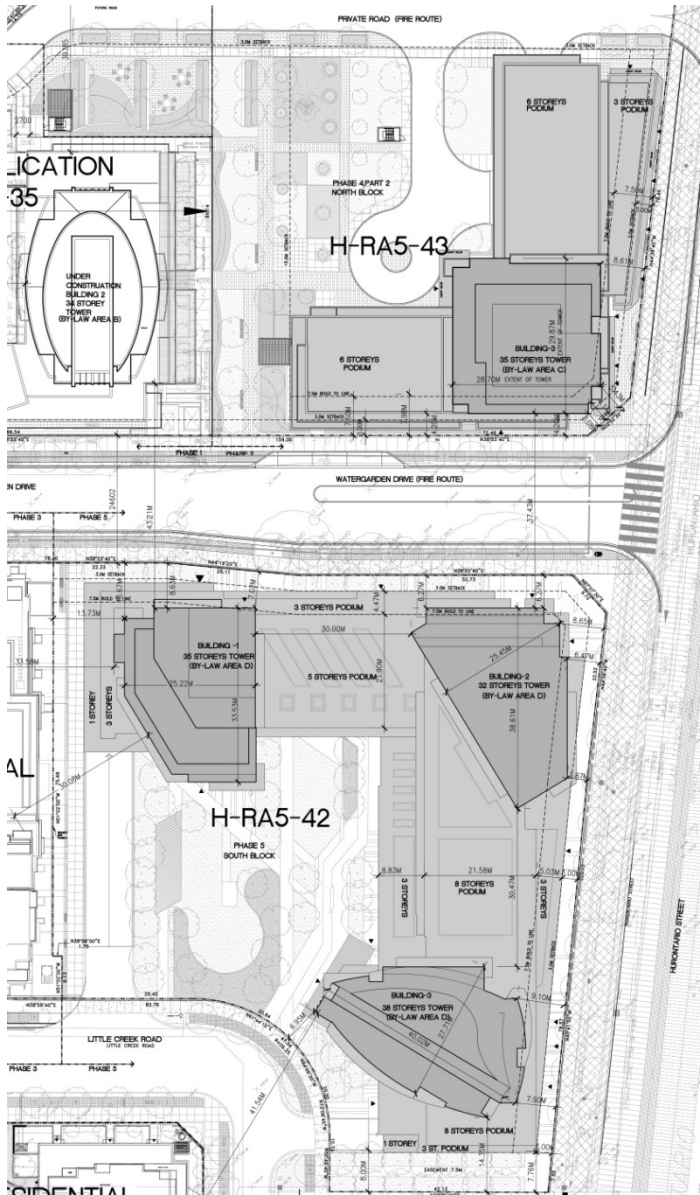
9. Zoning

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

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

Proposed Zoning Regulations

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



Zone Regulations	RA5 Zone Regulations (RA5-43 North Block / RA5-42 South Block)	Proposed RA5-Exception Zone Regulations																																	
Minimum and Maximum Building Height	<p>North Block:</p> <table border="1"> <tr><td>A</td><td>5 storeys</td><td>23 storeys</td></tr> <tr><td>B</td><td>5 storeys</td><td>26 storeys</td></tr> <tr><td>C</td><td>3 storeys</td><td>5 storeys</td></tr> <tr><td>D</td><td>10 storeys</td><td>34 storeys</td></tr> </table> <p>South Block:</p> <p>A1 – 5 storeys/34 storeys A2 – 10 storeys/ 25 storeys</p>	A	5 storeys	23 storeys	B	5 storeys	26 storeys	C	3 storeys	5 storeys	D	10 storeys	34 storeys	<p>North Block:</p> <table border="1"> <tr><td>A1</td><td>5 storeys</td><td>34 storeys</td></tr> <tr><td>A2</td><td>10 storeys</td><td>35 storeys</td></tr> </table> <p>South Block:</p> <table border="1"> <tr><td>A</td><td>5 storeys</td><td>23 storeys</td></tr> <tr><td>B</td><td>5 storeys</td><td>26 storeys</td></tr> <tr><td>C</td><td>20 storeys</td><td>35 storeys</td></tr> <tr><td>D</td><td>20 storeys</td><td>32 storeys</td></tr> <tr><td>E</td><td>20 storeys</td><td>38 storeys</td></tr> </table>	A1	5 storeys	34 storeys	A2	10 storeys	35 storeys	A	5 storeys	23 storeys	B	5 storeys	26 storeys	C	20 storeys	35 storeys	D	20 storeys	32 storeys	E	20 storeys	38 storeys
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Minimum and Maximum Podium Height	<p>North Block:</p> <table border="1"> <tr><td>A1</td><td>1 storeys</td><td>4 storeys</td></tr> <tr><td>A2</td><td>3 storeys</td><td>6 storeys</td></tr> </table> <p>South Block:</p> <table border="1"> <tr><td>A</td><td>2 storeys</td><td>4 storeys</td></tr> <tr><td>B</td><td>2 storeys</td><td>4 storeys</td></tr> <tr><td>C</td><td>3 storeys</td><td>5 storeys</td></tr> </table>	A1	1 storeys	4 storeys	A2	3 storeys	6 storeys	A	2 storeys	4 storeys	B	2 storeys	4 storeys	C	3 storeys	5 storeys	<p>North Block</p> <table border="1"> <tr><td>A1</td><td>1 storeys</td><td>4 storeys</td></tr> <tr><td>A2</td><td>3 storeys</td><td>6 storeys</td></tr> </table> <p>South Block:</p> <table border="1"> <tr><td>A</td><td>2 storeys</td><td>4 storeys</td></tr> <tr><td>B</td><td>2 storeys</td><td>4 storeys</td></tr> <tr><td>C</td><td>1 storeys</td><td>8 storeys</td></tr> </table>	A1	1 storeys	4 storeys	A2	3 storeys	6 storeys	A	2 storeys	4 storeys	B	2 storeys	4 storeys	C	1 storeys	8 storeys			
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D	3 storeys	6 storeys									
D	3 storeys	8 storeys									
E	1 storeys	8 storeys									
Maximum length a streetwall may be set back beyond the build-to-line of 7.5 m	20% for both zones	37% / 76%									
Maximum length a streetwall may be set back beyond the build-to-line	5% for both zones	6% / 15 %									
Maximum projection of a balcony from the exterior wall of a tower	1.8 m (5.9 ft.) / 1.75 m (5.74 ft.)	2.5 m (8.2 ft.) for both zones									
Maximum projection of architectural elements, fins, and cornices from the exterior building wall	Not applicable / 1.75 m (5.74 ft.)	2.5 m (8.2 ft.) for both zones									

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

Staff have considered the applicant's request for a minimum of 9 130 m² (98,274.5 ft²) of retail commercial office space, and recommend that the zoning be revised to require a minimum of 9 400m² (101,181 ft²). The applicant is presently showing 9 637.9 m² (103,742 ft²) of retail commercial office space on their rezoning site plan, however requiring a minimum of 9 400 m² (101,181 ft²) of non-residential use in the Zoning By-law should provide an acceptable amount of flexibility to the applicant. This revision will help enable the major node to more easily achieve its goal to be a prominent, mixed use centre.

10. Bonus Zoning

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

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

11. "H" Holding Symbol

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

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

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

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

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

12. Site Plan

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

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

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

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

13. Conclusions

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

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

Although the proposed applications seek to reduce the minimum total gross floor area of retail and office use, the

number of jobs to be generated from the proposed development is estimated to be 134 jobs per hectare (54 jobs per acre). This is well beyond the existing 22 jobs per hectare (9 jobs per acre) present in the Uptown Major Node. Furthermore, there is no requirement for a minimum amount of non-residential use for sites designated **Residential High Density** generally within Mississauga Official Plan.

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

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

City of Mississauga

Corporate Report



<p>Date: August 14, 2020</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's file: OZ 14/001 W3</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Meeting date: September 8, 2020</p>

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 3)

Official plan amendment and rezoning applications to permit a 6 storey apartment building with ground floor commercial uses

971 Burnhamthorpe Road East, northeast corner of Burnhamthorpe Road East and Tomken Road

Owner: Reza Tahmasebi

File: OZ 14/001 W3

Recommendation

1. That notwithstanding Corporate Policy 07-08-01 - Zoning Application Approval, regarding the expiration of Council's decision for approval, the sunset clause for approval of the applications under File OZ 14/001 W3 be reinstated and extended for a period of six months from September 16, 2020 to March 6, 2021 and that further, extensions may be granted by the Commissioner of Planning and Building at his discretion.
2. That notwithstanding Council's approval of the applications under File OZ 14/001 W3, Reza Tahmasebi, to amend Mississauga Official Plan to **Mixed Use Special Site** and to change the zoning to **C4-Exception** (Mixed Use), in accordance with the provisions outlined in Appendix 4, subject to the conditions referenced in the staff report dated June 7, 2016 from the Commissioner of Planning and Building.
3. That notwithstanding Planning Protocol that a new application not be required and that only one report and public meeting with notice be required to reinstate and extend Council's previous approval.

Report Highlights

- Applications to permit a terraced three to six storey apartment building with 52 residential

units and commercial uses on the ground floor were approved by Council on July 6, 2016

- In accordance with Corporate Policy 07-08-01, the decision of Council expired January 6, 2018
- The applicant has requested that the expiry date be reinstated and extended in order for them to complete the necessary implementing agreements
- Staff are satisfied that the request is appropriate and that the development is acceptable from a planning standpoint and recommend that the expiry date be reinstated and extended

Background

Official plan amendment and rezoning applications were made on February 6, 2014, to permit the development of a three to six storey apartment building with ground floor commercial uses. The applications were revised resulting in a positive Recommendation Report from staff for approval of Planning and Development Committee (PDC) on June 27, 2016. The report was approved by PDC and subsequently approved by Council on July 6, 2016. One of the approved recommendations was a sunset clause indicating that "the decision of council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision." The applicant has experienced delays in their development plans and has not entered into the required agreements that would result in an official plan amendment and a zoning by-law being passed. Notwithstanding Corporate Policy 07-08-01, a request has been made to reinstate and extend their previous approval until March 6, 2021. This will allow the applicant six months to fulfill outstanding requirements to be met in order for Council to consider and pass an amending by-law.

Comments

The development proposal remains the same as approved by Council in 2016. Staff have considered the reinstatement of the Council's approval date in the context of the current policy regime, specifically with respect to the *Provincial Policy Statement* (PPS), the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan), the Region of Peel Official Plan and Mississauga Official Plan.

Policy Framework

Although the PPS and Growth Plan have been updated since the approval of these applications, the relevant policies in Mississauga Official Plan remain consistent with the PPS and the Growth Plan.

Section 1.1.3.3 of the PPS states that "planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment" and Section

1.1.3.4 of the PPS states that "appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety."

The PPS is implemented through the City's official plan policies. Specifically as it relates to this proposal, Section 5.3.5.2 of Mississauga Official Plan (MOP) (Downtown) states that residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas. Section 5.3.5.3 further states that where higher density uses are proposed, they should be located on a site identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.

This site represents modest intensification on a former motor vehicle commercial site that is located on Burnhamthorpe Road East, which is a Corridor. The applications are consistent with these policies.

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

Section 9.2.2 Non-Intensification Areas of MOP states that Non-Intensification Areas will have lower densities and that development in Neighbourhoods will be required to be context sensitive and respect the existing or planned character and scale of development. Where increases in density are considered in Neighbourhoods, they will be directed to Corridors and appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.

This proposed development respects the policies of MOP by locating the building on the Burnhamthorpe Road East, which is identified as a Corridor and provides an appropriate transition in building scale to the surrounding lower density neighbourhood.

The subject property is located within the Urban System within the Region of Peel. The General Objectives in Section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System to achieve an urban structure form and densities which is pedestrian oriented, transit supportive and context appropriate. Section 5.1 of MOP encourages compact mixed-use development in appropriate locations providing opportunities to live and work in Mississauga. Section 5.3.5.5, states that intensification in Neighbourhoods may be considered where the proposed development enhances the existing or planned development and is consistent with the policies of MOP. These policies are in conformity with the Region of Peel Official Plan.

Zoning

The zoning standards included in the approved C4-Exception zoning as noted in the Recommendation Report dated June 7, 2016 by the Commissioner of Planning and Building, remain appropriate and are consistent with the Mixed Use – Special Site official plan designation approved by Council for the site.

Planning Analysis

The applications have been reviewed in the context of current policies and are considered appropriate. The previously approved building represents an appropriate infill development on the Burnhamthorpe Road Corridor. The development enhances the existing development in the area by providing an alternative housing form and choice for residents. The inclusion of ground floor commercial space provides shopping opportunities for residents of the building and the surrounding neighbourhood.

While the official plan specifies a maximum height of four storeys in a Neighbourhood, it allows for consideration of additional height where it can be demonstrated that an appropriate transition in height can be achieved that respects the surrounding context. The building form with its multiple planes and upper storeys step back above the third and fourth storeys creates a gradual transition in scale toward the 1.5 and 2 storey residential dwellings on the adjoining properties. The building setbacks on the north and east property lines combined with the step backs of the upper floors result in upper storeys that contained within a 45 degree angular plane relative to the property lines of adjacent low density dwellings.

Staff recommend that the approval of the applications be upheld and that the expiry date for the approvals be reinstated and extended from September 16, 2020 until March 16, 2021.

Corporate Policy Variance

The Corporate Policy indicates that the decision of council for approval of the rezoning application will be considered null and void, and a new development application will be required unless a zoning by-law is passed within 18 months of the Council decision. The purpose of this policy is to ensure that the zoning by-law is kept as current as possible by having the by-laws which implement Council decisions with regard to rezoning applications passed as quickly as possible. Extensions can be granted by Commissioner of Planning and Building if Council continues to support the application and it can be demonstrated that the applicant is proceeding with reasonable diligence. Regarding the request to vary the corporate policy respecting zoning approvals, the applicant has indicated that he has had difficulties securing suitable investment partners for the project due to changing residential real estate market conditions since obtaining approval in principle for his applications. Further, the applicant did not understand the implications of letting the approval lapse after 18 months. While this request is for reinstatement of the expiry date and not an extension, the applicant had been actively trying to secure investment partners for the project, but inadvertently let the expiry date lapse without requesting an extension.

In terms of concerns with this request setting a precedent for future proposals, each request would have to be considered on its own merit from a planning and corporate policy variance standpoint. As well, most new applications are now approved with "H" holding provisions that need to be addressed prior to the implementing zoning coming into effect, which eliminates concerns with the expiry of a zoning approval for most new applications.

As noted in the Planning Analysis section of this report, staff has determined that the applications remain appropriate for the development of the lands; are consistent and conform to the current policy framework; and represent a modest infill proposal that provides a sensitive transition to the adjacent low density residential neighbourhood. It is also appropriate to grant a variance to the Corporate Policy in this instance and reinstate and extend the expiry date for the fulfillment of the required conditions until March 2021 to provide the applicant a limited timeframe to meet their obligations.

Strategic Plan

The applications are consistent with the Connect Pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

In summary, the proposed development for a terraced three to six storey, mixed use building is compatible with the surrounding land uses based on site layout, transition and building design and is sensitive to the existing and planned character of the neighbourhood. The proposed official plan amendment and rezoning remain acceptable from a planning standpoint and the variance to the Corporate Policy regarding the expiration of approval should be granted.

Attachments

Appendix 1: Recommendation Report – June 7, 2016



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building
Prepared by: Marianne Cassin, Manager, Development Central

City of Mississauga

Corporate Report



Date: June 7, 2016

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:
OZ 14/001 W3

Meeting date:
2016/06/27

Subject

RECOMMENDATION REPORT (WARD 3)

Applications to permit a terraced three to six storey mixed use building with 52 residential units and commercial uses on the ground floor

971 Burnhamthorpe Road East

Northeast corner of Burnhamthorpe Road East and Tomken Road

Owner: Reza Tahmesbi

File: OZ 14/001 W3

Recommendation

That the report dated June 7 2016, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 14/001 W3, Reza Tahmesbi, 971 Burnhamthorpe Road East, northeast corner of Burnhamthorpe Road East and Tomken Road, be adopted in accordance with the following:

1. That the application to amend Mississauga Official Plan from **Motor Vehicle Commercial** to **Mixed Use – Special Site** to permit a terraced three to six storey, mixed use building with commercial units on the ground floor be approved.
2. That the application to change the zoning from **C5-3 (Motor Vehicle Commercial)** to **C4-Exception (Mainstreet Commercial)** to permit a terraced three to six storey, mixed use building with 52 residential units and ground floor commercial units in accordance with the proposed revised zoning standards described in Appendix 4 of this report, be approved subject to the following conditions:
 - a) That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development;
 - b) That the school accommodation condition as outlined in City of Mississauga Council Resolution 152-98 requiring that satisfactory arrangements regarding the adequate

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Originators files: OZ 14/001 W3

provision and distribution of educational facilities have been made between the developer/applicant and the School Boards not apply to the subject lands.

3. In the event these applications are approved by Council, that staff be directed to hold discussions with the applicant to secure community benefits, in accordance with Section 37 of the *Planning Act* and the Corporate Policy and Procedure on Bonus Zoning, and to return to Council with a Section 37 report outlining the recommended community benefits upon conclusion of the discussions.
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

Report Highlights

- Comments were received from the public regarding traffic, height and density, impact on the surrounding neighbourhood and servicing;
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved.

Background

A public meeting was held by the Planning and Development Committee on March 3, 2015, at which time an Information Report (Appendix 1) was received for information. Recommendation PDC-0018-2015 was then adopted by Council on April 1, 2015.

That the Report dated March 3, 2015 from the Commissioner of Planning and Building regarding the applications by Reza Tahmesbi to permit a six storey, mixed use building with 56 residential units and commercial uses on the ground floor under File OZ 14/001 W3, at 971 Burnhamthorpe Road East, be received for information.

Given the amount of time since the public meeting, full notification was provided in accordance with the *Planning Act*.

Comments

REVISED DEVELOPMENT PROPOSAL

The applicant has made modifications to the proposed concept plan including:

- Decreasing the number of apartment units from 56 to 52
- Decreasing the total gross floor area and slightly increasing the gross commercial floor area
- Reconfiguring the outdoor amenity space and adding a communal outdoor terrace
- Redesigning the building and site plan to reduce shadow impacts

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Originators files: OZ 14/001 W3

COMMUNITY COMMENTS

The community comments below were identified by residents through written correspondence, at a community meeting held by Ward 3 Councillor Chris Fonseca on November 24, 2014 and at the public meeting held by the Planning and Development Committee on March 3, 2015. The applicant has made revisions to the proposal to address issues raised at the Public Meeting, including reconfiguring the building layout and amenity space and reducing the unit count.

Comment

The proposed height, scale and density does not fit in with the character of the area, especially with the detached and semi-detached houses to the north and east. The shadowing and overlook from the building will impact the surrounding houses.

Response

The development provides an appropriate transition in built form to the surrounding low rise residential area to the north and east of the site. The setbacks and stepbacks allow for adequate separation, minimize overlook and allow for light penetration. The landscape buffer along the north and east property lines will support the growth of new and existing trees to screen the building. A sun/shadow study was submitted which shows no significant impacts on the adjacent properties.

This concern is further addressed in the Planning Comments section of this report.

Comment

The site is adjacent to a low density residential neighbourhood so the level of intensification is inappropriate.

Response

This concern is addressed in the Planning Comments section of this report.

Comment

If approved, the project will create a precedent for development at major intersections along Burnhamthorpe Road East.

Response

Similar development on vacant corners or motor vehicle commercial sites would require planning applications and would involve a public process. Each development application is reviewed on its own merits, which include demonstrating compatibility with the area context, conforming with official plan policies, providing supporting technical information and illustrating principles of good planning and design. The Mississauga Official Plan policies envision the redevelopment of underutilized commercial sites along corridors such as Burnhamthorpe Road to mixed use sites.

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Originators files: OZ 14/001 W3

Comment

The additional population will add pressure to local infrastructure and services.

Response

Studies and reports evaluating the impact of the development on local infrastructure and services have been submitted in support of the applications and have been found to be acceptable. A further review of capacity for a larger area within Ward 3 was recently undertaken by the Region and the City in support of another development application in the area. The study found that the roads, water, sewer and parks infrastructure are adequate to accommodate additional future population.

Comment

The development may cause additional flooding on the site and surrounding lands.

Response

Transportation and Works Department staff have no objection to the proposed development based on the revised Functional Servicing Report (FSR) and as per the City's requirements, there will be no increase in flows to the existing storm infrastructure as a result of the proposed development. During the processing of the site plan application, staff will identify additional storm water management techniques through the site drainage and landscape design.

Comment

The added traffic and parking demand will not be acceptable and the entrance to the site will cause delays and safety concerns on Tomken Road.

Response

Transportation and Works Department staff reviewed the Traffic Impact Study submitted with the applications and found it to be acceptable. As the project is small in scale, it will not result in a large volume of traffic. In response to concerns, Transportation and Works Department staff undertook a further review of site and traffic conditions in September 2015 and confirmed that the completed traffic counts are acceptable and the proposed full-moves access on Tomken Road should operate safely. To improve the inbound and outbound left turning movements for the subject development, road improvements will be incorporated, including line painting and the shifting of a curb on the west side of Tomken Road.

As part of the development, Bus Stop 1576 is proposed to be relocated to the southeast corner of Burnhamthorpe Road East and Tomken Road to improve transit operations and passenger connectivity. This will also ensure that there are no sight line concerns with transit vehicles since they will not stop near the site access.

The proposed parking meets the City's zoning by-law requirements and all parking spaces are proposed to be underground. Bike parking spaces are also provided in keeping with the City's

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Originators files: OZ 14/001 W3

requirements. Uses that require a high amount of parking such as medical offices will not be permitted.

Comment

The proposed amenity areas on-site are not sufficient.

Response

An outdoor amenity area is provided on the east side of the building and a communal outdoor terrace on the top floor, as well as indoor amenity space. Staff are satisfied with the proposed provision of amenity space, and details of the spaces will be reviewed as part of the site plan approval process. The Burnhamthorpe Trail is located at the front of the site. Residents will have direct access to this multi-use, paved trail which runs from the eastern boundary of the City to Erin Mills Parkway and connects with other trails and bike routes. The land dedication along Burnhamthorpe Road East will provide enhanced streetscaping that residents can access as an additional amenity. The streetscape will consist of sodded areas, site furnishings and plantings. An existing seating area which is part of the Burnhamthorpe Trail system is located at the corner of Burnhamthorpe Road East and Tomken Road. It will be connected directly to the building by a walkway that leads through the newly enhanced landscaping and will provide a pedestrian link from the building to the corner traffic lights.

Comment

The area does not need more commercial uses.

Response

Mississauga Official Plan states that retail uses will be encouraged to develop in combination with residential and office uses. In order to create a complete community, the City encourages compact, mixed use development. The property is an existing motor vehicle commercial site. The official plan discourages intensification proposals that result in a significant loss of commercial floor space.

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

Region of Peel

Comments updated April 11, 2016 state that adequate capacity has been confirmed for water and waste water services for the proposed development. Should the applications be approved, a revised Functional Servicing Report is required to correct minor technical details. Waste removal details will be reviewed as part of site plan approval.

City Community Services Department

Comments updated April 19, 2016, state that future residents of the development will receive park service at Allison's Park (P-230), which is located approximately 700 m (2,296 ft.) from the site and contains a play site and a senior unlit soccer field.

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Originators files: OZ 14/001 W3

Prior to by-law enactment, cash contributions for street tree planting will be required for Tomken Road and upgraded streetscape on Burnhamthorpe Road East will be secured through a Servicing Agreement for Municipal Works. Furthermore, prior to the issuance of building permits for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the *Planning Act* and in accordance with the City's Policies and By-laws.

City Transportation and Works Department

Comments updated February 18, 2016, state that in the event these applications are approved by Council and prior to enactment of the Zoning By-law, the applicant will be required to:

- Enter into a Servicing Agreement for Municipal Works for the construction of the required municipal works, land dedications (11.28 m (37 ft.)) towards the completion of the Burnhamthorpe Road East right of way) and easements
- Enter into a Development Agreement
- Submit a final clean-up report and submission of a complete Record of Site Condition (RSC) to meet the Ministry of Environment and Climate Change standards to ensure any contaminants from current and previous uses have been addressed
- Provide updated Grading, Servicing and Site Context Plans
- Confirm the intended tenure of the commercial component

Site specific details are to be addressed through the Site Plan review and approval process.

PLANNING COMMENTS

Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe

The *Provincial Policy Statement* (PPS) contains the Province's policies concerning land use planning for Ontario. All planning decisions are required to be consistent with these policies. The PPS encourages intensification of land within urban areas, promotes efficient use of infrastructure and public facilities, and encourages mixed use developments and the support of public transit.

The *Provincial Growth Plan for the Greater Golden Horseshoe* (Growth Plan) directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale. These policies are implemented through Mississauga's Official Plan.

The proposed development adequately takes into account the existing context and provides an appropriate transition of built form to adjacent areas as referenced in the Official Plan section below.

Strategic Plan

The proposal supports two of the Pillars in the Strategic Plan. It addresses the "Connect" Pillar by contributing to a walkable, mixed-use neighbourhood and enhancing the pedestrian environment around the corner and around the site. It also addresses the "Move" Pillar as it results by directing growth along a Corridor that is served by transit routes and the Multi-Use Trail.

Official Plan

The proposal requires an amendment to the Mississauga Official Plan policies for the Rathwood Neighbourhood Character Area from **Motor Vehicle Commercial** to **Mixed Use – Special Site**.

Provincial legislation under the *Planning Act* and the City's official plan allow for site-specific changes in Mississauga Official Plan and the City's Zoning By-law if a proposal meets the test of good planning. This recognizes the fact that appropriate development can include proposals that are outside of the planned land use and built form vision for each property as outlined in the City's planning regulations. After a rigorous review process, this project has been found to represent appropriate redevelopment and therefore the planning permissions for the lands should be changed.

As outlined in the Information Report, Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

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

Planning staff have evaluated the criteria against this proposed development. The approval of the applications will not adversely impact the overall goals and objectives of Mississauga Official Plan and is appropriate for the development of the area.

Directing Growth

The proposal meets the intent of the "Direct Growth" policies of the official plan. The subject property is located within the Rathwood Neighbourhood Character Area. In the City Structure policies of the official plan, Neighbourhoods are not identified as the focus for intensification but

the plan allows for modest additional growth and intensification where the proposal is compatible and enhances the surrounding development. The proposed development is an appropriately scaled development that enhances the surrounding context, gradually transitions towards the existing low density neighbourhood and is compatible with existing development.

The policies for non-intensification areas such as Neighbourhoods direct that residential intensification will generally occur through infilling and the development of existing commercial sites as mixed use areas. Where higher density uses are proposed, they should be located along Corridors such as Burnhamthorpe Road. The proposal represents appropriate mixed-use intensification on an existing, underutilized motor vehicle commercial property and would allow for site remediation of a former gas station site. This development would be the first residential intensification project on this section of Burnhamthorpe Road East. Should applications be received for the other corners at this intersection, each would be evaluated on its own merits and would be dependent on site size and relationship to existing surrounding development. The sites located at the other corners of the intersection of Burnhamthorpe Road East and Tomken Road are smaller than the subject site and would not accommodate the same size of building.

While this is a mid-rise intensification project, it provides an opportunity for completing the community by introducing a different form and tenure of housing to those wishing to relocate to, or to remain in the neighbourhood. As well, the ground floor commercial space, not only serves the surrounding local community, but also provides relief along the Burnhamthorpe Trail that traverses this corridor. Providing development at key intersections creates interest and breaks up the monotony of reverse lot frontages, which characterizes the majority of the Burnhamthorpe Road Corridor east of Cawthra Road. In addition, it sets a standard for a built form that respects the surrounding low density neighbourhood by focusing height at the corner of an arterial road and a major collector road and stepping down to the adjacent low rise dwellings.

The Rathwood Neighbourhood includes various housing types such as apartment buildings up to seven storeys along Rathburn Road to the north. Across the City, in Neighbourhoods outside of Nodes and the Downtown, the Floor Space Index (FSI) of apartment sites ranges from 0.05 to 5.26. The proposed FSI of 1.78 fits within this range.

Compatibility with the Neighbourhood

While the project addresses the official plan policies, the fundamental question in evaluating the proposal is "does the proposed building fit in with the community or will it have an adverse impact on the surrounding homes?". While the width of Burnhamthorpe Road can easily accommodate more height, staff analyzed in detail the north and easterly sides of the proposed building adjacent to the existing homes. The official plan specifies a maximum height of four storeys in Neighbourhoods but states that proposals for heights more than four storeys will be considered where it can be demonstrated that an appropriate transition in heights that respects the surrounding context will be achieved.

The building form with its multiple planes and upper storeys that begin to step back above the third and fourth storeys creates a gradual transition in scale toward the 1.5 and 2 storey residential dwellings on the adjoining properties. The building setbacks relative to the north and east property lines combined with the step backs of the upper floors, result in upper storeys that are contained within a 45 degree angular plane relative to the property lines of adjacent low density dwellings. This results in a smaller floor area on the upper storeys: preliminary floor plans show 14 units on the second and third floors, 12 units on the fourth floor, eight units on the fifth floor and four units on the top floor. This building configuration minimizes overlook and maximizes sun exposure to the adjacent low density residential dwellings. The terraced building form and the distance separation it achieves relative to the adjacent homes, meets the performance standards required to achieve an appropriate transition in built form to low rise residential areas. The different heights and step backs are shown and dimensioned on a diagram in Appendix 2, Page 2.

In response to resident concerns, the proposal has been updated to include additional outdoor amenity area and fewer units. City staff also requested that a pedestrian level wind study be completed to ensure that there are no adverse impacts on the surrounding properties, public walkway and sidewalks. Additional traffic analysis was completed and the bus stop will be relocated to the south side of Burnhamthorpe Road East to avoid potential sight line concerns with vehicles entering the development from Tomken Road. As well, the building stepbacks were reconfigured to ensure there would no significant shadow impacts on the adjacent homes.

Building and Site Design

The composition of exterior finishes includes a warm coloured brick that is compatible with the surrounding homes, but is broken up by a combination of glass and white horizontal and vertical surfaces. This, combined with the stepped upper floors introduces some movement to the built form, and lightens the building mass.

The building location and setbacks allow for a 4.5 m (14.8 ft.) wide landscape buffer along the west property line, the north property line and the northern half of the east property line. The landscape buffers along the north and east property lines are unencumbered by the underground parking structure and will therefore have sufficient soil depth to support the growth of new trees to maturity and the preservation of existing trees. The continuous tree canopy will provide some visual relief and create a greater perception of privacy for the adjacent homes. The tree canopy and soft landscaping also provide a buffer for the public walkway next to the north property line. 3D images of the building from various perspectives (including from homes to the north and east of the property) are shown on Appendix 3, Page 8.

Infrastructure

As noted in the comments regarding servicing, an analysis of capacity for the area along Burnhamthorpe Road East indicates that there is sufficient capacity to accommodate the proposal. The development supports the efficient use of infrastructure and is well served by an arterial and a major collector road and transit. The site is served by Burnhamthorpe Routes 26

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Originators files: OZ 14/001 W3

and 76, which provide access to the Islington subway station and Route 51 along Tomken Road which runs north to connect to the Mississauga Transitway, which is approximately one kilometre (0.62 miles) north of the site.

Summary

The proposed terraced building provides a sensitive transition to surrounding homes and the studies and drawings have been reviewed to ensure that overlook conditions, shadow and wind impacts meet City requirements. The applicant has provided a planning justification report, and staff concur with the conclusion that the applications represent good planning.

The details of the proposed Official Plan Amendment are found in the Information Report (Appendix 1).

Zoning

The proposed **C4-Exception** (Mainstreet Commercial) zone is appropriate to accommodate the requested residential and commercial uses. Appendix 4 contains a summary of the proposed site specific zoning provisions. An exception schedule will specify the locations of the building as well as the maximum heights and minimum setbacks for each floor of the building.

Bonus Zoning

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

Should these applications be approved by Council, the recommendations contained in this report request Council to direct staff to hold discussions with the applicant to secure community benefits and to return to Council with a Section 37 report outlining the recommended community benefits.

Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through the review of the concept plan, further revisions will be needed to address matters such as servicing, amenity space details, noise reduction, stormwater management and architectural details.

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Financial Impact

Development charges will be payable in keeping with the requirements of the Development Charges By-law of the City. Also, the financial requirements of any other commenting agency must be met.

Conclusion

The proposed Official Plan Amendment and Rezoning are acceptable from a planning standpoint and should be approved once all conditions have been met, for the following reasons:

1. The proposal for a terraced three to six storey, mixed use building is compatible with the surrounding land uses based on site layout, transition and building design.
2. The proposal is in keeping with the character of the Rathwood Neighbourhood Character
3. Area and the goals and objectives of Mississauga Official Plan. The proposed official plan provisions and zoning standards are appropriate to accommodate the requested uses.

Attachments

Appendix 1: Information Report

Appendix 2: Revised Concept Plan and Concept Plan Showing Heights

Appendix 3: Revised Elevations and Exterior Views

Appendix 4: Revised Zoning Standards



Edward R. Sajecki
Commissioner of Planning and Building

Prepared by: Aiden Stanley, Development Planner

Planning and Development Committee

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Originators files: OZ 14/001 W3



Corporate Report

Clerk's Files

Originator's
Files OZ 14/001 W3

DATE: March 3, 2015

TO: Chair and Members of Planning and Development Committee
Meeting Date: March 23, 2015

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Applications to permit a 6 storey, mixed use building with 56
residential units and commercial uses on the ground floor
971 Burnhamthorpe Road East
Owner: Reza Tahmesbi

Public Meeting/Information Report**Ward 3**

RECOMMENDATION: That the Report dated March 3, 2015 from the Commissioner of Planning and Building regarding the applications by Reza Tahmesbi to permit a 6 storey, mixed use building with 56 residential units and commercial uses on the ground floor under File OZ 14/001 W3, at 971 Burnhamthorpe Road East, be received for information.

**REPORT
HIGHLIGHTS:**

- This report has been prepared for the public meeting of March 23, 2015 to hear from the community;
- The project does not conform with the Motor Vehicle Commercial land use designation and requires an official plan amendment and a rezoning;
- Community concerns identified to date relate to traffic, height and density, impact on the surrounding neighbourhood; and servicing;

- Prior to the next report, matters to be addressed include the review of the site and building layout to ensure compatibility with the surrounding neighbourhood and the resolution of technical requirements.

BACKGROUND:

The applications have been circulated for technical comments and a community meeting has been held. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

COMMENTS:**THE PROPERTY AND THE NEIGHBOURHOOD**

Size and Use	
Frontages:	40.61 m (133.23 ft.) – Burnhamthorpe Road East
	40.57 m (133.10 ft.) – Tomken Road
Depth	± 55 m (180.45 ft.)
Gross Lot Area:	0.30 ha (0.74 ac.)
Existing Uses:	Motor vehicle repair shop

The property is located adjacent to a residential area at the intersection of Tomken Road and Burnhamthorpe Road East. Around the intersection, there is a mix of strip retail plazas, a church and car repair uses. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

North: Detached and semi-detached homes

East: Detached and semi-detached homes

South: 1 storey commercial plaza

West: Applewood Heights Gospel Hall, and detached homes

DETAILS OF THE PROJECT

The building is proposed to be a 6 storey mixed use building with commercial uses on the ground floor and 5 storeys of condominium apartments above.

The office and retail units would have entrances facing onto the widened portion of Burnhamthorpe Road East. Their fronts will be set back to provide an overhang to shelter the sidewalk. All parking will be below ground.

The building varies in height from 6 storeys in the middle of the site to 3 storeys along Burnhamthorpe Road East and next to the residential areas to the north and east.

Development Proposal		
Applications submitted:	Received: February 6, 2014 Deemed complete: March 7, 2014	
Developer/Owner:	Reza Tahmesbi	
Applicant:	Andrew Ferancik - Walker, Nott, Dragicevic Associates Limited	
Number of units:	56 residential units and commercial uses on the ground floor	
Height:	6 storeys	
Net Lot Coverage:	45.63%	
Floor Space Index:	2.12	
Net Landscaped Area:	28.32%	
Gross Floor Area:	5,139.2 m ² (55,317.9 sq. ft.)	
Anticipated Population:	140* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.	
Parking Spaces:	Required	Proposed
resident spaces	73	73
visitor	11	11
commercial	17	17
total	101	101
bicycle spaces	46	46
Green Initiatives	<ul style="list-style-type: none"> • All occupant bicycle parking will be in a secure and weather protected area; • Ventilation grates will be 	

Development Proposal	
	designed to reduce bird nesting and mortality.

Additional information is provided in Appendices I-1 to I-11.

LAND USE CONTROLS

The lands are within the Rathwood Neighbourhood Character Area and are designated **Motor Vehicle Commercial**. The applicant has requested that the land be redesignated from **Motor Vehicle Commercial** to **Mixed Use – Special Site**.

A rezoning is proposed from **C5-3 (Motor Vehicle Commercial - Exception)** to **C4-Exception (Mainstreet Commercial)**.

Detailed information regarding the Official Plan and Zoning is in Appendix I-9.

BONUS ZONING

Section 37 of the *Planning Act* and policies in the Official Plan allow the City to seek community benefits when increases in permitted height and/or density are found to be good planning by Council. If these applications are approved, staff will report back to the Planning and Development Committee on the provision of community benefits as a condition of approval.

WHAT DID THE COMMUNITY SAY?

A community meeting was held by Ward 3 Councillor Chris Fonseca on November 25, 2014.

Issues raised by the community are summarized below. They will be addressed along with issues raised at the public meeting in the Recommendation Report, which will come at a later date.

- The proposed height, scale and density does not fit in with the character of the area, especially with the detached and semi-detached houses to the north and east;
- The shadowing and overlook from the building will impact the surrounding houses;
- The additional population will add pressure to local infrastructure and services;
- The development may cause additional flooding on the site and surrounding lands;
- This site is adjacent to a low density residential neighbourhood, so the level of intensification is inappropriate;
- The added traffic and parking demand will not be acceptable;
- The proposed single entrance to the site will cause delays and safety concerns on Tomken Road;
- The amenity areas on-site are not sufficient;
- The area does not need more commercial uses.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix I-7 and school information is contained in Appendix I-8. Based on the comments received and the applicable Mississauga Official Plan policies, the following will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's height, massing, density, uses, landscaping, building configuration and technical requirements?
- Has an appropriate building transition been provided between the existing neighbourhood and the proposal?
- Are the proposed design details and zoning standards appropriate?
- Have all other technical requirements and studies related to the project been submitted and found to be acceptable?

OTHER INFORMATION

A number of studies and reports have been submitted by the applicant in support of the applications. The list is below and the studies are available for review.

- Planning Justification Report
- Functional Servicing and Stormwater Management Report
- Traffic Impact Study and Travel Demand Management Plan
- Record of Site Condition
- Phase I and II Environmental Site Assessment
- Sun/Shadow Study
- Noise Feasibility Study
- Vegetation Management and Landscape Plan
- Arborist Report
- Grading and Servicing Plans
- Concept Plan and Elevations
- Green Initiatives Letter
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment

Development Requirements

There are certain other engineering matters including: servicing, noise reduction, construction, stormwater management, site condition and streetscape that will require the applicant to enter into agreements with the City. The development will also require the submission and review of a draft plan of condominium and an application for site plan approval. The applicant will be required to dedicate a portion of the site along Burnhamthorpe Road East to the City for the Burnhamthorpe Multi-Use Trail.

FINANCIAL IMPACT:

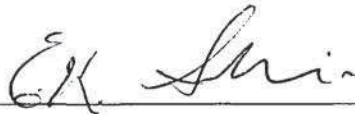
Development charges will be payable as required by the Development Charges By-law of the City. Also, the financial requirements of any other official commenting agency must be met.

CONCLUSION:

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and all the issues are resolved.

ATTACHMENTS:

Appendix I-1: Site History
Appendix I-2: Aerial Photograph
Appendix I-3: Excerpt of Mississauga Official Plan
Appendix I-4: Existing Land Use and Proposed Zoning Map
Appendix I-5: Concept Plan
Appendix I-6: Elevations and Exterior View
Appendix I-7: Agency Comments
Appendix I-8: School Accommodation
Appendix I-9: Summary of Existing and proposed Mississauga
Official Plan policies
Appendix I-10: Summary of Proposed Zoning
Provisions
Appendix I-11: General Context Map



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Aiden Stanley, Development Planner

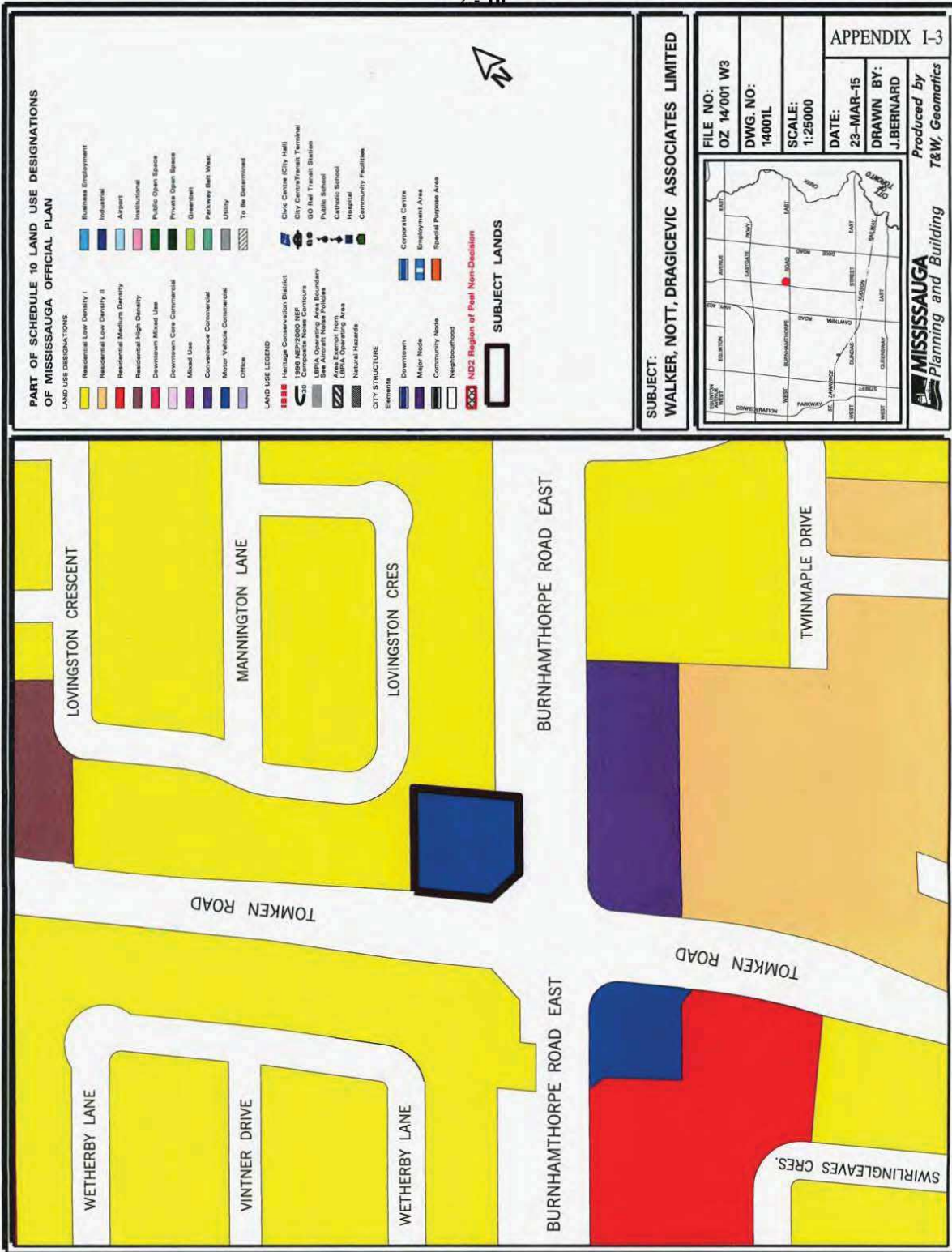
Reza Tahmesbi

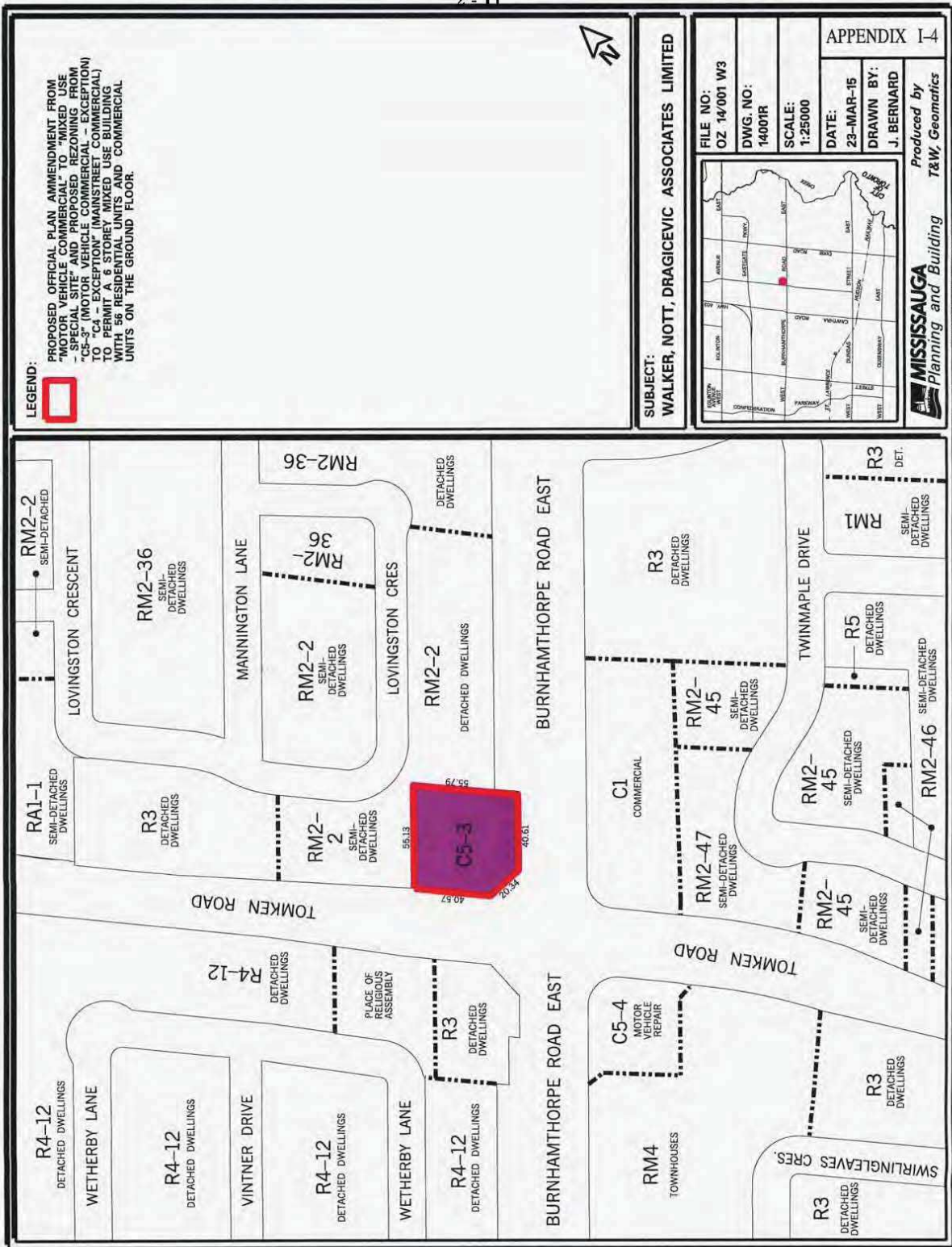
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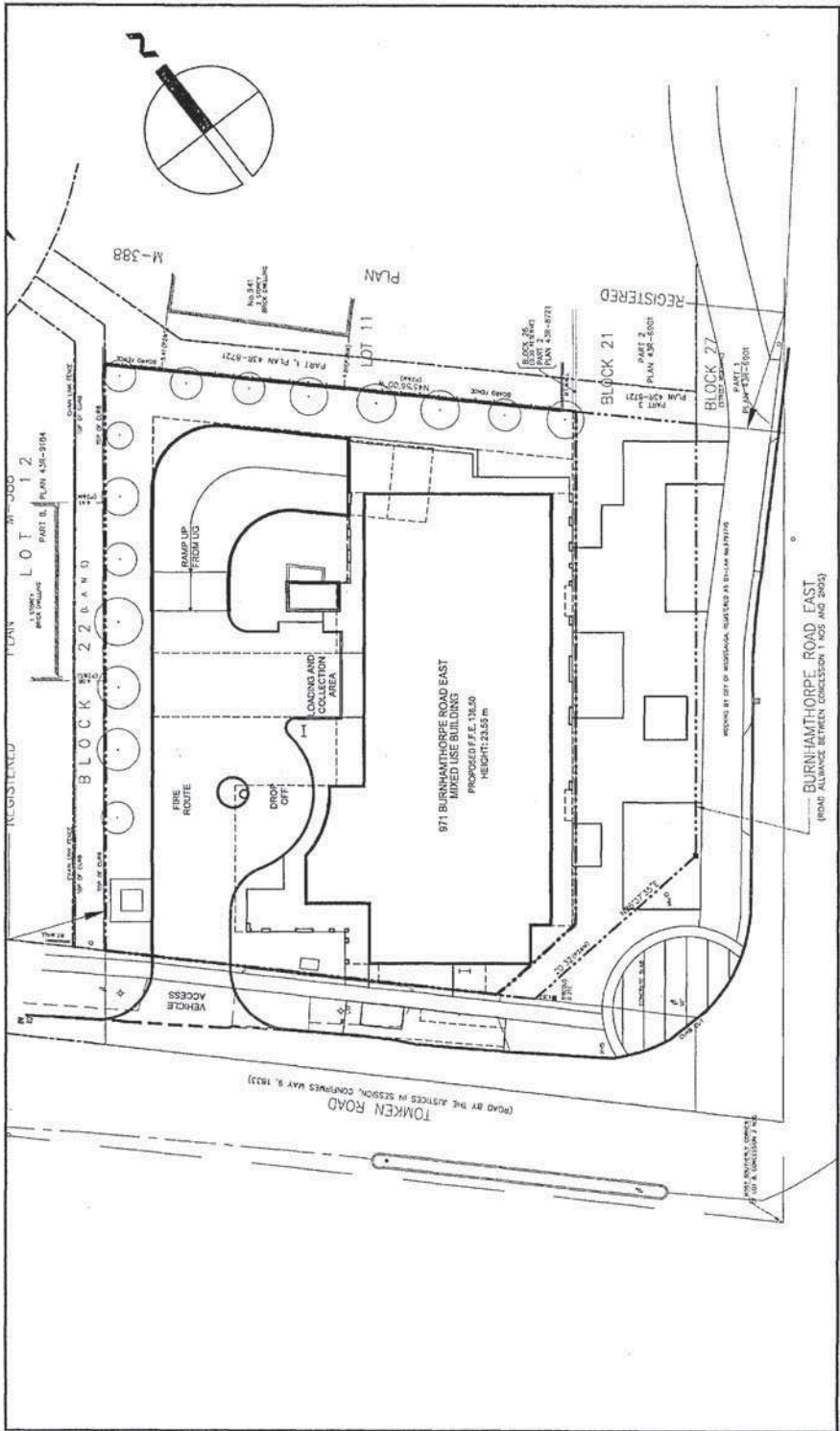
Site History

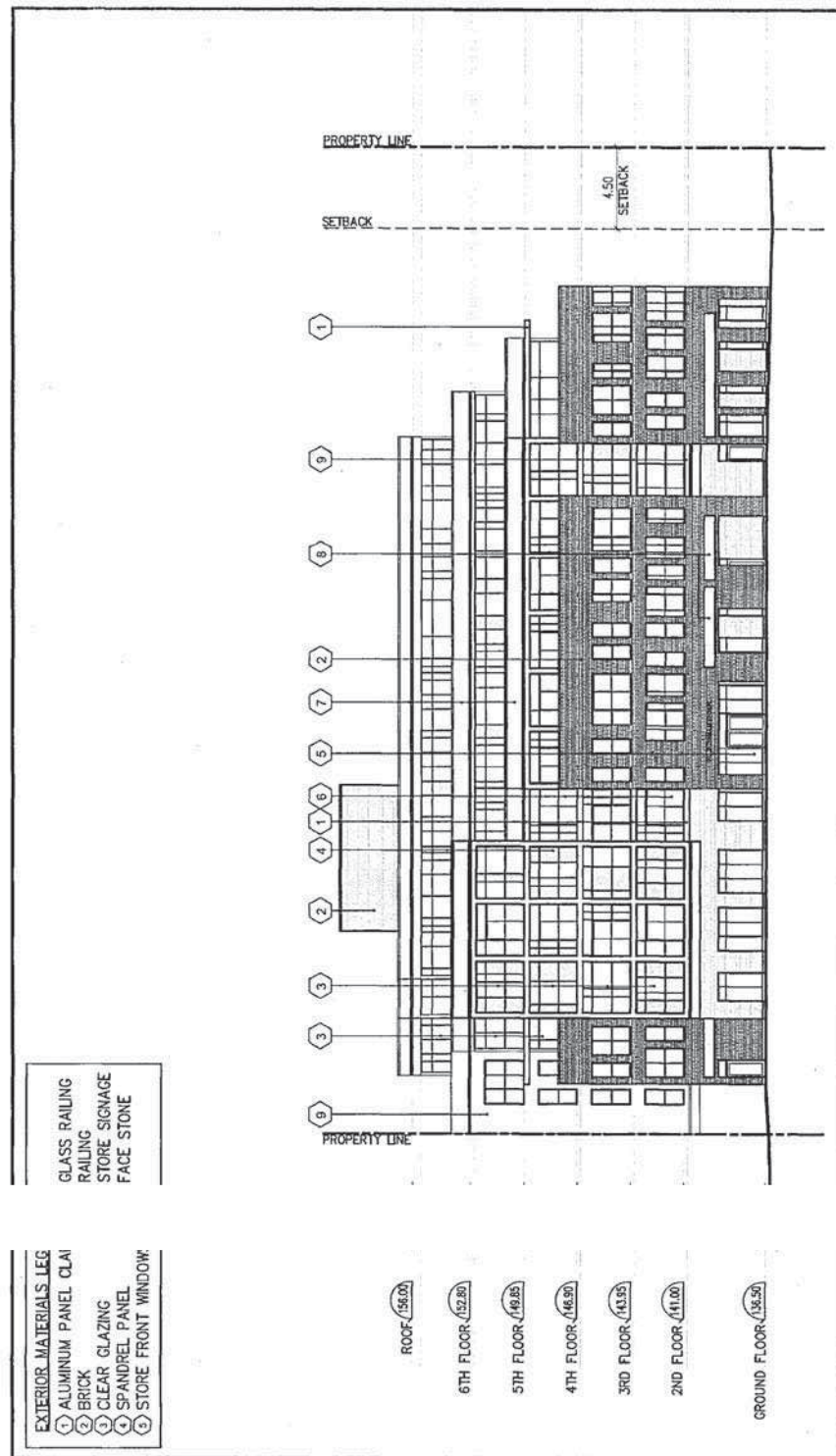
- May 7, 1981 – The Committee of Adjustment (File 'A' 81/198) approved the construction of a 4 bay service station and canopy with reduced setbacks.
- November 18, 1982 – The Committee of Adjustment (File 'A' 82/357) approved a temporary minor variance to permit the retail sales of motor vehicles until December 31, 1983.
- May 31, 1984 – The Committee of Adjustment (File 'A' 84/243) approved a temporary minor variance to permit the retail sales of motor vehicles until December 31, 1985.
- May 5, 2003 – The Region of Peel approved Mississauga Plan policies for the Rathwood District which designated the subject lands "Motor Vehicle Commercial".
- March 4, 2012 – The Committee of Adjustment (File 'A' 183/12) approved a temporary minor variance to permit the retail sales of motor vehicles accessory to the existing motor vehicle service station until June 30, 2017.
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated "Motor Vehicle Commercial" in the Rathwood Neighbourhood Character Area.





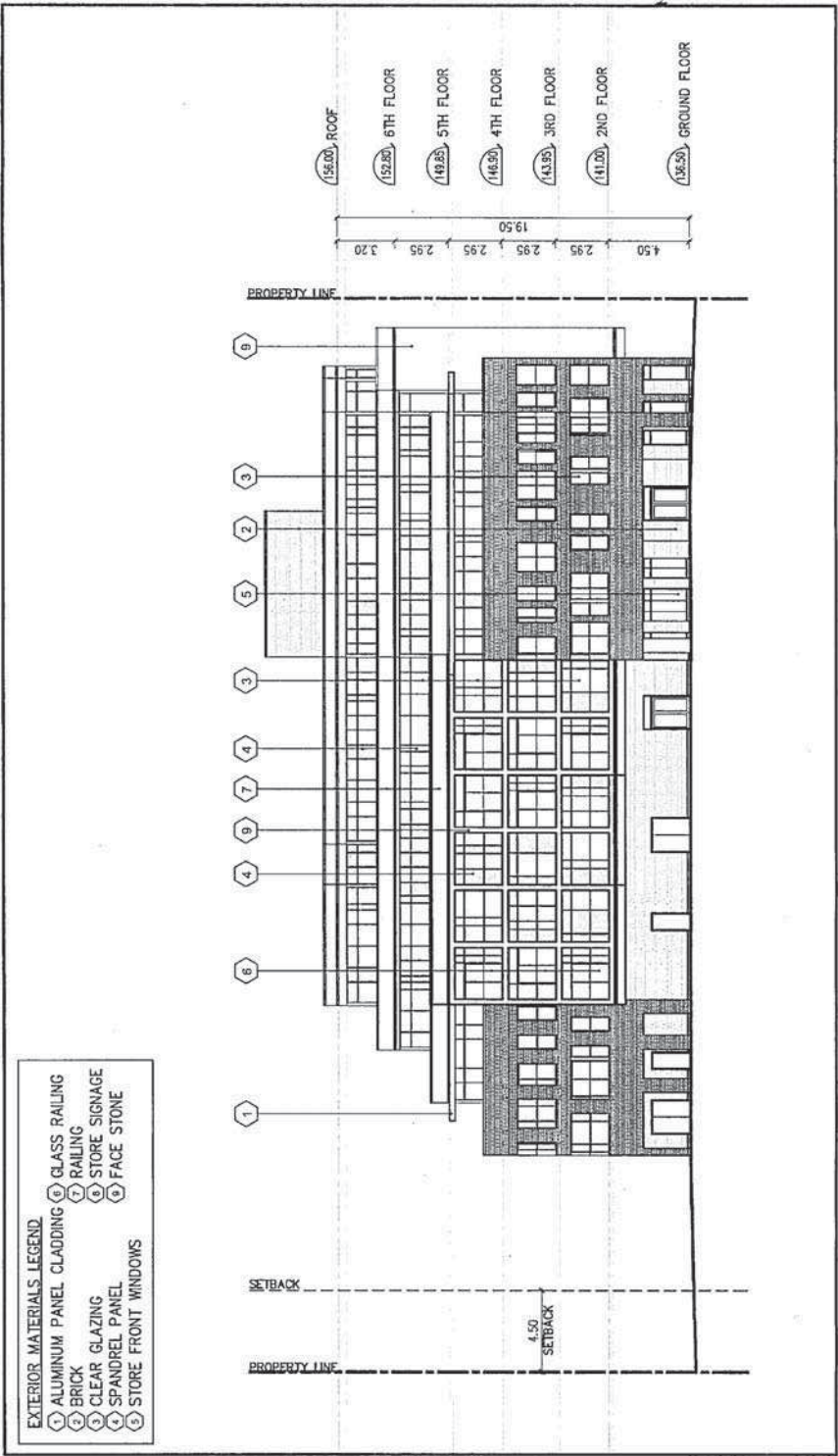




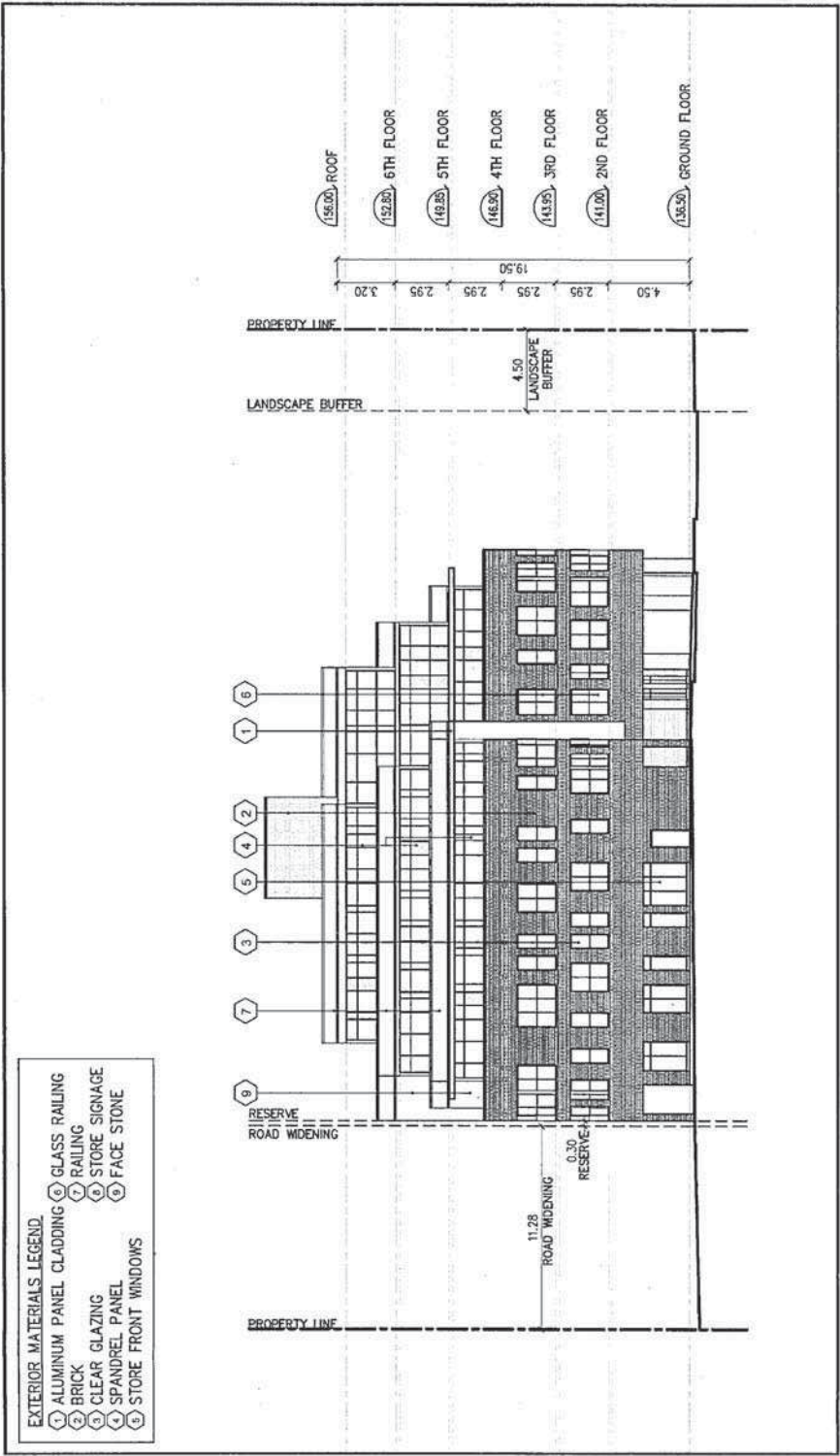


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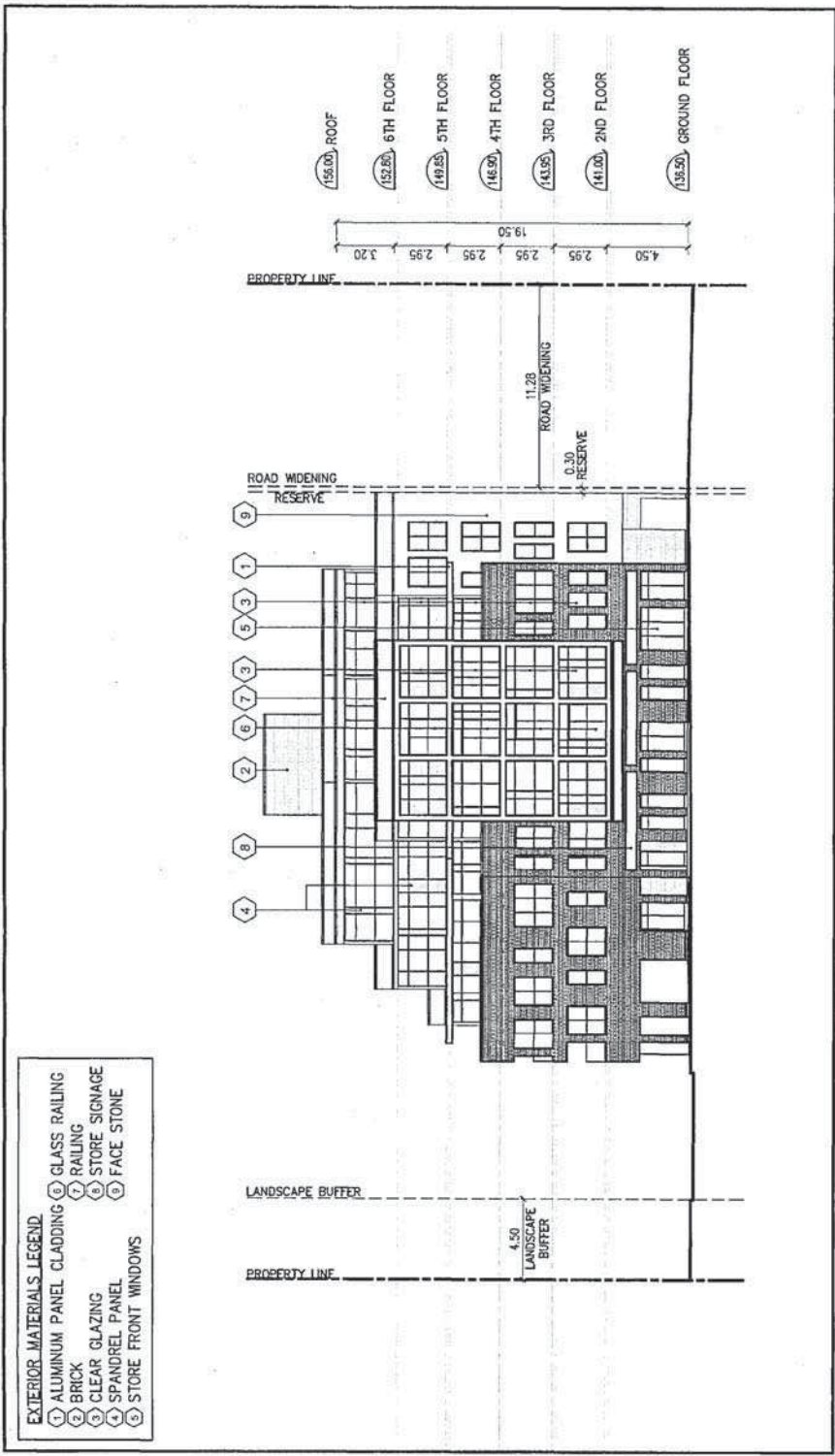
APPENDIX 1-6 ELEVATIONS AND EXTERIOR VIEW PAGE 2



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APPENDIX I-6 ELEVATIONS AND EXTERIOR VIEW PAGE 3



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APPENDIX I-6 ELEVATIONS AND EXTERIOR VIEW PAGE 4





Reza Tahmesbi

File: OZ 14/001 W3

Agency Comments

The following is a summary of comments from agencies and departments regarding the applications.

Agency / Comment Date	Comment
Region of Peel (March 4, 2014)	<p>An existing 300 mm (11.8 in.) diameter water main is located on Tomken Road, a 250 mm (9.8 in.) diameter water main is located on Burnhamthorpe Road within an easement on the east side of the subject property and a 400 mm (15.7) diameter water main is located on Burnhamthorpe Road. There are also major transmission water mains on Tomken and Burnhamthorpe Roads to which connections will not be allowed.</p> <p>Prior to the Recommendation Report, the applicant must submit a satisfactory Functional Servicing Study and multi-use demand table to determine the adequacy of the existing services for the proposed development.</p> <p>Private Servicing Easements may be required. This will be determined once the site servicing proposal is reviewed.</p> <p>The proposed development will receive front-end garbage and recycling collection for residential waste, provided that the applicant satisfies Regional requirements. A private hauler will be required for business waste.</p>
Dufferin-Peel Catholic (May 1, 2014) District School Board and Peel District School Board (April 27, 2014)	<p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>If approved, both School Boards require that warning clauses with respect to temporary school accommodation and transportation arrangements be included in Development and Servicing Agreements and all Agreements of Purchase and Sale.</p>

Reza Tahmesbi

File: OZ 14/001 W3

Agency / Comment Date	Comment
City Community Services Department – Parks and Forestry Division/Park Planning Section (April 30, 2014, Updated February 11, 2015)	This Department notes that future residents of the proposal will receive park service at Allison's Park (P-230), which is located approximately 700 m (2,296.6 ft.) from the site and contains a play site and a senior soccer field. Prior to by-law enactment cash contributions for street tree planting will be required. Furthermore, prior to the issuance of building permits for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to the <i>Planning Act</i> and in accordance with City's Policies and By-laws.
City Community Services Department – Fire and Emergency Services Division (May 22, 2015)	Fire has reviewed the OPA/rezoning application from an emergency response perspective and has no concerns; emergency response time to the site and available water supply are acceptable.
City Transportation and Works Department (February 10, 2015)	<p>This department confirmed receipt of Site and Engineering Plans, a Functional Servicing Report, Noise Report and a Traffic Impact Study submitted in support of the mixed use development proposal. Preliminary comments and conditions have been prepared and provided to the applicant requesting additional information and modifications to the functional site design.</p> <p>Development matters currently under review and consideration by the department include:</p> <ul style="list-style-type: none"> • traffic implications, • boulevard restoration, streetscape design and site access relocation, • grading and storm drainage implications, • compliance with City/MOECC acoustic guidelines, • environmental compliance and a complete record of site condition. <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Trillium Health Partners City of Mississauga Economic Development Department Bell Canada</p>

Reza Tahmesbi

File: OZ 14/001 W3

Agency / Comment Date	Comment
	Canada Post Greater Toronto Airport Authority
	The following City Departments and external agencies were circulated the applications but provided no comments: City of Mississauga Realty Services Department Rogers Cable Trans-Northern Pipelines Consiel Scolaire de District Catholique Centre-Sud Conseil Scolaire Viamonde

Reza Tahmesbi

File: OZ 14/001 W3

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 7 Kindergarten to Grade 6 3 Grade 7 to Grade 8 3 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> Silverthorn P.S. <ul style="list-style-type: none"> Enrolment: 246 Capacity: 337 Portables: 0 Tomken Road Middle P.S. <ul style="list-style-type: none"> Enrolment: 882 Capacity: 961 Portables: 0 Applewood Heights S.S. <ul style="list-style-type: none"> Enrolment: 929 Capacity: 961 Portables: 0 	<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 4 Junior Kindergarten to Grade 8 2 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> St. Basil <ul style="list-style-type: none"> Enrolment: 266 Capacity: 256 Portables: 0 Philip Pocock <ul style="list-style-type: none"> Enrolment: 1235 Capacity: 1257 Portables: 5

Reza Tahmesbi

File: OZ 14/001 W3

Existing Official Plan Provisions

"Motor Vehicle Commercial" which permits the following uses: gas bar, motor vehicle repair, motor vehicle service station and motor vehicle wash. Retail stores and take-out restaurants which may include a drive-through facility are permitted accessory to Motor Vehicle Commercial uses.

The lands are located within the Rathwood Neighbourhood Character Area. For lands within a Neighbourhood, a maximum building height of four storeys applies.

Proposed Official Plan Amendment Provisions

The lands are proposed to be designated **"Mixed Use – Special Site"**.

The Mixed Use designation permits residential and retail uses as well as the following other uses: commercial parking facility, conference center, recreation facility, financial institution, funeral establishment, motor vehicle rental, overnight accommodation, personal service establishment, post-secondary educational facility, restaurant, and secondary office.

Notwithstanding the provisions of the Mixed Use designation, the following additional policy is proposed to apply: a maximum building height of six storeys is permitted.

Reza Tahmesbi

File: OZ 14/001 W3

Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 5 – Direct Growth	Section 5.3.5 Section 5.4	<p>Neighbourhoods should be regarded as stable residential areas where the existing character is to be preserved. Residential intensifications within Neighbourhoods should generally occur through infilling and development of existing commercial sites as mixed use areas. Where higher density uses are proposed, they should be located along Corridors or in conjunction with existing apartment sites or commercial sites.</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to the surrounding development.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p>
Section 7 – Complete Communities	Section 7.2	The provision of housing should maximize the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. A range of housing types, tenure and price is to be provided.

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	Specific Policies	General Intent
Section 9 -- Build a Desirable Urban Form	Section 9.0 Section 9.1 Section 9.3 Section 9.4 Section 9.5	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment projects include a range of scales, from small residential developments to large scale projects, such as the redevelopment of strip malls.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character, provide appropriate transition to the surrounding context and minimize undue impacts on adjacent properties.</p> <p>Development at intersections and on major streets should be of a highly attractive urban quality.</p> <p>Development on Corridors will be encouraged to not locate parking between the building and the street, to design buildings that frame the street, to support transit and active transportation modes and consolidate access points.</p>
	Specific Policies	General Intent
Section 16 - Neighbourhoods	Section 16.1	<p>A maximum building height of four storeys will apply to Neighbourhoods. Proposals for heights of more than four storeys will be considered where it can be demonstrated that the transition in heights respects the surrounding context, the proposal enhances the existing or planned development and the City Structure hierarchy is maintained.</p>

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	Specific Policies	General Intent
Section 19 - Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

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Summary of Existing Zoning By-law Provisions

"C5-3" (Motor Vehicle Commercial – Exception), which permits gas bars, service stations, car wash facilities and motor vehicle repair facilities.

Proposed Zoning Standards

	"C4 (Mainstreet Commercial)" Zoning By-law Standards	Proposed "C4-Exception" (Mainstreet Commercial) Zoning By-law Standards
Permitted uses	Retail, service, entertainment, office and residential uses	A dwelling unit located above the first storey, apartment dwelling and retail stores only.
Maximum height – flat roof	12.5 m (41.0 ft.) and 3 storeys	19.5 m (64.0 ft.) and 6 storeys
Maximum number of apartment dwellings units	n/a	56
Combined maximum total gross floor area – apartment dwelling and gross floor area – non residential	n/a	5150 m ² (55,436 sq. ft.)
Maximum total gross floor area – non residential	No maximum	430 m ² (4,629 sq. ft.)
Maximum total gross floor area – apartment dwelling	No maximum	4720 m ² (50,807 sq. ft.)
Combined minimum amenity area – indoor and outdoor	n/a	310 m ² (3,337.0 sq. ft.)
Minimum number of bicycle parking spaces	n/a	45
Maximum projection of a balcony or terrace located above the first storey measured from the outermost face or faces of the building from which the balcony or terrace projects	n/a	2.5 m (8.2 sq. ft.)
Maximum height of a mechanical floor area may project above the 6 th storey	n/a	5 m (16.4 sq. ft.)

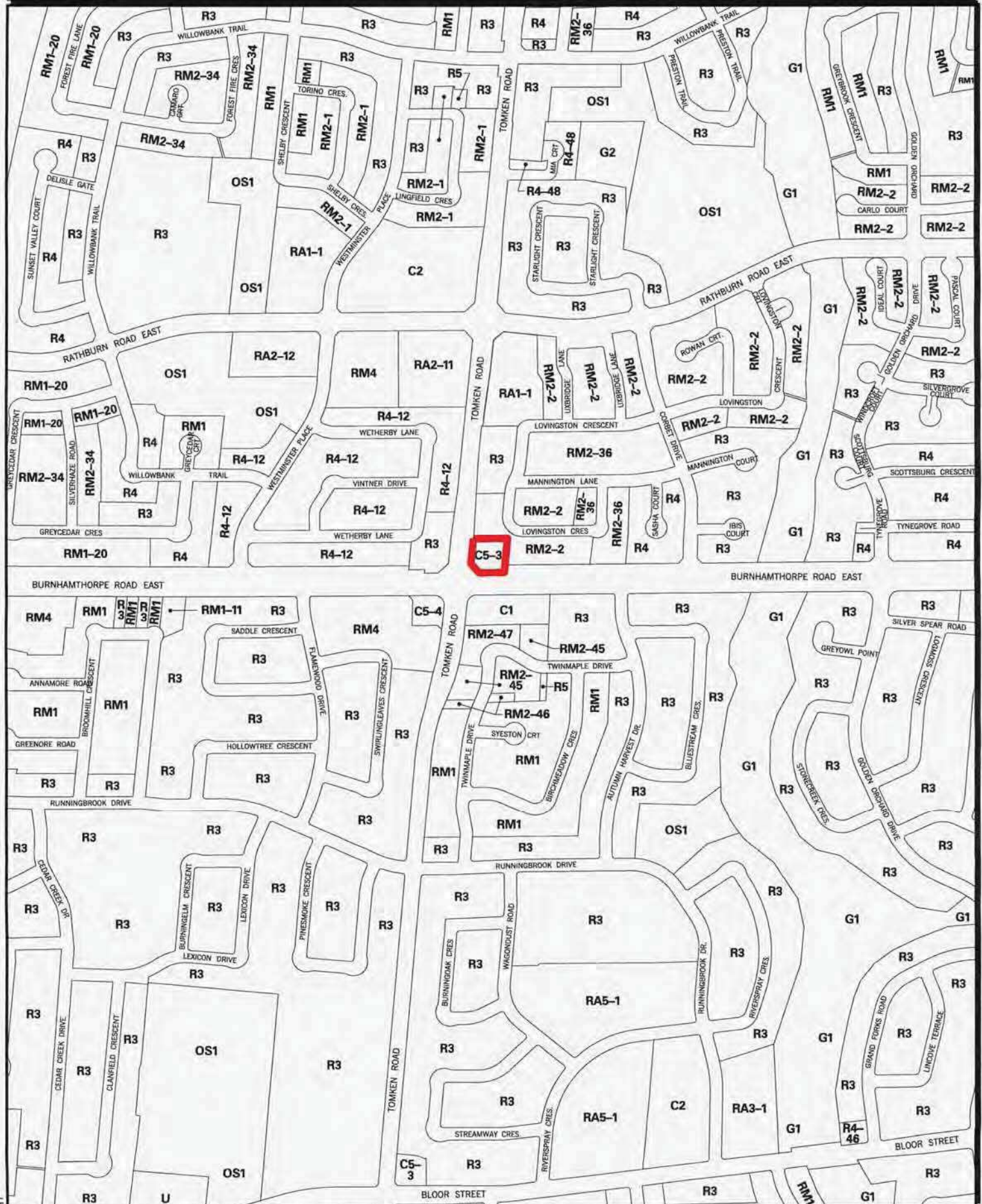
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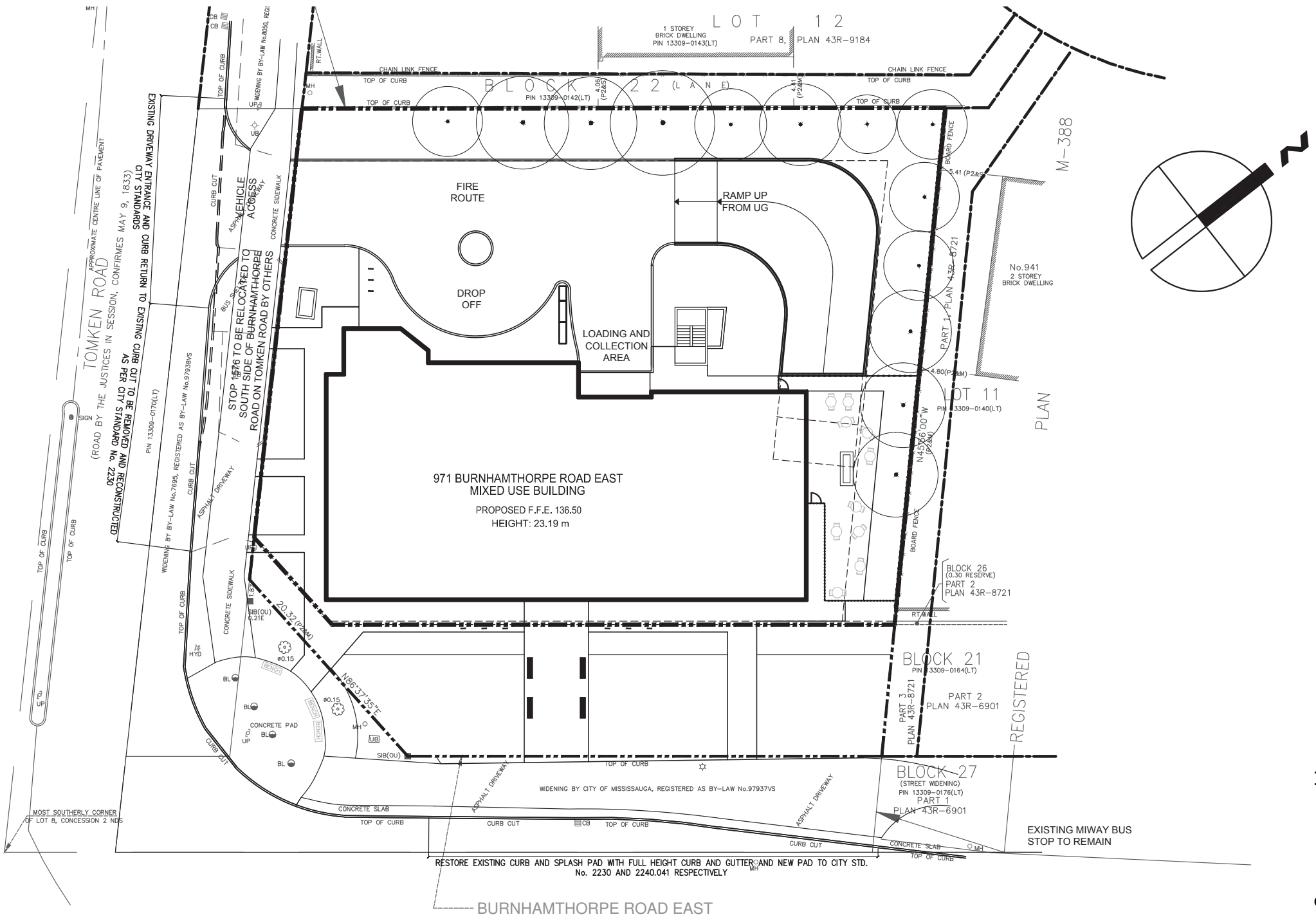
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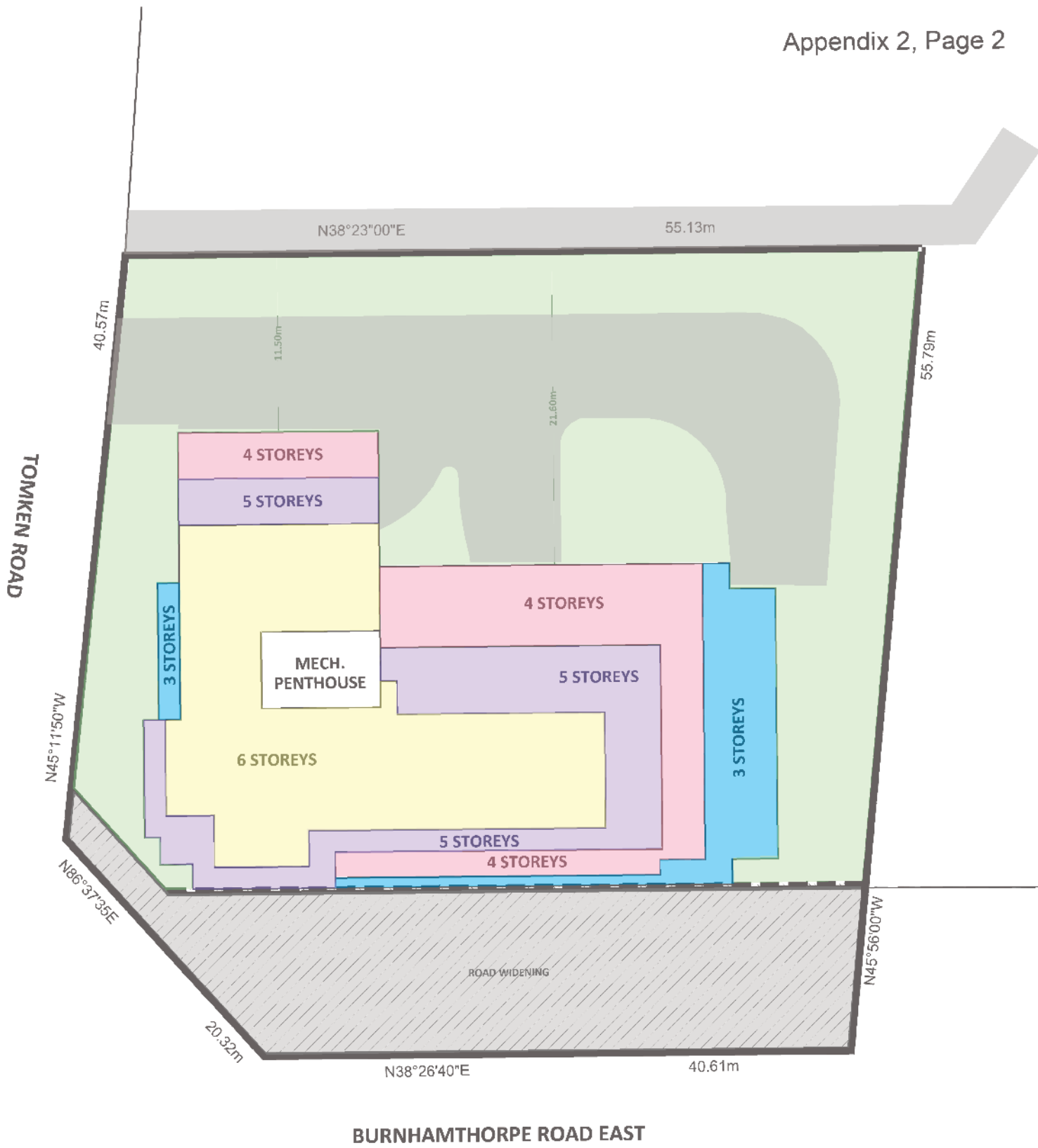
Exception Schedule	n/a	The permitted uses and applicable regulations shall be as specified for a C4 zone except that all site development plans shall comply with the exception schedule which will reflect the concept plan shown in Appendix I-5.
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GENERAL CONTEXT MAP APPENDIX I-11

OZ 14/001 W3







EXTERIOR MATERIALS LEGEND

1 ALUMINUM PANEL CLADDING	6 GLASS RAILING	11 1.2M HIGH DECORATIVE METAL FENCE	15 LOW CLEARANCE SIGN UNDER BUILDING ABOVE
2 BRICK	7 PANEL CLAD RAILING		
3 CLEAR GLAZING	8 BUILDING SIGNAGE	12 DARK GREY CONCRETE BANDING	
4 SPANDREL PANEL	9 1.8M HIGH PRIVACY FENCE	13 METAL RAILING ADJACENT RAMP	
5 STORE FRONT GLAZING	10 CANOPY	14 MECHANICAL PENTHOUSE	



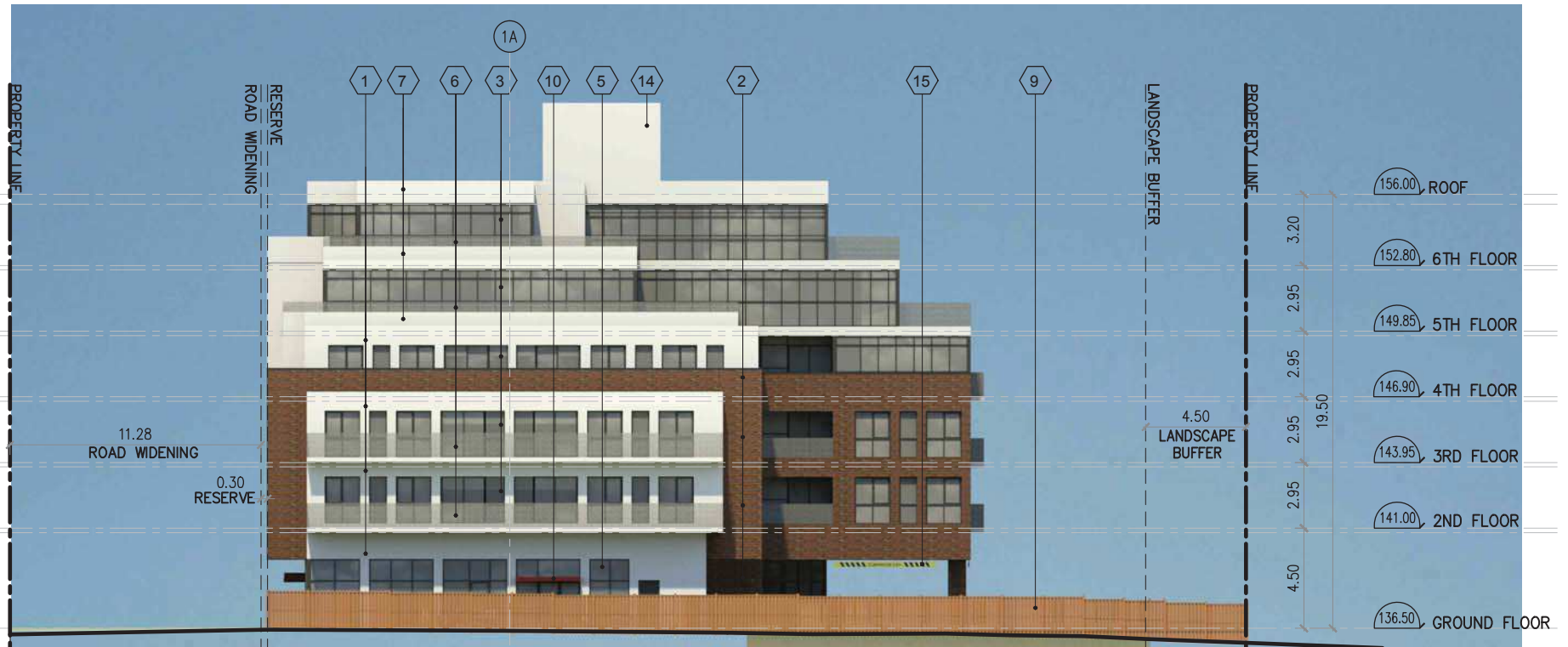
EXTERIOR MATERIALS LEGEND

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|---------------------------|---------------------------|-------------------------------------|--------------------------------------------|
| 1 ALUMINUM PANEL CLADDING | 6 GLASS RAILING | 11 1.2M HIGH DECORATIVE METAL FENCE | 15 LOW CLEARANCE SIGN UNDER BUILDING ABOVE |
| 2 BRICK | 7 PANEL CLAD RAILING | | |
| 3 CLEAR GLAZING | 8 BUILDING SIGNAGE | 12 DARK GREY CONCRETE BANDING | |
| 4 SPANDREL PANEL | 9 1.8M HIGH PRIVACY FENCE | 13 METAL RAILING ADJACENT RAMP | |
| 5 STORE FRONT GLAZING | 10 CANOPY | 14 MECHANICAL PENTHOUSE | |



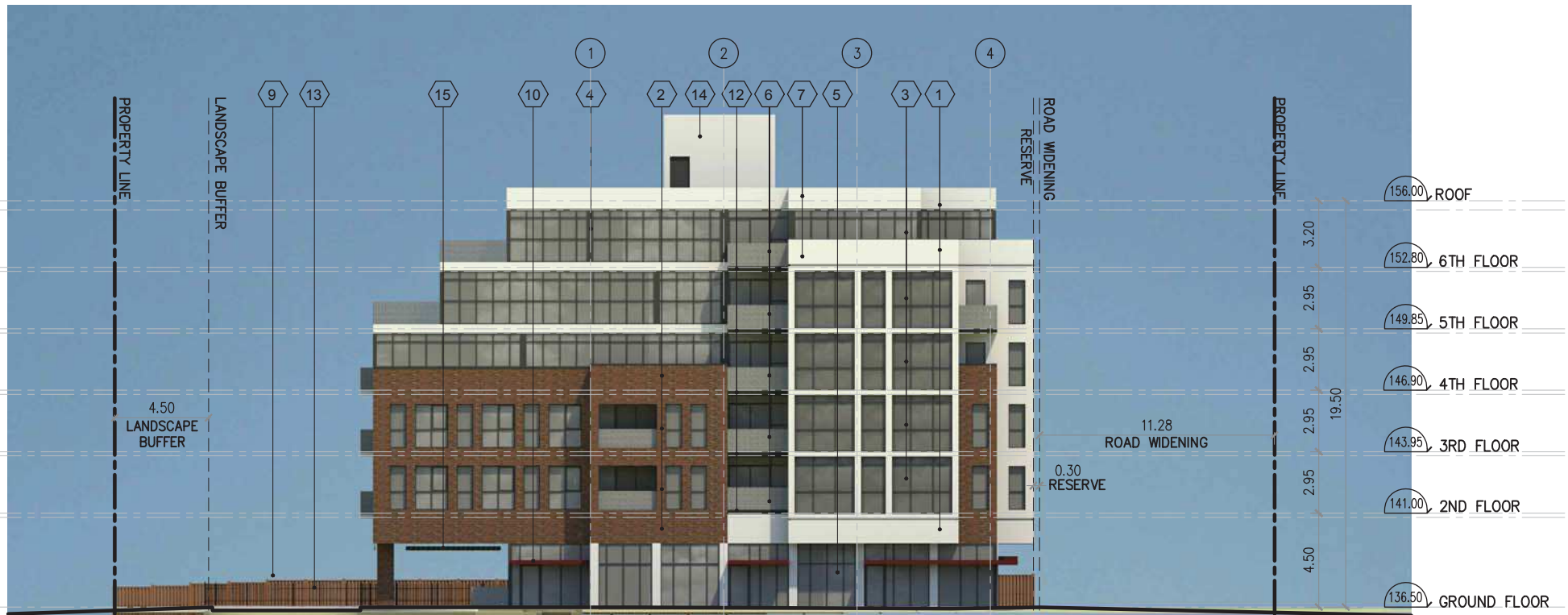
EXTERIOR MATERIALS LEGEND

- | | | | |
|---------------------------|---------------------------|------------------------------------|-------------------------------------------|
| ① ALUMINUM PANEL CLADDING | ⑥ GLASS RAILING | ⑪ 1.2M HIGH DECORATIVE METAL FENCE | ⑮ LOW CLEARANCE SIGN UNDER BUILDING ABOVE |
| ② BRICK | ⑦ PANEL CLAD RAILING | | |
| ③ CLEAR GLAZING | ⑧ BUILDING SIGNAGE | ⑫ DARK GREY CONCRETE BANDING | |
| ④ SPANDREL PANEL | ⑨ 1.8M HIGH PRIVACY FENCE | ⑬ METAL RAILING ADJACENT RAMP | |
| ⑤ STORE FRONT GLAZING | ⑩ CANOPY | ⑭ MECHANICAL PENTHOUSE | |



EXTERIOR MATERIALS LEGEND

- | | | | |
|---------------------------|---------------------------|------------------------------------|-------------------------------------------|
| ① ALUMINUM PANEL CLADDING | ⑥ GLASS RAILING | ⑪ 1.2M HIGH DECORATIVE METAL FENCE | ⑮ LOW CLEARANCE SIGN UNDER BUILDING ABOVE |
| ② BRICK | ⑦ PANEL CLAD RAILING | | |
| ③ CLEAR GLAZING | ⑧ BUILDING SIGNAGE | ⑫ DARK GREY CONCRETE BANDING | |
| ④ SPANDREL PANEL | ⑨ 1.8M HIGH PRIVACY FENCE | ⑬ METAL RAILING ADJACENT RAMP | |
| ⑤ STORE FRONT GLAZING | ⑩ CANOPY | ⑭ MECHANICAL PENTHOUSE | |





1 PERSPECTIVE 1
A401 NTS



2 PERSPECTIVE 2
A401 NTS



3 PERSPECTIVE 3
A401 NTS



4 PERSPECTIVE 4
A401 NTS



5 PERSPECTIVE 5
A401 NTS

ADDITIONAL IMAGES KEY PLAN



APPENDIX 1

ICON Architects Inc. 4.3.

VIEW FROM SOUTH SIDE OF 945 LOVINGSTON CRESCENT - VIEW 1



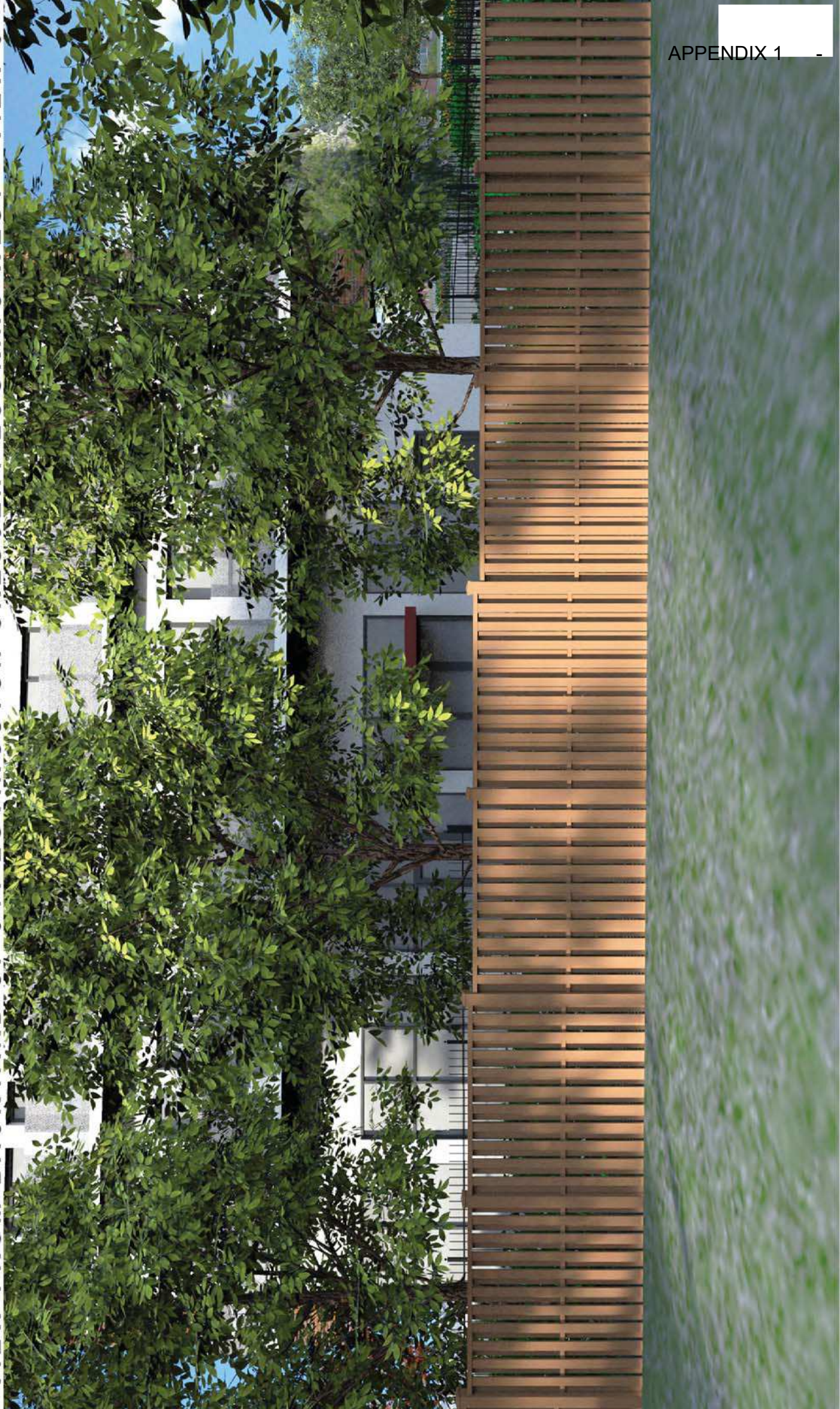
APPENDIX 1

4.3.

VIEW FROM WEST SIDE OF 941 LOVINGSTON CRESCENT - VIEW 2



VIEW FROM BACKYARD OF 941 LOVINGSTON CRESCENT LOOKING WEST - VIEW 3



APPENDIX 1

4.3.

ICON Architects Inc.

Reza Tahmesbi

File: OZ 14/001 W3

Summary of Existing Zoning By-law Provisions

"C5-3" (Motor Vehicle Commercial – Exception), which permits gas bars, service stations, car wash facilities and motor vehicle repair facilities.

Proposed Zoning Standards

	"C4 (Mainstreet Commercial)" Zoning By-law Standards	Proposed "C4-Exception" (Mainstreet Commercial) Zoning By-law Standards
Permitted uses	Retail, service, entertainment, office and residential uses	Grade related retail, service and office uses with 5 storeys of residential dwellings.
Maximum height – flat roof	12.5 m (41.0 ft.) and 3 storeys	20 m (65.61 ft.) and 6 storeys
Combined maximum total gross floor area – apartment dwelling and gross floor area – non residential	n/a	5150 m ² (55,436 sq. ft.)
Maximum total gross floor area – non residential	No maximum	455 m ² (4,897.58 sq. ft.)
Maximum total gross floor area – apartment dwelling	No maximum	4720 m ² (50,807 sq. ft.)
Minimum amenity area – outdoor	n/a	155 m ² (1668.4 sq. ft.)
Minimum amenity area – indoor	n/a	84 m ² (904.2 sq. ft.)
Minimum number of bicycle parking spaces	n/a	42
Maximum projection of a balcony or terrace located above the first storey measured from the outermost face or faces of the building from which the balcony or terrace projects	n/a	2.5 m (8.2 ft.)
Maximum height of a mechanical area above the 6 th storey	n/a	5 m (16.4 ft.)
Exception Schedule	n/a	All site development plans shall comply with the exception schedule which reflects the concept plan (Appendix 2).