



MISSISSAUGA

NOTICE OF THE PASSING OF AN OFFICIAL PLAN AMENDMENT AND A ZONING BY-LAW

DATE OF NOTICE	June 30, 2022	
OPA NUMBER	OPA 147 (By-law 0143-2022)	
ZONING BY-LAW NUMBER	0144-2022	
DATE PASSED BY COUNCIL	June 22, 2022	
LAST DATE TO FILE APPEAL	July 20, 2022	
FILE NUMBER	OZ 20/020	Ward 5
APPLICANT	1997937 Ontario Inc. (Liberty Development Corp.)	
PROPERTY LOCATION	The lands affected by this Amendment are located at the northeast corner of Hurontario Street and Armdale Road. The subject lands are located in the Uptown Major Node Character Area, as identified in Mississauga Official Plan.	

TAKE NOTICE that on June 22, 2022 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA 147 and Zoning By-law, under Section 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13, as amended. Council has considered the written and oral submissions from the public on this matter.

THE PURPOSE AND EFFECT of the Official Plan Amendment is to amend the policies for Special Site 2 in the Uptown Major Node Character Area to permit three apartment buildings with heights of 23, 33 and 38 storeys.

The purpose of the Zoning By-law is to permit three apartment buildings containing a maximum of 1 265 dwelling units with heights of 23, 33 and 38 storeys. This By-law amends the zoning of the property outlined on the attached Schedule "A" from "RA5-44" (Apartments - Exception) to "H-RA5-44" (Apartments - Exception with a Holding Provision). A description of the lands to which the By-law applies and/or a key map showing the location of the lands to which the By-law applies are attached.

The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 147 is in full force and effect.

The decision of Council is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

IF YOU WISH TO APPEAL to the Ontario Land Tribunal, a copy of an appeal form is available from the OLT website at <https://olt.gov.on.ca/>. An appeal may be filed by registered mail or courier addressed to the Clerk of the City of Mississauga, Attention: Diana Rusnov, 300 City Centre Drive, Mississauga, Ontario L5B 3C1 no later than **July 20, 2022**.

Only individuals, corporations and public bodies may appeal a by-law to the Ontario Land Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment and/or by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the City of Mississauga Council or, in the opinion of the Ontario Land Tribunal, there are reasonable grounds to add the person or public body as a party.

The Notice of Appeal must:

- 1) set out reasons for the appeal;
- 2) be accompanied by the fee prescribed under the *Ontario Land Tribunal Act* in the amount of \$1,100.00 per application, payable by certified cheque or money order to the Minister of Finance. A copy of the Ontario Land Tribunal Fee Schedule may be found at <https://olt.gov.on.ca/appeals-process/fee-chart/>
- 3) be accompanied by a fee in the amount of \$300.00, payable to the City of Mississauga.

MORE INFORMATION: A copy of the Official Plan Amendment and Zoning By-law in their entirety can be found at www.mississauga.ca/portal/cityhall/publicnotices or from Caleigh McInnes of the City of Mississauga, Planning and Building Department at (905) 615-3200 X 5598

Sacha Smith, Manager & Deputy Clerk
Legislative Services,
Corporate Services Department
905-615-3200 X 4516

Amendment No. 147

to

Mississauga Official Plan

By-law No. 0143-2022

A by-law to Adopt Mississauga Official Plan Amendment No. 147

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 147, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding changes to special site policies in the Uptown Major Node Character Area;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. 147 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 22nd day of June, 2022.

Signed 
ACTING MAYOR

Signed 
CLERK

Amendment No. 147
to
Mississauga Official Plan

The following text attached constitutes Amendment No. 147.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated May 30, 2022, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to amend the policies for Special Site 2 in the Uptown Major Node Character Area to permit three apartment buildings with heights of 23, 33 and 38 storeys.

LOCATION

The lands affected by this Amendment are located at the northeast corner of Hurontario Street and Armdale Road. The subject lands are located in the Uptown Major Node Character Area, as identified in Mississauga Official Plan.

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Ontario Land Tribunal.

The subject lands are designated Residential High Density which permits apartment buildings and are within an area subject to Special Site policies. The Special Site 2 policies permit a maximum of 1 323 dwelling units on Areas A and C, a minimum of 2 750 m² and a maximum of 6 300 m² of retail commercial and office space contained within the first three floors of the apartment buildings, a maximum floor space index of 6.13 and a maximum building height of 30 storeys.

An Official Plan Amendment is required to permit three apartment buildings with a maximum of 1 511 dwelling units in Areas A and C, a minimum of 2 280 m² of retail commercial and office space contained within the first three floors of the apartment buildings, a maximum floor space index of 7.26 and a maximum building height of 38 storeys.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. Major Nodes are intended to facilitate intensification through tall buildings and a higher density.
2. Buildings higher than 25 storeys can be considered in the Major Node where the policies in Mississauga Official Plan regarding appropriate transitions to the surrounding context, City Structure hierarchy and consistency with Mississauga Official Plan have been satisfied, and no unacceptable shadow impact will be created from the increase in height.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 13.4, Uptown Major Node Character Area, of Mississauga Official Plan, is hereby amended by deleting the ***floor space index (FSI)*** range from the subject site on Map 13.4: Uptown Major Node Character Area.
2. Section 13.4.9.2, Special Site 2, Uptown Major Node Character Area, of Mississauga Official Plan, is hereby amended by deleting Policy 13.4.9.2.2, and replacing it with the following:

Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. a concept plan will be required to address, among other matters: compatibility of building form and scale with existing and proposed surrounding land uses; and acceptable ingress and egress arrangements for Hurontario Street, Eglinton Avenue East, and Thornwood Drive;
- b. a maximum of 1 511 dwelling units will be permitted collectively in Areas identified as A and C;
- c. a minimum of 2 280 m² and a maximum of 6 300 m² of retail commercial and office space will be provided, contained within the first three floors of the apartment buildings within Area A;
- d. the lands identified as Area A will be permitted to develop to a maximum ***floor space index (FSI)*** of 7.26, and have a maximum building height of 38 storeys; and
- e. semi-detached dwellings will also be permitted on the lands identified as Area B.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan October 21, 2021.

INTERPRETATION

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan.

APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on May 10, 2021 in connection with this proposed Amendment.

No members of the public made deputations regarding the applications. However, comments received through correspondence were generally directed towards increased density. These issues have been addressed in the Planning and Building Department report dated May 30, 2022 attached to this amendment as Appendix II.

City of Mississauga

Corporate Report



<p>Date: May 30, 2022</p> <p>To: Mayor and Members of Council</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: OZ/OPA 20/020 W5</p> <hr/> <p>Meeting date: June 22, 2022</p>
---	---

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 5)

Official Plan Amendment and Rezoning applications to permit three apartment buildings with heights of 23, 33 and 38 storeys containing 1,265 apartment units and retail commercial and office uses

5081 Hurontario Street, northeast corner of Hurontario Street and Armdale Road

Owner: 1997937 Ontario Inc. (Liberty Development Corp.)

File: OZ/OPA 20/020 W5

Recommendation

- That the applications under File OZ/OPA 20/020 W5, 1997937 Ontario Inc. (Liberty Development Corp.), 5081 Hurontario Street to amend Mississauga Official Plan to:
 - Amend Map 13-4 to delete the existing floor space index (FSI) range between 1.9-2.9; and
 - Revise the **Residential High Density – Special Site 2** of the Uptown Major Node Character Area to permit three apartment buildings with a maximum height of 38 storeys, a maximum of 1,265 dwelling units, a minimum of 2 280 m² (24,541.7 ft²) and a maximum of 6 300 m² (67,812.6 ft²) of retail commercial and office uses and maximum floor space index (FSI) of 7.26

and to change the **RA5-44** zoning to permit three apartment buildings with heights of 23, 33 and 38 storeys, containing 1,265 units, a minimum of 2 280 m² (24,541.7 ft²) of retail commercial and office uses and maximum FSI of 7.26, be approved in conformity with the provisions outlined in the staff report dated May 30, 2022 from the Commissioner of Planning and Building.
- 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 symbol is to be removed from the **RA5-44** (Apartment) 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 May 30, 2022 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.
5. 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.

Executive Summary

- The applications are to amend the policies of the official plan and change the zoning by-law to allow three apartment buildings with heights of 23, 33 and 38 storeys, permit additional units, decrease the minimum retail commercial and office use requirements, and increase the maximum floor space index
- The applicant has made minor revisions to the proposal to address issues raised by staff, including revising the maximum building height
- 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 May 10, 2021, at which time an Information Report (<https://pub-mississauga.escribemeetings.com/FileStream.ashx?DocumentId=11906>) was received for information. Recommendation PDC-0027-2021 was then adopted by Council May 19, 2021.

That the report dated April 16, 2021, from the Commissioner of Planning and Building regarding the applications by 1997937 Ontario Inc. (Liberty Development Corp.) to permit three apartment buildings with heights of 21, 33 and 42 storeys, under File OZ 20/20 W5, 5081 Hurontario Street, be received for information.

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.



Aerial Image of 5081 Hurontario Street

Comments

REVISED DEVELOPMENT PROPOSAL

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

- Revising the proposed maximum building heights from 21, 33 and 42 storeys to 23, 33 and 38 storeys
- Reducing the proposed number of dwelling units from 1,252 to 1,243

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 May 15, 2021. Four written submissions were received. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on May 10, 2021. No members of the public made deputations regarding the applications. Responses to the issues raised from correspondence received can be found in Appendix 2.

No community meetings were held for the subject applications. No comments were made at the public meeting.

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 is required to permit:

- three apartment buildings with heights of 23, 33 and 38 storeys
- a minimum of 2 280 m² (24,541.7 ft²) of retail commercial and office space contained within the apartment buildings
- a maximum floor space index (FSI) of 7.26
- a maximum of 1,511 dwelling units on areas 2A and 2C of Special Site 2 of the Uptown Major Node Character Area (1,265 units on the subject property, area 2A)

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

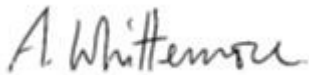
In summary, the proposed development has been designed to be sensitive to the existing and planned character of the neighbourhood and provides an appropriate transition to adjacent commercial and residential uses. The proposed official plan amendment and rezoning are acceptable from a planning standpoint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



<p>Date: April 16, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: OZ 20/020 W5</p> <hr/> <p>Meeting date: May 10, 2021</p>
--	--

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 5)

Official Plan Amendment and Rezoning applications to permit three apartment buildings with heights of 21, 33 and 42 storeys with ground floor retail uses

5081 Hurontario Street

Owner: 1997937 Ontario Inc. (Liberty Development Corp.)

File: OZ 20/020 W5

Recommendation

That the report dated April 16, 2021, from the Commissioner of Planning and Building regarding the applications by 1997937 Ontario Inc. (Liberty Development Corp.) to permit three apartment buildings with heights of 21, 33 and 42 storeys, under File OZ 20/020 W5, 5081 Hurontario Street, be received for information.

Background

The property was previously the subject of applications for official plan amendment and rezoning under file OZ 09/11 W5. These applications designated the entire property Residential High Density in the Official Plan and zoned the lands H-RA5-44 (Apartments – Exception). The H-RA5-44 zone permitted three apartment buildings with heights of 21, 27 and 30 storeys subject to an “H” holding provision. The Committee of Adjustment subsequently approved a minor variance under file “A” 409/19 to increase the height of the 30 storey building to 33 storeys. On August 5, 2020, City Council approved the removal of the “H” holding provision under file H-OZ 19/006 W5, allowing the development of three apartment buildings with heights of 21, 27 and 33 storeys.

On January 18, 2021, the site plan application under file SP 19/061 W5 was approved, applying only to the northern half of the property (Phase I). Approval of Phase 1 (Appendix 1, page 4) is the development of the 33 storey apartment building with 6 storey podium.

The current official plan amendment and rezoning applications, under file OZ 20/020 W5, are requesting further changes to the Official Plan and Zoning By-law for the entire property (Phases 1 and 2). The proposal is to amend the existing permissions which allow three apartment buildings with heights of 21, 27 and 33 storeys to three apartment buildings with heights of 21, 33 and 42 storeys. The 21 and 42 storey buildings are proposed on the south half of the property (Phase 2).

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

The official plan amendment and rezoning applications are required to permit an increase in building heights and FSI. The zoning by-law will also need to be amended from **RA5-44** (Apartments) to **RA5-Exception** (Apartments) 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 property is located at the north side of Armdale Road on the east side of Hurontario Street within the Uptown Major Node Character Area. The site is currently occupied by a sales centre.



Aerial image of 5081 Hurontario Street



Applicant's rendering of elevations

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 4.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 7.

Engagement and Consultation

The applications have been circulated to internal departments and applicable external agencies. Comments are provided in Appendix 2.

Financial Impact

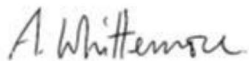
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

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. The matters to be addressed include: provision of additional technical information, review of reduced parking standards, ensuring compatibility of new buildings and community consultation and input (if applicable).

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Lorie Sterritt, Development Planner

Detailed Information and Preliminary Planning Analysis
Owner: 1997937 Ontario Inc. (Liberty Development Corp.)
5081 Hurontario Street

Table of Contents

1. Proposed Development.....	2
2. Site Description.....	10
3. Site Context	11
4. Summary of Applicable Policies, Regulations and Proposed Amendments	14
5. School Accommodation	25
6. Community Questions and Comments	26
7. Development Issues	26
8. Section 37 Community Benefits (Bonus Zoning)	29
9. Next Steps	29

1. Proposed Development

The applicant proposes to develop the property with three apartment buildings with heights of 21, 33 and 42 storeys with ground floor retail uses, live/work units and underground parking. The property is currently zoned to permit three apartment buildings with heights of 21, 27 and 33 storeys. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: November 13, 2020 Deemed complete: December 8, 2020	
Developer/Owner/ Applicant:	1997937 Ontario Inc. (Liberty Development Corp.)	
Number of units:		
Phase 1	497 units	
Phase 2	755 units	
Total	1 252 units	
Existing Gross Floor Area (Phase 1):	74,050.40 m ² (797,072 ft ²)	
Proposed Gross Floor Area:		
Phase 2	50,825.00 m ² (547,076 ft ²)	
Total	87,753.67 m ² (944,573 ft ²)	
Height:	42 storeys / 130.68 m (428.74 ft.) 21 storeys / 67.83 m (222.54 ft.)	
Floor Space Index:	7.26	
Landscaped Area:	12.47 %	
Anticipated Population:	3 130* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
Phase 1		
resident spaces	478	478
visitor spaces	75	75

Development Proposal		
Phase 2		
resident spaces	715	542
visitor spaces	113	113
Green Initiatives:	<ul style="list-style-type: none"> • Rainwater Management • Heat Island Reduction • Light Pollution Reduction • Indoor/Outdoor Water Use Reduction • Advanced Energy Metering 	

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>

- Architectural Drawings
- Floor Plans
- Underground Parking
- Elevations
- Cross Section
- Planning Justification Study
- Sun/Shadow Feasibility Study
- Acoustical Feasibility Study
- Grading and Servicing Plans
- Functional Servicing Report
- Drainage Proposal
- Environmental Site Assessment, Phase I and 2
- Outdoor Amenity Area Concept Plan
- Quantitative Pedestrian Wind Study
- Transportation Impact Study includes Parking Utilization Study & Operations & Safety Assessment

- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Low Impact Development Letter
- Parcel Register

Application Status

Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

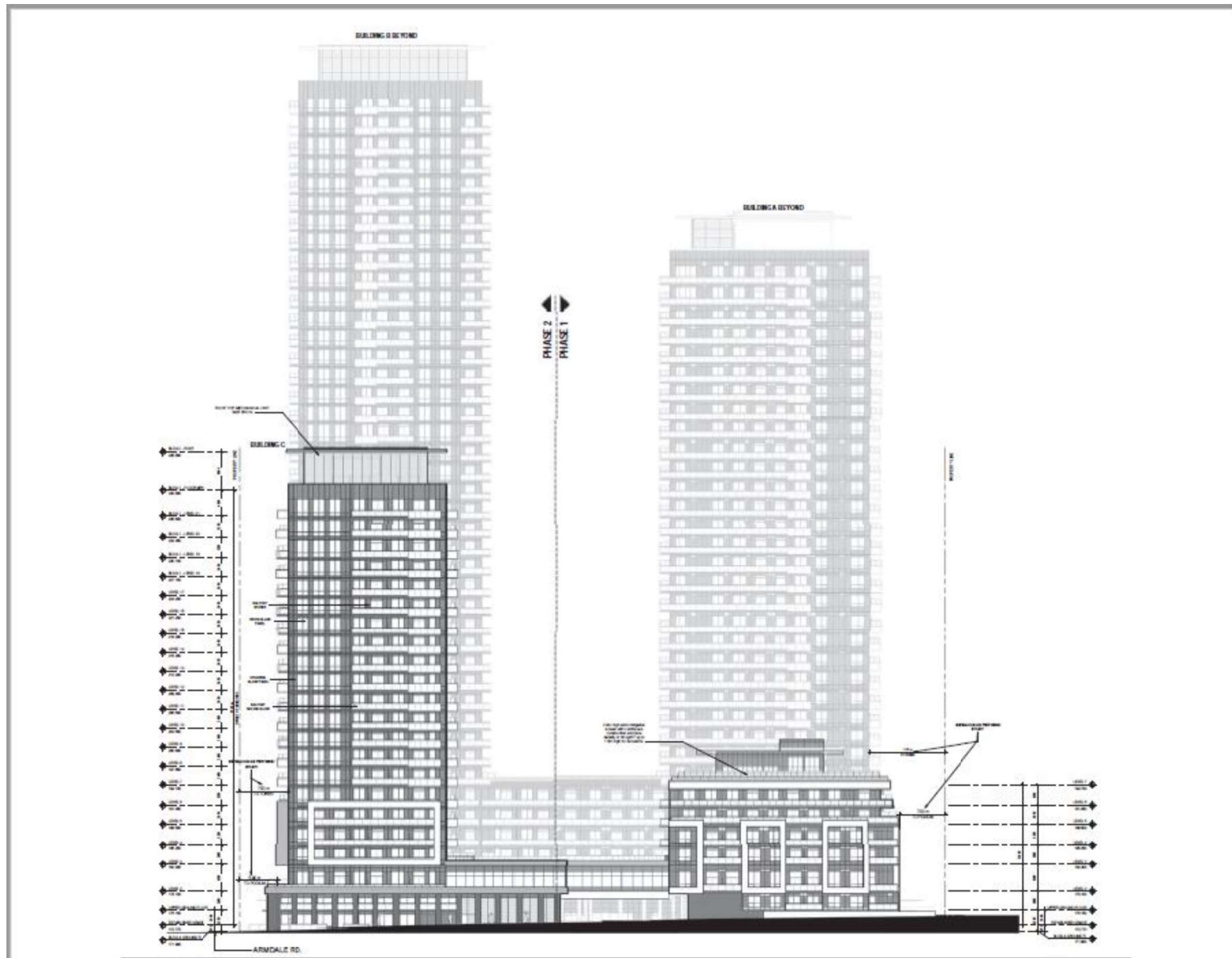
Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

The architectural site plan for Block 46 (PIN 13289-0736(LT), REGISTERED PLAN 43M-1568) is bounded by Huronario Street to the west, Beving Street to the east, and Armdale Road to the south. The plan is divided into three main residential towers and various outdoor amenity areas.

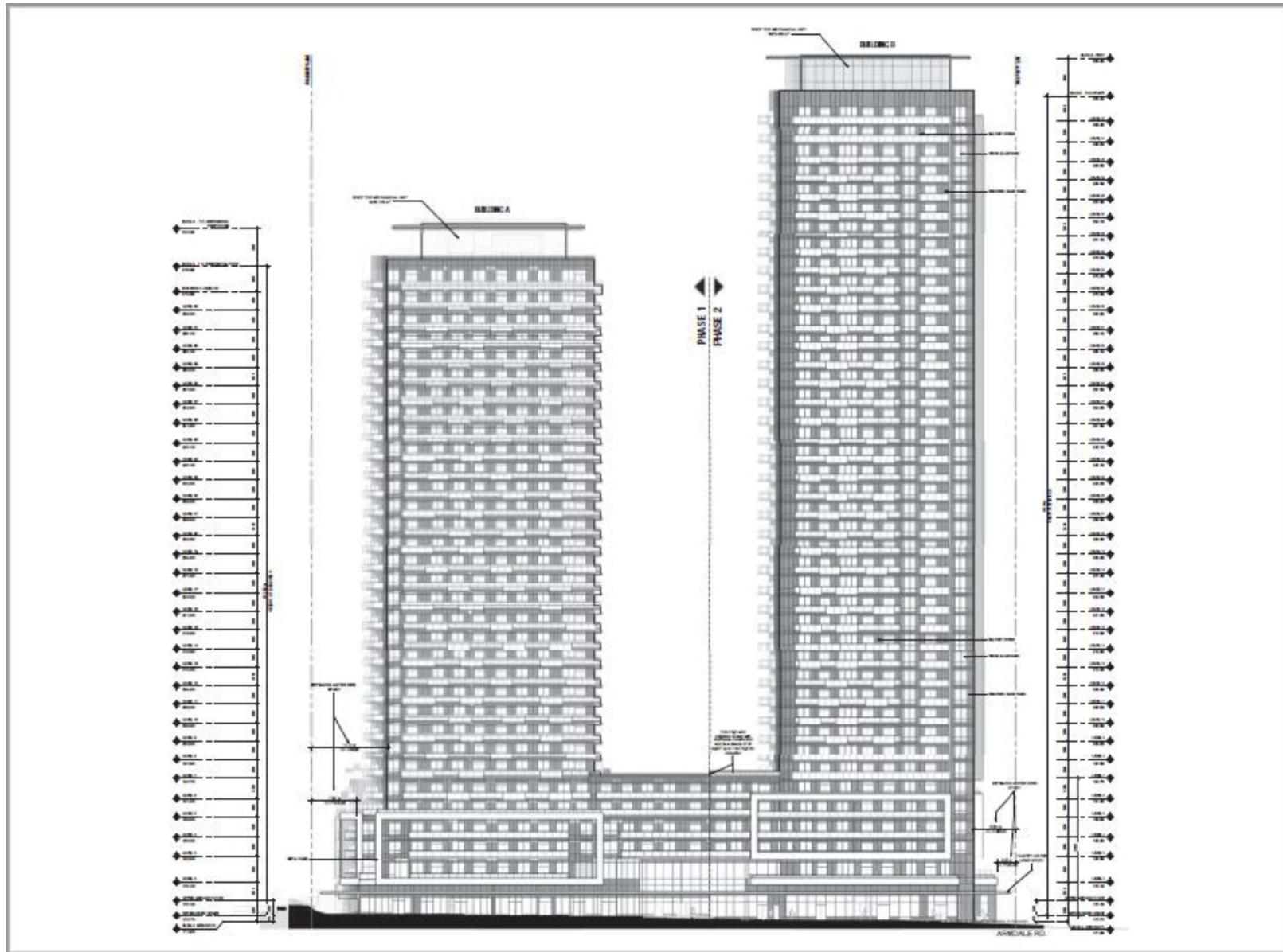
- NEW 33 STOREY RESIDENTIAL TOWER BUILDING A:** Located in the northwest corner, with a footprint of approximately 10,000 sq. m.
- PROPOSED 42 STOREY RESIDENTIAL TOWER BUILDING B:** Located in the southwest corner, with a footprint of approximately 10,000 sq. m.
- PROPOSED 24 STOREY RESIDENTIAL TOWER BUILDING C:** Located in the southeast corner, with a footprint of approximately 10,000 sq. m.

The plan also shows various outdoor amenity areas, including a terrace at Level 1, a terrace at Level 2, and a terrace at Level 3. A yellow line runs horizontally across the middle of the plan, separating Phase 1 (top) from Phase 2 (bottom). A north arrow is located in the bottom left corner.

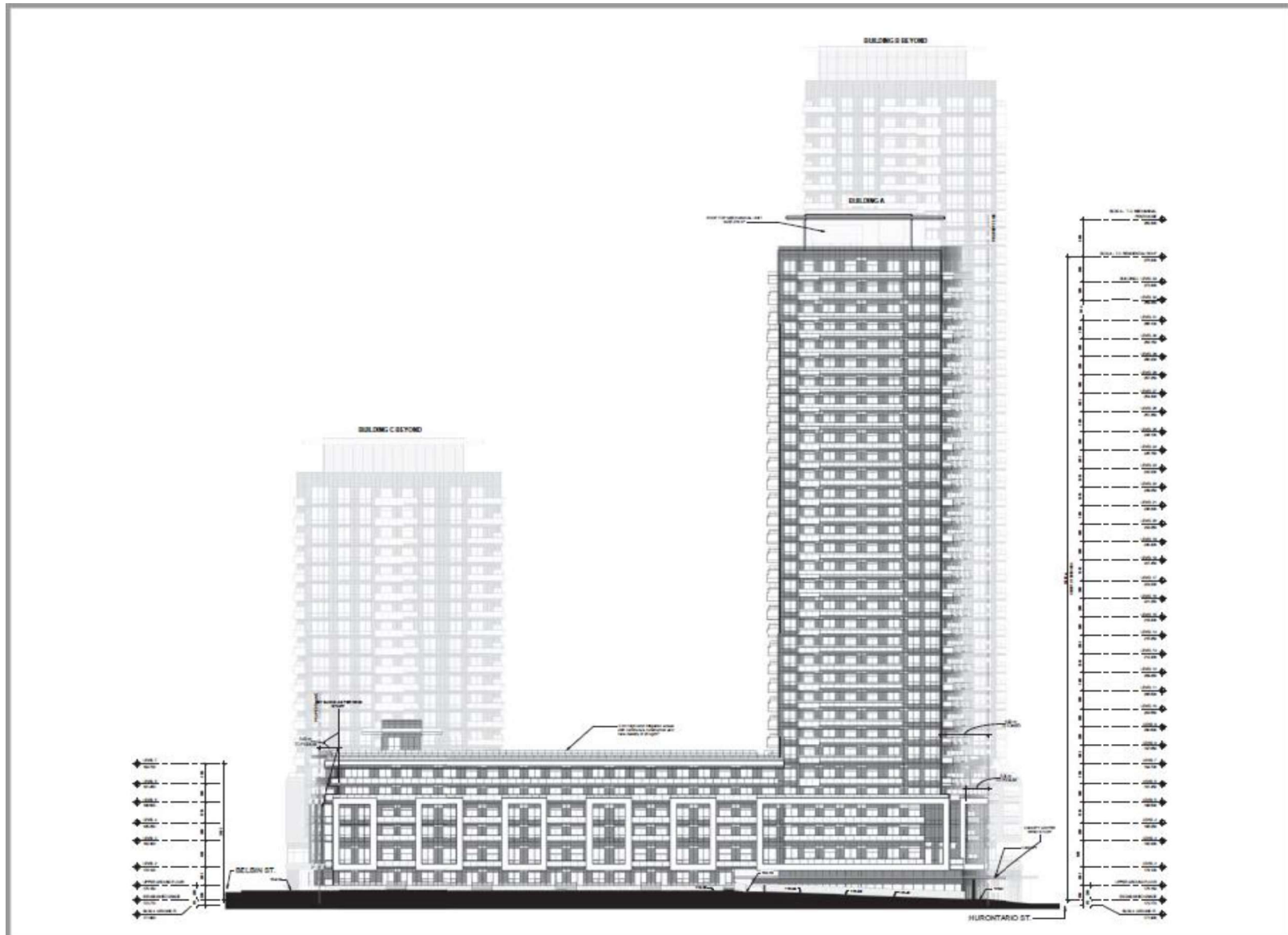
Site Plan



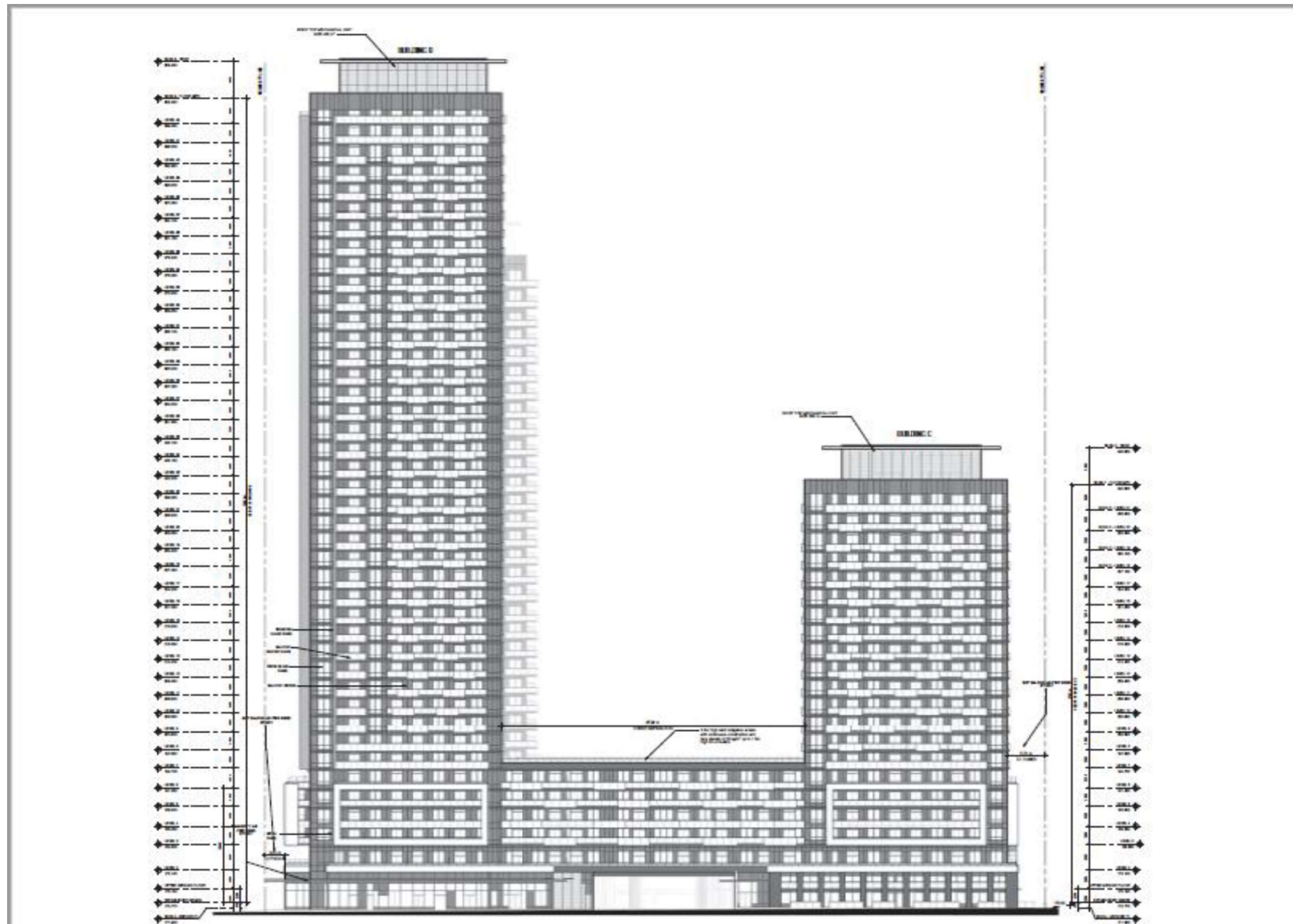
East Elevation



West Elevation



North Elevation



South Elevation



Applicant's Rendering

2. Site Description

Site Information

The property is located on the northeast corner of Hurontario Street and Armdale Road and is in a predominately residential area consisting of apartments and townhomes. The site is currently vacant though Phase 1 (north half of the property) was approved through Site Plan application SP 19/061 W5 for 33 storey residential building with a 6 storey podium containing 497 units.



Aerial Photo of 5081 Hurontario Street

Property Size and Use	
Frontages:	
Hurontario Street	98 m (321.5 ft.)
Armdale Road	105 m (344.5 ft.)
Belbin Street	100 m (328.1 ft.)
Gross Lot Area:	
Phase 1 North half	1.59 ha (3.9 ac.)
Phase 2 South half	1.38 ha (3.4 ac.)
Existing Uses:	A sales presentation centre is temporarily located on the site.



Image of existing conditions facing east

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **D** (Development) which permitted the existing use detached dwelling
- November 14, 2012 – Mississauga Official Plan came into force except for those sites/policies which have been appealed. The subject lands are designated **Residential High Density** in the Uptown Major Node
- April 24, 2013 – Official Plan Amendment and Rezoning applications (OZ 09/011 W5) approved the subject lands **H-RA5-44** (Apartments – Exception)
- August 5, 2020 – Application to Remove the Holding Provision (H-OZ 19/006 W5) was approved to zone the subject lands **RA5-44** (Apartments – Exception) zone
- January 18, 2021 – Site plan (SP 19/061 W5) was approved for Phase I, the north portion of the property

3. Site Context

Surrounding Land Uses

The immediate area consists of a mix of townhomes and apartment buildings. South of the site are two commercial plazas which include a Shoppers Drug Mart, LCBO, restaurants, fitness centre and Oceans grocery store. The Hawthorne Valley Trail and park is located across from

Hurontario Street, north of Eglinton Avenue West. A future community park is planned for 175 m (574 ft.) from this proposal within the 91 Eglinton Avenue East development.

The surrounding land uses are:

North: Apartment
 East: Semi-detached dwellings and Apartment
 South: Commercial plaza
 West: Apartments

Neighbourhood Context

The subject property is located on the north side of Armdale Road on the east side of Hurontario Street within the Uptown Major Node Character Area. The site is currently occupied by a sales centre. The Uptown Major Node is centred on the Hurontario Street and Eglinton Avenue intersection and is undergoing significant transition and growth.

The node contains the Emerald Centre (west side of Hurontario Street, south of Eglinton Avenue West), Cityside Shopping Centre (northeast corner of Hurontario Street and Eglinton Avenue East), Mississauga Marketplace Plaza (southeast corner of Hurontario Street and Eglinton Avenue East) and 30 Eglinton West Commercial Centre (southwest corner of Hurontario Street and Eglinton Avenue West). These plazas provide a range of services including a grocery store, drug store, medical offices, gym, Service Ontario, and restaurants.

A future Light Rail Transit (LRT) stop is proposed at the intersection of Hurontario Street and Eglinton Avenue East,

south of the subject property. Land uses within the node consist of apartment buildings, retail and office commercial, and some vacant parcels. Generally, there is a transition from high density development to medium and low density residential buildings further from the Hurontario/Eglinton intersection.



Aerial Photo of 5081 Hurontario Street

Demographics

Based on the 2016 census, the existing population of the Uptown Major Node area is 10,380 with a median age of this area being 40 (compared to the City's median age of 40). 68% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 17% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 15,900 and 19,700 respectively. The

average household size is 2 persons with 87% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 2,665 units (61%) owned and 1,730 units (39%) rented with a vacancy rate of approximately 0.9%*. In addition, the number of jobs within this Character Area is 2,185. Total employment combined with the population results in a PPJ for Uptown Major Node of 128 persons plus jobs per ha (316 persons plus jobs per acre).

*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 immediate vicinity of the subject property:

- Files OZ 18/016 W5 and T-M18005 – applications approved for 91 Eglinton Avenue East and 5055 Hurontario Street, Liberty Developments Inc., for six condominium apartment buildings with heights of 19, 24, 25, 35, 35 and 37 storeys, including ground floor retail and office uses and 16 three storey condominium townhomes and a public park
- File OZ 18/011 W5 – applications in process for 0 and 5044 Hurontario Street, Pinnacle Uptown, for five

condominium apartment buildings with heights of 32, 36, 40, 45, and 50 storeys with retail and office uses in the podiums

These applications are within the anticipated population
Community and Transportation Services

This application will have minimal impact on existing services in the community.

The area is well served by major City of Mississauga facilities. The Hawthorne Valley Park is located across Hurontario Street and is approximately 850 m (2,788.7 ft.), representing an eleven minute walk. In addition a park block was approved in the subdivision to the south east.. The Frank McKechnie Community Centre and Library is located 2.5 km (1.5 miles) east of the subject property. On a larger scale, the Paramount Fine Food Centre, Paramount Fine Food Sportszone and the Mississauga Iceland Rinks are located 3.9 km (2.4 miles) to the east.

A future Light Rail Transit (LRT) stop is proposed at the intersection of Hurontario Street and Bristol Road. The LRT will provide transit connections along Hurontario Street providing connections through Mississauga, Brampton, as well as to Milton and the Lakeshore GO lines. The intersection at Bristol Road and Hurontario is identified as a Major Transit Station Area (MTSA).

The following major MiWay bus routes currently service the site:

forecasted for the node.

- Route 17 – Hurontario Street
- Route 103 – Hurontario Street
- Route 35/35a – Eglinton Avenue
- Route 87 – Eglinton Avenue

4. Summary of Applicable Policies, Regulations and Proposed Amendments

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</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>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>
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>

Mississauga Official Plan

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 and Amendment No. 1 (2020).

Existing Designation

The lands are located within the Uptown Major Node Character Area and are designated **Residential High Density – Special Site**. The **Residential High Density – Special Site** designation permits a maximum FSI of 6.13 and a maximum building height of 30 storeys.

The subject property is located within a Major Transit Station Area (MTSA).

Proposed Designation

The applicant is proposing to change the designation to **Residential High Density – Special Site** to permit an FSI of 7.3 and a building height of 42 storeys. The applicant will need to demonstrate consistency with the intent of MOP and shall have regard for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.



Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 4 Vision	<p>People of diverse backgrounds, ages and abilities are choosing to live, work and invest in Mississauga. (4.3)</p> <p>Mississauga will preserve the character, cultural heritage and livability of communities. (4.4.3)</p> <p>Mississauga will provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts. (4.4.5)</p> <p>Mississauga will direct growth by: focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities. (4.5)</p>
Chapter 5 Direct Growth	<p>Most of Mississauga's future growth will be directed to Intensification Areas. (5.1.4)</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>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. (5.1.9)</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. (5.3.2.5)</p> <p>Development in Major Nodes will be in a form and density that achieves a high quality urban environment. (5.3.2.11)</p> <p>Major Nodes will be served by frequent transit services, including higher order transit facilities, which provide connections to destinations within the city and to neighbouring municipalities. (5.3.2.12)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4)</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands. (Section 5.4.5)</p>

	General Intent
	Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit. (5.4.7)
	Transit services infrastructure will utilize Corridors to connect Intensification Areas. (5.4.9)
Chapter 6 Value The Environment	Parks also have a role in creating a complete community and strong economy. The availability of a park system is a factor for residents and businesses concerned about quality of life. (6.3)
Chapter 7 Complete Communities	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</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. (Section 7.2.1)</p> <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 the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p> <p>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged. (7.2.8)</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. (7.2.9)</p>
Chapter 8 Create a Multi- Modal City	<p>Transit will be a priority for transportation infrastructure planning and major transportation initiatives. (8.1.11)</p> <p>Mississauga will create a multi-modal road network through:</p> <ul style="list-style-type: none"> a. a transportation system that provides mobility and accessibility to all users; b. opportunities for transit priorities; c. pedestrian and cycling access and routes; and d. priority truck routes for the efficient movement of goods. (8.2.2.2) <p>Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of Mississauga Official Plan – Part 2 August 11, 2015 Create a Multi-Modal City 8-7 road intersections and overall connectivity throughout the city. (8.2.2.3)</p>
Chapter 9 Build A Desirable Urban Form	<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. (Section 9.1.1)</p> <p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (9.1.2)</p>

	<p>General Intent</p> <p>Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition. (9.2.1.3)</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. (9.2.1.4)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (9.1.5)</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas. (9.2.1.8)</p> <p>Tall buildings will be sited and designed to enhance an area's skyline. (9.2.1.11)</p> <p>Tall buildings will be sited to preserve, reinforce and define view corridors. (9.2.1.12)</p> <p>Tall buildings will be appropriately spaced to provide privacy and permit light and sky views. (9.2.1.13)</p> <p>Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections. (9.2.1.25)</p> <p>Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed. (9.2.1.36)</p> <p>Opportunities to conserve and incorporate cultural heritage resources into community design and development should be undertaken in a manner that enhances the heritage resource and makes them focal points for the community. (Section 9.2.4.1)</p> <p>Where cul-de-sac and dead end streets exist, accessible paths that provide shortcuts for walking and cycling and vehicular access should be created, where possible. (Section 9.3.1.6)</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. (Section 9.5.1.5)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.12)</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways. (Section 9.5.2.4)</p>
--	--

	General Intent
Chapter 11 General Land Use Designations	<p>Lands designated Residential High Density will permit the following:</p> <ol style="list-style-type: none"> Apartment dwelling Uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and Uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars and drive-through facilities. (11.2.5.6)
Chapter 13 Major Nodes	<p>For lands within a Major Node, a minimum building height of two storeys to a maximum building height of 25 storeys will apply, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies. (13.1.1.2)</p> <p>Community Form and Structure Uses along Hurontario Street should be integrated with the overall community design by providing for:</p> <ol style="list-style-type: none"> a graduated transition in development intensity and building scale; and orientation of buildings, related open spaces and service functions to minimize visual and functional conflicts on abutting lands. (13.4.1.2)
Chapter 19 Implementation	<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; that a municipal comprehensive review of the land use designation or a five year review is not required; 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. (Section 19.5.1)

Mississauga Zoning By-law

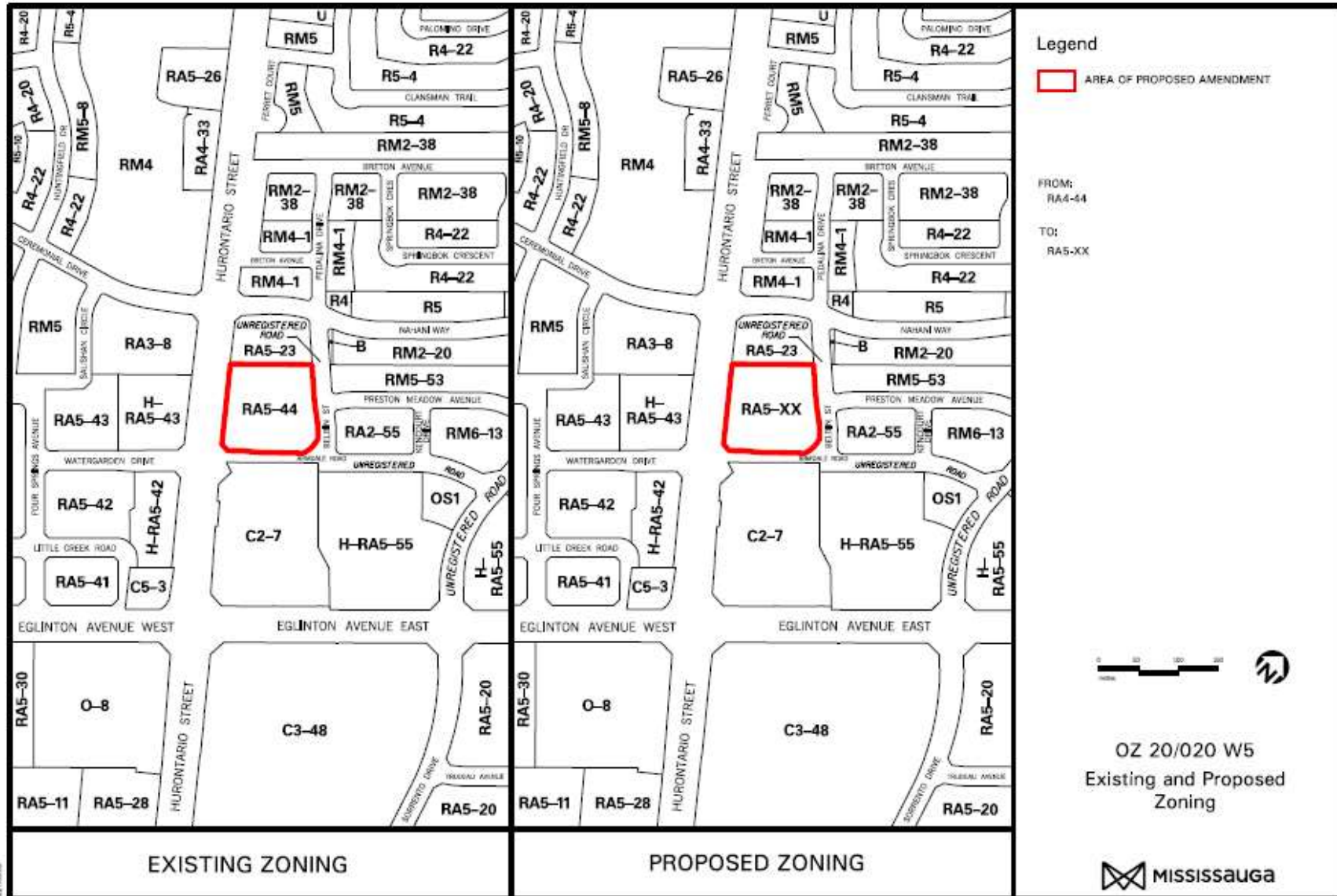
Existing Zoning

The subject property is currently zoned **RA5-44** (Apartments – Exception), which permits apartments, long-term care building, retirement building and office, medical office-restricted, retail store, financial institution, restaurant, take-out restaurant and personal service establishment with a maximum FSI of 6.13 and maximum heights of 21, 27 and 33 storeys.

Proposed Zoning

The applicant is proposing to zone the property **RA5-Exception** (Apartments - Exception) to permit an increase in the maximum FSI from 6.13 to 7.26 and increase the maximum building heights from 21, 27 and 33 storeys to 21, 33 and 42 storeys, and reduce the resident parking rate.

Through the processing of the applications staff may recommend a more appropriate zone category for the development in the Recommendation Report.



Excerpt of Zoning Map

Proposed Zoning Regulations

Zone Regulations	Existing RA5-44 Zone Regulations	Proposed Amended Zone Regulations
Additional Permitted Uses	N/A	Live Work Units
Maximum number of dwelling units	1 077	1,260
Maximum Floor Space Index (FSI)	6.13	7.3
Maximum building height	30 storeys	42 storeys 131 m (429.8 ft.)
Minimum number of resident parking spaces per 1 bedroom live work units	N/A	0.9
Minimum number of resident parking spaces per 2 bedroom live work units	N/A	1.0
Minimum number of resident parking spaces per 1 bedroom units	1.1	0.7
Minimum number of resident parking spaces per 2 bedroom units	1.1	0.85
Minimum number of resident parking spaces per 3 bedroom units	1.2	1.10
Minimum number of retail/visitor parking spaces per unit	0.15	0.15
Retail and visitor parking spaces shall be shared	For the visitor parking space component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following: the greater of 0.15 visitor parking spaces per unit or Parking required for all non-residential uses , except	No additional parking for the retail uses

Zone Regulations	Existing RA5-44 Zone Regulations	Proposed Amended Zone Regulations
	restaurant and take-out restaurant. Restaurant and take-out restaurant shall not be included in the above shared parking arrangement and shall be provided in accordance with applicable regulations contained in Table 3.1.2.2 of this By-law	
Minimum required landscaped area	25% of the lot area	12% of the lot area
To permit encroachments in a landscaped buffer	No encroachments permitted in a landscape buffer	A walkway along the Hurontario Street frontage to be permitted within the required landscape buffer . Walkways, stairs, and vents along the northern property line to be permitted within the requirement landscape buffer
Minimum setback percentage from the build-to-line	20%	35%
Maximum balcony projection	1.0	1.5
Minimum amenity area	The greater of 5.6 m ² (60.3 ft. ²) per dwelling unit or 10% of the site area	4 m ² (43.1 ft. ²) per dwelling

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) and Amendment No. 1 (2020), *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.

Staff are cognisant that the existing zoning permissions of the **H-RA5-44** (Apartments – Exception) zoning allow a maximum of 1,077 units (Phase 1 and 2). As such, the City is seeking to ensure that a portion of the additional units (1,252 units proposed – 1,077 units permitted) are affordable to middle income households.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
65 Kindergarten to Grade 5	Nahani Way Public School	Bristol Road Middle School	Applewood Heights S.S.
21 Grade 6 to Grade 8	Enrolment:	Enrolment:	Enrolment:
12 Grade 9 to Grade 12	Capacity:	Capacity:	Capacity:
	Portables:	Portables:	Portables:

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
13 Kindergarten to Grade 8	St. Jude Elementary School	St. Francis Xavier
11 Grade 9 to Grade 12	Enrolment: 317	Enrolment: 1 858
	Capacity: 280	Capacity: 1 500
	Portables: 19	Portables: 17

6. Community Questions and Comments

No community meetings were held and no written comments were received by the Planning and Building Department.

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (January 25, 2021)	The Region has received a satisfactory Functional Servicing Report. Waste collection for the commercial units will be required through a private waste hauler and the Region will provide front-end collection of garbage and recyclable materials for the apartment units.
Dufferin-Peel Catholic District School Board (January 6, 2021) and the Peel District School Board (January 8, 2021)	<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>Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</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 (March 29, 2021)	<p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions.</p> <p>In comments dated March 29, 2021, Community Services indicated that proposed development is located approximately 480 m (1,574 ft.) from Sandalwood Park (P-309), zoned OS1 (Open Space - Community Park) which includes a play site and a 11 X 11 soccer field. The site is also located approximately 680 m (2,230 ft.) from McKechnie Woods Park (P-362), zoned OS2 (Open Space - City Park) and includes a spray pad, public tennis court, basketball hoops, picnic area. Furthermore, Frank McKechnie Community Center and the Library is also adjacent to this park and this development proposal will have no significant impact to Frank McKechnie Community Center and Library.</p> <p>A future community park is planned for 175 m (574 ft.) from this proposed development within 91 Eglinton Avenue East (Liberty Development).</p> <p>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 By-laws.</p>

Agency / Comment Date	Comments
Economic Development Office (March 12, 2021)	Additional information to demonstrate how conformity with Section 5.1 and 5.3 and 10 in the Official Plan will be achieved as well as to the Economic Development Strategy. Consider in addition to the proposed retail uses proposing office, personal service and medical uses for ground floor as well as any upper level commercial spaces
City Transportation and Works Department (March 24, 2021)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p>Stormwater A Functional Servicing and Storm Water Management Report, prepared by Crozier and Associates and dated October 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, watercourses, 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. The applicant is proposing to utilize the existing storm sewer infrastructure to service the development lands, as well as on-site stormwater management controls for the post development discharge.</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; and • Demonstrate that there will be no impact to the existing drainage system and how groundwater will be managed on-site <p>Traffic A traffic impact study (TIS), prepared by LEA Consulting Ltd. and dated October 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, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • Provide an updated Traffic Impact Study addressing all staff comments; • Provide satisfactory updated plans that are in accordance with the terms and conditions of the Development and Servicing Agreements for 43M-1988; and, • Address any traffic concerns from the Community related to the proposed development. <p>Environmental Compliance A Phase One ESA (project no 181-13664-00) and Phase Two ESA (project # 181-13664-00) both dated December 2018, prepared by WSP have been received in support of the proposed development.</p>

Agency / Comment Date	Comments
	<p>The applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • Reliance letter for the reports • A document signed by a qualified person confirming that a pile of fill material and the use of the northeast portion of the site as a parking/staging area are not resulted in the Area of Potential Environmental Concern (APEC) for the property. • Clarification about the current use of the property and the need for a Record of Site Conditions • The Temporary Discharge to Storm Sewer Commitment Letter • Confirmation about wells decommissioning <p>Noise A preliminary environmental noise and vibration report prepared by Jade Acoustics, dated October 2020 was submitted for review. The report evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic, future HuLRT, the nearby commercial properties, and mechanical equipment of other residential buildings in the vicinity. The information received to date matches with the concept of the proposal received. However, further details will be required at the building detailed design stage.</p> <p>Engineering Plans/Drawings The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards.</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"> - Light Rail Transit Office - Metrolinx - Alectra Utilities - City of Mississauga, Community Services – Public Art - City of Mississauga, Community Services – Fire - City of Mississauga, Transit - City of Mississauga, Realty Services
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Enbridge Gas - Rogers Cable - Greater Toronto Airport Authority - Ministry of Transportation - Trillium Health Partners - Conseil Scolaire Viamonde - Conseil Scolaire de District Catholique Centre-Sud - Community Services – Heritage Planning and Indigenous Relations

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.

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.

8. 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.

K:\PLAN\DEV\CONT\L\GROUP\WPDATA\Corporate Reports to PDC\2. North Reports\OZ 20 020 - Liberty - LS\Appendix 1 Information Report OZ 20-020.docx

9. Next Steps

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

- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, building height, and lotting fabric?
- Are the proposed zoning by-law exception standards appropriate?

Recommendation Report Detailed Planning Analysis

Owner: 1997937 Ontario Inc. (Liberty Development Corp.)

5081 Hurontario Street

Table of Contents

1.	Community Comments	2
2.	Updated Agency and City Department Comments	2
3.	<i>Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)</i>	4
4.	Consistency with PPS	5
5.	Conformity with Growth Plan	5
6.	Region of Peel Official Plan	6
7.	Mississauga Official Plan (MOP)	6
8.	Revised Site Plan and Elevations	10
9.	Zoning	13
10.	Bonus Zoning	15
11.	"H" Holding Symbol	16
12.	Site Plan	16
13.	Conclusions	16

1. Community Comments

Through correspondence, comments from the public were generally directed towards the proposed increased density. Below is a summary and response to the specific comments heard.

Comment

Do the environmental and technical studies that were prepared for the proposed development take into consideration the safety and comfort of the future occupants of these buildings and the surrounding community?

Response

The applicant has prepared numerous technical studies, reports and drawings (including environmental studies) in support of the proposed development applications (refer to Appendix 1 – Information Report for the list of submitted materials). These materials, which are required to be prepared by qualified professionals in accordance with the City's terms of reference, have been deemed satisfactory for the purposes of making a recommendation to Council on the merits of these applications. Refer to Section 2 of this Appendix for updated agency and City department comments.

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 June 22, 2021, November 22, 2021 and April 4, 2022. A summary of the comments on the initial proposal are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Technical reports, plans 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 in accordance with City requirements to confirm the feasibility of the proposal from an engineering standpoint.

Stormwater

The Functional Servicing and Stormwater Management Report prepared by C.F. Crozier & Associates Inc. November 2021 indicates that an increase in stormwater runoff will occur with the development 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 are required.

The applicant has demonstrated a satisfactory stormwater servicing concept. Green roofs and water reuse on site are being pursued. Further details related to the stormwater tank, reuse component to meet the water balance requirement, as well as the overall refinement of the stormwater management report will be addressed prior to Site Plan approval.

Traffic

A total of three Traffic Impact Study (TIS) submissions were provided by LEA Consulting Ltd. in support of the proposed development. Each submission was reviewed and audited by the City's Transportation and Works Department. The third submission study, dated March 30th, 2022 complies with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 168 (46 in, 122 out) and 235 (137 in, 98 out) two-way vehicular site trips for the weekday AM and PM peak hours in 2025, respectively.

With the traffic generated by the proposed development, the study area intersections and proposed vehicular accesses are expected to operate at acceptable levels of service in a dense urban context.

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 29, 2020. As the area continues to develop, key

intersections within the Uptown Node will be under increasing pressure during the peak AM and PM hours only.

The Transportation Impact Study (TIS) completed by the applicant's consultant identifies traffic capacity constraints along the Hurontario Street corridor. However, these are primarily attributable to the conservatively estimated background traffic, and removal of vehicular lanes due to the Hurontario Light Rail Transit (LRT). It should be noted that these capacity constraints are projected, regardless of whether the proposed development is built. In comparing the future background (without the proposed development) and the future total (with the proposed development) scenarios, the maximum increase in average delay for an individual intersection movement during the AM/PM peak hours is 10 seconds. This is considered a nominal increase and there remains excess vehicular capacity throughout the adjacent road network.

The subject site fronts a higher-order transit corridor (Hurontario LRT); will have a plethora of active transportation mobility options; and is located within close proximity to many amenities. The overall transportation capacity of the road network will be greatly enhanced through the introduction of dedicated higher-order transit and active transportation infrastructure. Furthermore, Transportation Demand Management (TDM) measures are proposed as part of the development, to reduce the traffic impacts of the subject site including unbundled parking, bicycle parking, pre-loaded PRESTO cards, and enhanced pedestrian-friendly streetscapes. It is anticipated that these measures will encourage public transit use and reduce

Single Occupancy Vehicle (SOV) trips to and from the subject site and the Uptown Node.

Staff are in the process of developing further policies and plans that will 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 the traffic capacity constraints, the City has received and processed several other development applications within the Uptown Node area.

Therefore, while the adjacent vehicular levels of service are projected to be less than optimal, the proposal will help achieve a more pedestrian-oriented and transit friendly environment without adversely impacting public safety.

Environmental Compliance

A Phase One Environmental Site Assessment and a Phase Two Environmental Site Assessment, both dated December 2018 and prepared by WSP, have been submitted in support of the proposed development. No further action is required.

Noise

A Noise Study prepared by Jade Acoustics Inc., dated October 2020, was submitted for review. The study evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. The evaluated noise sources that may impact this development include road traffic noise, Hurontario Light Rail Transit and associated power substation noise, the nearby commercial properties, and mechanical equipment of other nearby residential buildings. Final details related to noise

mitigation requirements will be further addressed at the Site Plan stage.

Engineering Plans and Drawings

The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans, etc.). Transportation and Works is satisfied that the information reviewed to date is satisfactory and in accordance with City requirements. No new municipal infrastructure (roads or services) are required as a result of this development.

3. *Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)*

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

The Public Meeting Report dated April 16, 2021 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 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.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

The proposed development will utilize surrounding community infrastructure, has adequate access to servicing and is located in close proximity to transit infrastructure. The proposed development represents an efficient land use pattern that

avoids environmental health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

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 site and their surrounding area.

5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic

growth areas and 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.

The proposed development conforms to the Growth Plan as it is intensifying a high density site and utilizing existing municipal infrastructure.

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

6. Region of Peel Official Plan

As summarized in the public meeting report dated April 16, 2021 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is located within the Urban System of the Region of Peel. 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 intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.

The proposed development conforms to the ROP as it is an appropriate development that efficiently uses land to contribute to housing choices in the neighbourhood.

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 three apartment buildings with heights of 23, 33 and 38 storeys containing 1,265 condominium apartment units, a minimum of 2 280 m² (24,541.7 ft²) of retail commercial and office uses and a maximum floor space index of 7.26. 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 Intensification Area 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 (Phase 2) will have an estimated population of 1,621, an increase of approximately 364 persons. By 2041, the City's approved growth forecast projects a population of approximately 20,000. The average household size is 2 with 87% of people living in apartment buildings that are five storeys or more. The mix of housing tenure for the area is 2,665 units (61%) owned and 1,730 units (39%) rented with a vacancy rate of approximately 0.9%. In addition, the number of jobs within this Character Area is 2,185. Total employment combined with the population results in a PPJ for Uptown Major Node of 128 persons plus jobs per ha (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 2) will provide 705 residents per hectare (263 residents per acre), while the overall development (Phase 1 and Phase 2) will provide 2,269 residents per hectare (914 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 and 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 this proposal (Phase 2) is estimated to be 54 jobs per hectare (22 jobs per acre), while the overall proposed development (Phase 1 and Phase 2) is estimated to be 51 jobs per hectare (21 jobs per acre). This is well beyond the existing 22 jobs per hectare (9 jobs per acre) present in the Uptown Major Node.

In addition to being located in a Major Node, the subject lands are also located on Hurontario Street, an Intensification Corridor, and are located within the Major Transit Station Area (MTSA) for the proposed Light Rail Transit (LRT) station at the intersection of Eglinton Avenue West and Hurontario Street. MTSA's are also identified as Intensification Areas in MOP.

Compatibility with the Surrounding Area

Within Intensification Areas, appropriate height and built form transitions will be required between sites and their surrounding areas. While a maximum height of 25 storeys is permitted in the Major Node, additional height can be considered: where an appropriate transition in height will be achieved; the City Structure hierarchy is maintained; the development proposal enhances existing or planned development and the development proposal is consistent with the policies of the OP (Section 13.1.1.3).

The subject site is designated **Residential High Density – Special Site 2**, which permits apartment buildings with a maximum height of 30 storeys containing 1,077 units (1,323 dwelling units on areas 2A and 2C), a minimum of 2 750 m² (29,500.8 ft²) and a maximum of 6 300 m² (67,812.6 ft²) of retail commercial and office uses and a maximum floor space index (FSI) of 6.13.

The proposed amendments would revise the **Residential High Density – Special Site** designation to permit three apartment buildings with heights of 23, 33, and 38 storeys containing 1,265 condominium apartment units, a minimum of 2 280 m² (24,541.7 ft²) and a maximum of 6 300 m² (67,812.6 ft²) of retail commercial and office uses and a maximum FSI of 7.26.

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

A range of uses are permitted in the node including **Residential High Density, Residential Medium Density, Mixed Use, Office** and **Motor Vehicle Commercial**. The lands surrounding the subject site are designated **Residential High Density, Residential Medium Density**, and **Mixed Use**, which permit apartments, townhomes, and retail commercial uses. The proposed amendment to the **Residential High Density – Special Site** would maintain the existing permissions for apartments on the subject site, while increasing the maximum permitted building height, number of units and FSI. The

proposal also reduces the minimum required floor area for retail commercial and office uses.

Services and Infrastructure

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

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

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

- Route 17 – Hurontario Street
- Route 103 – Hurontario Street
- Route 35/35a – Eglinton Avenue
- Route 87 – Eglinton Avenue

There is a transit stop on Hurontario Street within 110 m (361 ft.) of the site, and on Eglinton Avenue West within 177 m (581 ft.). A future Light Rail Transit (LRT) stop is proposed at the intersection of Hurontario Street Eglinton Avenue West, as well as Hurontario Street and Bristol Road. The LRT will provide transit connections along Hurontario Street through Mississauga, Brampton, as well as to Milton and the Lakeshore GO lines.

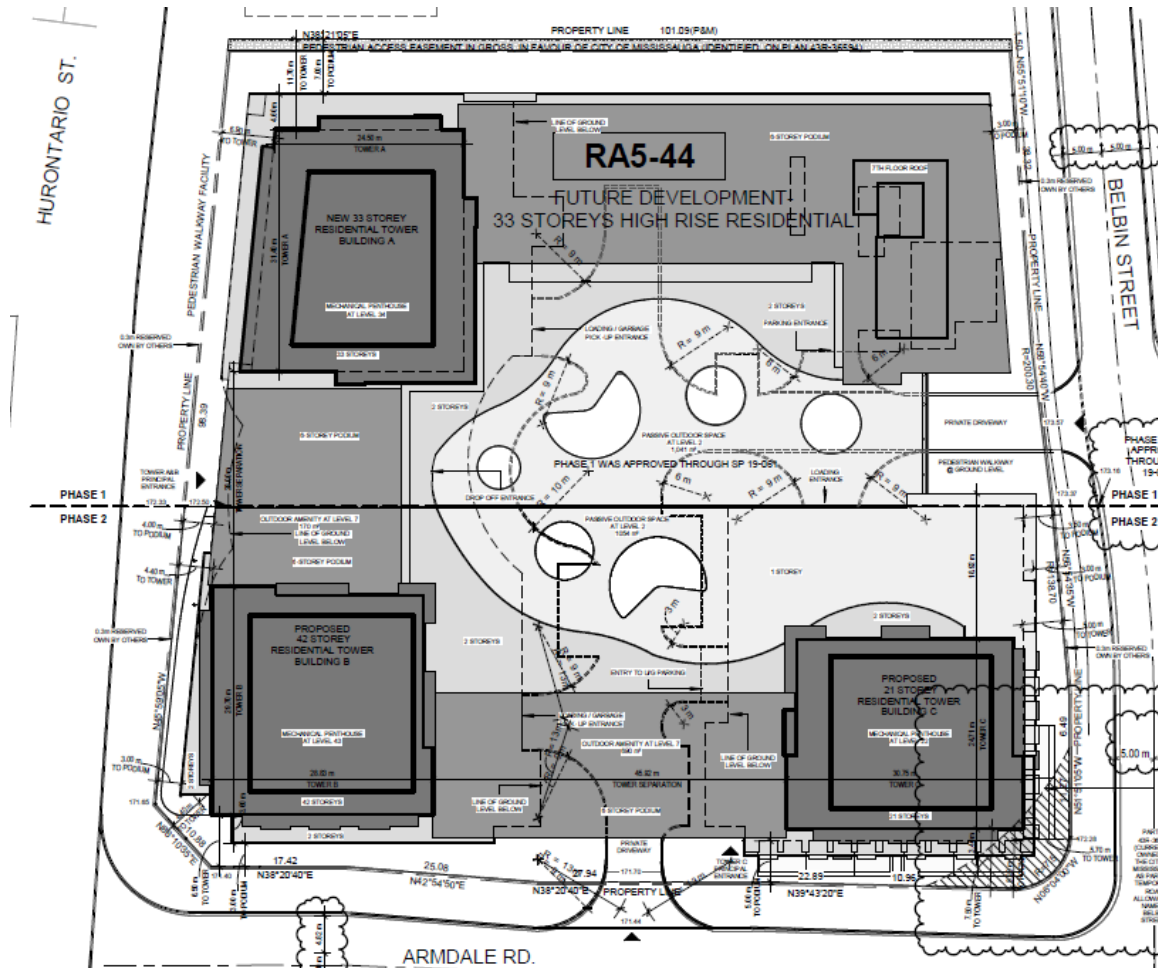
The node contains the Emerald Centre (west side of Hurontario Street, south of Eglinton Avenue West), Cityside Shopping

Centre (northeast corner of Hurontario Street and Eglinton Avenue East), Mississauga Marketplace Plaza (southeast corner of Hurontario Street and Eglinton Avenue East) and 30 Eglinton West Commercial Centre (southwest corner of Hurontario Street and Eglinton Avenue West). These plazas provide a range of services including a grocery store, drug store, medical offices, gym, Service Ontario, and restaurants. A park block was approved in the subdivision to the south east. The Frank McKechnie Community Centre and Library is located 2.5 km (1.5 miles) east of the subject property.

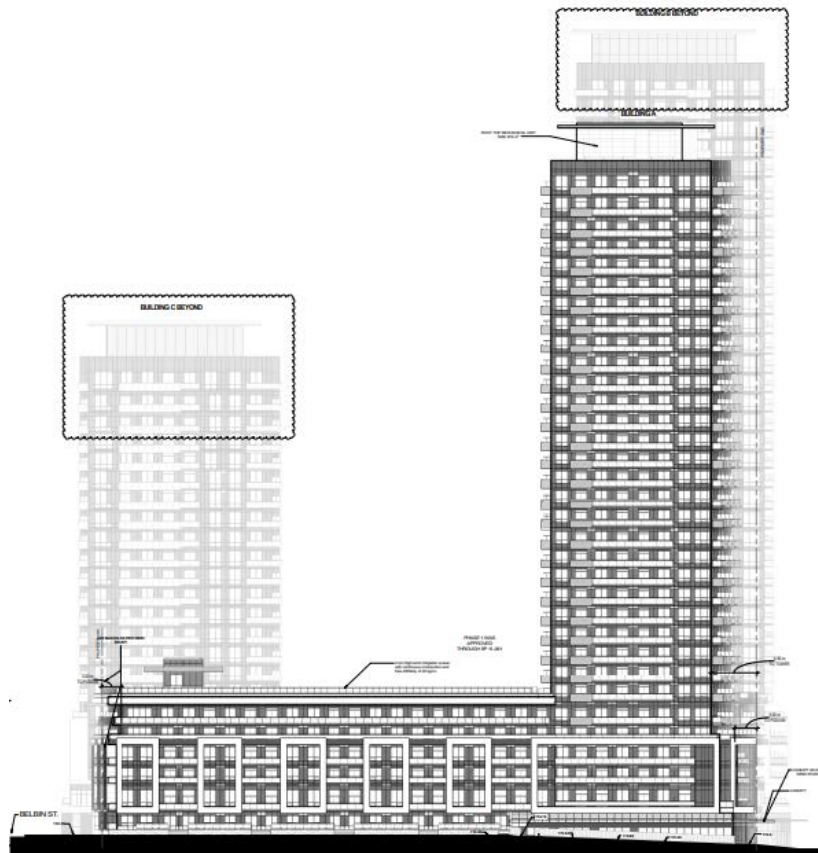
For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

8. Revised Site Plan and Elevations

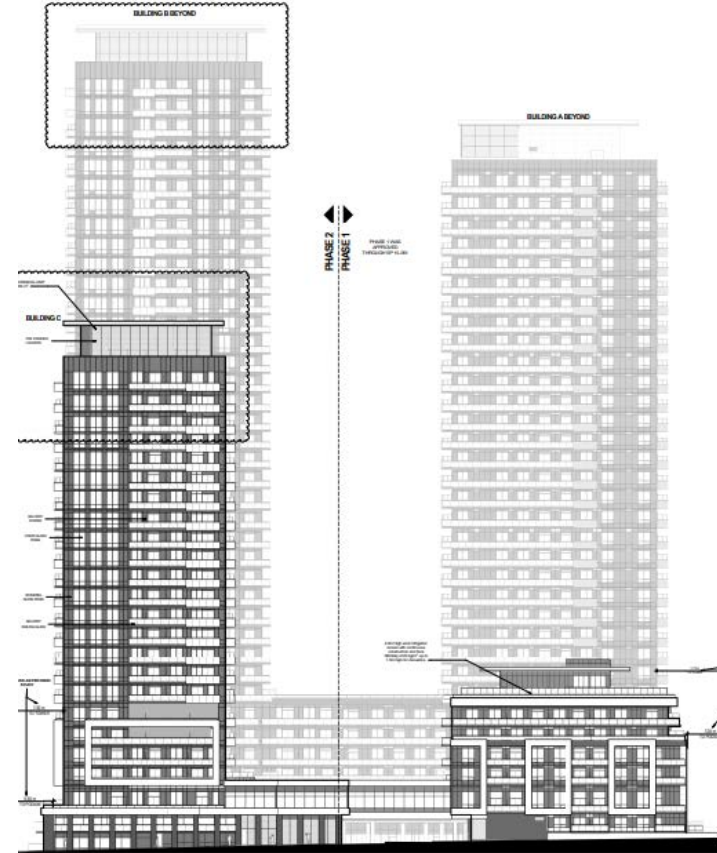
The applicant has provided a revised site plan and elevations as follows:



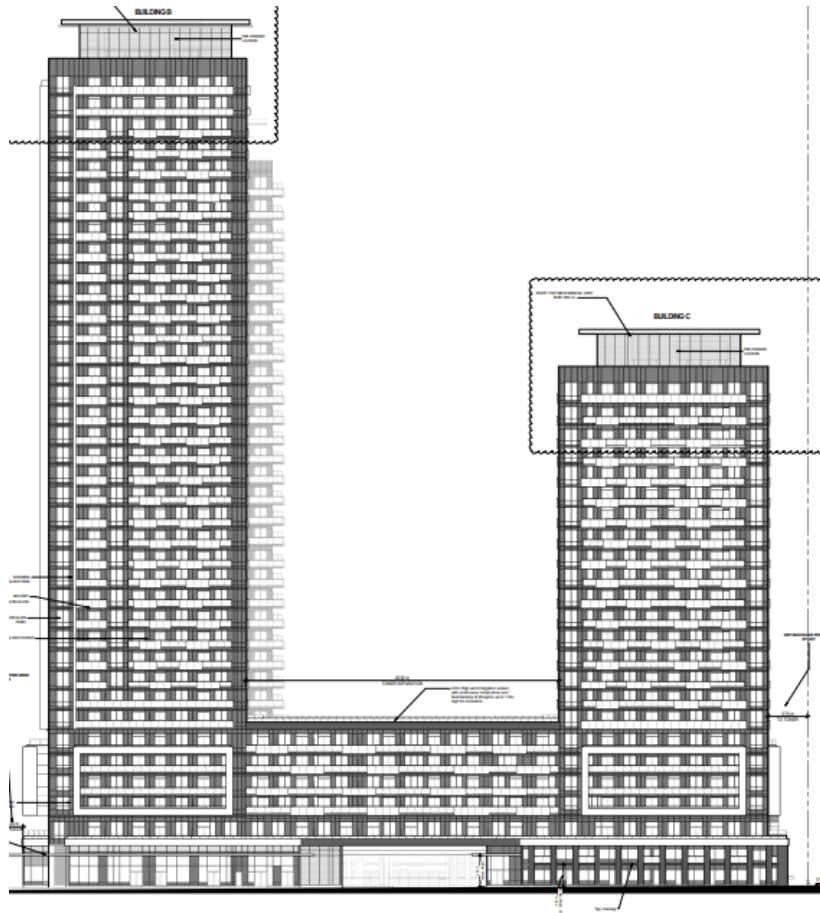
Site Plan



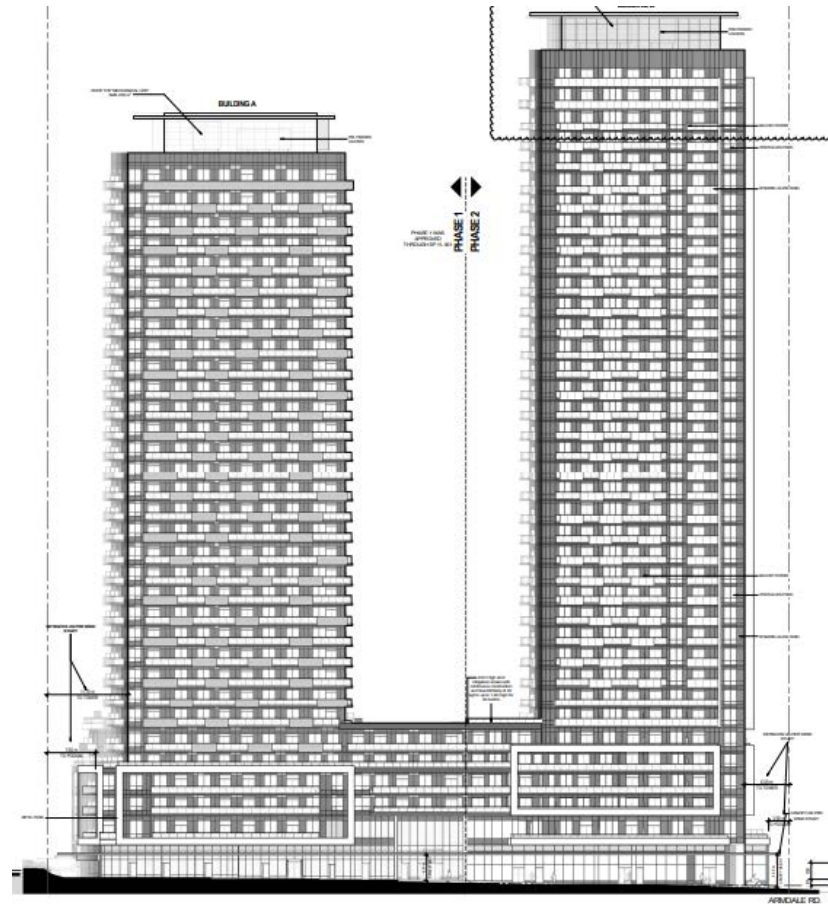
North Elevations



East Elevations (Belbin Street)



South Elevations (Armdale Road)



West Elevations (Hurontario Street)

9. Zoning

The proposed **RA5-Exception** (Apartments) is appropriate to accommodate the proposed three apartment buildings with heights of 23, 33, and 38 storeys, containing 1,265 dwelling units, retail commercial and office uses and an FSI of 7.26.

The Committee of Adjustment approved minor variance application ("A"409/19) in 2019 which allowed the following:

- A height of 33 storeys whereas a maximum height of 30 storeys was permitted
- Parking rates were reduced to
 - 0.9 resident parking spaces per 1 bedroom unit whereas 1.10 parking spaces is required
 - 1.0 resident parking spaces per 2 bedroom unit whereas 1.10 parking spaces is required
 - 1.3 resident parking spaces per 3 bedroom unit whereas 1.20 parking spaces is required
- To permit a walkway along Hurontario Street within the landscape buffer whereas a walkway is only permitted to traverse a landscape buffer
- To permit walkways, stairs and vents along the northern property line within the landscape buffer whereas such obstructions are not permitted in a landscape buffer
- To permit a setback percentage from the build-to-line of 35% whereas a maximum setback percentage from the build-to-line of 20% is permitted
- To permit a balcony projection of 1.5 m (4.9 ft.) whereas a maximum balcony projection of 1.0 m (3.3 ft.) is permitted

This zoning by-law amendment recognizes the approvals previously granted by the Committee of Adjustment. Below is an updated summary of the proposed site specific zoning provisions:

Proposed Zoning Regulations

Zone Regulations	Existing RA5-44 Zone Regulations	Proposed RA5-Exception Zone Regulations
Maximum number of dwelling units	1,077	1,265
Maximum floor space index (FSI)	6.13	7.26
Maximum building height	33 storeys*	38 storeys 123 m (403.5 ft.)
Minimum number of resident parking spaces per 1, 2 and 3 bedroom units	1 bedroom – 0.9* 2 bedroom – 1.0* 3 bedroom – 1.3*	0.80
Minimum number of visitor parking spaces per condominium apartment dwelling units	0.15	0.15

Zone Regulations	Existing RA5-44 Zone Regulations	Proposed RA5-Exception Zone Regulations
Minimum number of parking spaces per 100 m ² gross floor area – non-residential	4.3 not including restaurants and take-out restaurants	3.0 including restaurants and take-out restaurants under 220 m ² (2 368 ft ²)
Retail and visitor parking spaces	<p>For the visitor parking space component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following:</p> <p>The greater of 0.15 visitor parking spaces per unit</p> <p>or</p> <p>Parking required for all non-residential uses, except restaurant and take-out restaurant.</p> <p>Restaurant and take-out restaurant shall not be included in the above shared parking arrangement and shall be provided</p>	<p>For the visitor parking space component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following:</p> <p>The greater of 0.15 visitor parking spaces per unit</p> <p>or</p> <p>Parking required for all non-residential uses, except restaurant over 220 m² (2 368 ft²)</p>

Zone Regulations	Existing RA5-44 Zone Regulations	Proposed RA5-Exception Zone Regulations
	in accordance with applicable regulations contained in Table 3.1.2.2 of this By-law	
Minimum landscaped area	25% of lot area	12% of lot area
Minimum amenity area	The greater of 5.6 m ² (60.3 ft ²) per dwelling unit or 10% of the site area **	4.0 m ² (47.4 ft ²) per dwelling
To permit encroachments in a landscaped buffer	<p>A walkway along the Hurontario Street frontage to be permitted within the required landscape buffer*</p> <p>Walkways, stairs, and vents along the northern property line to be permitted within the required landscape buffer along the northern property line*</p>	<p>A walkway along the Hurontario Street frontage to be permitted within the required landscape buffer*</p> <p>Walkways, stairs, and vents along the northern property line to be permitted within the required landscape buffer along the northern property line*</p>
Maximum percentage of a streetwall setback beyond the build-to-line	35%*	<p>To the north - 35%*</p> <p>Hurontario St. – 45%</p> <p>Armdale Rd. – 100%</p>

Zone Regulations	Existing RA5-44 Zone Regulations	Proposed RA5- Exception Zone Regulations
		Belbin St. – 50%
Maximum balcony projection	1.5 m* (4.9 ft.)	1.5 m* (4.9 ft.)
Minimum total gross floor area – non- residential	2 750 m ² (29,600.8 ft ²)	2 280 m ² (24,541.7 ft ²)
<p>In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.</p> <p>*Approved by the Committee of Adjustment through Minor Variance application "A" 409/19.</p> <p>**Existing RA5 Base Zone Regulation</p>		

Despite the applicant's request for a maximum of 1,270 dwelling units and a maximum FSI of 7.3, staff's recommendation is to allow for a maximum of 1,265 dwelling units and a maximum FSI of 7.26, which provides sufficient flexibility for the applicant to make minor revisions to the development proposal to account for changes in market demands. The development proposal reflected in the conceptual site plan drawings reviewed through these applications include 1,243 units and a FSI of 7.12.

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 **RA5-44** (Apartments) which permits three apartment buildings with heights of 21, 27 and 30 storeys. The current **RA5-44** zone allows 1,077 units and a maximum FSI of 6.13. The applicant is seeking to permit three apartment buildings with heights of 23, 33 and 38 storeys containing 1,265 units and a maximum FSI of 7.26. As additional height is proposed, the project meets the minimum threshold for a Section 37 contribution.

The *Planning Act* was amended by Bill 197, COVID-19 *Economic Recovery Act*, 2020, S.O. 2020, c. 18. Section 37 height and density bonus provisions have been replaced with a new Community Benefit Charge (CBC). According to the *Planning Act*, the former density bonusing provisions continue to apply to development applications until the earlier of the City passing a CBC by-law, or September 18, 2022. If City Council passes a CBC by-law, the charge would be applied City-wide to developments that are 5 storeys or more and with 10 or more residential units whether or not there is an increase in permitted height or density. The timing of Council's adoption of a zoning by-law amendment, if any, will determine whether density

bonusing or the CBC bylaw will apply. Should this application be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits or density bonusing (Section 37) as a condition of approval.

11. "H" Holding Symbol

Should this application be approved by Council, staff will request an "H" Holding Symbol which can be lifted upon:

- The execution of a Section 37 (Community Benefits) Agreement to the satisfaction of the City
- Receipt of a signed Development Agreement to the satisfaction of the City

12. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development. A site plan application (SP 19/061 W5) for the north block (Phase 1) for one 33 storey apartment building with six storey podium was approved on January 18, 2021.

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

- detailed stormwater management review
- green development strategies
- streetscape and landscaping
- noise and wind mitigation measures
- utility/tree corridor conflicts (if any)
- access modifications
- site servicing

Through the site plan process, further refinements are anticipated for the retail space, waste collection design, walkways, rooftop design, and bicycle storage facilities.

13. Conclusions

In conclusion, City staff has evaluated the applications to permit three apartment buildings with heights of 23, 33 and 38 storeys containing 1,265 condominium apartment units and retail commercial and office uses 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 Character Area, 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. An application for a 38 storey apartment building has also been approved through OZ/OPA 18/011 W5 across Hurontario Street from the subject lands.

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 (Phase 2) is estimated to be 54 jobs per hectare (22 jobs per acre), while the overall proposed development (Phase 1 and Phase 2) is estimated to be 51 jobs per hectare (21 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** within the Mississauga Official Plan.

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