



**2120 HURONTARIO STREET
OPA/REZONING**

PLANNING RATIONALE REPORT

MARCH 6, 2012



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1. INTRODUCTION

This report presents the Planning Rationale and background information in support of an Official Plan Amendment (OPA) and a Rezoning By-law Amendment (RZA) to permit a comprehensively planned mixed use development comprising two residential towers, a mid rise podium and back-to-back townhousing clusters on the 0.95 ha land assembly known as 2120 Hurontario Street.

1.1 Context

The site is shown in context on Figure 1 opposite. It is located at the south gateway to Mississauga on Hurontario just north of the newly constructed QEW interchange. The site is in an underdeveloped portion of the Cooksville area. Current surrounding uses include the Trillium Hospital Campus and the Bronte College and Student Residence to the north, and high density residential development all along the east side of Hurontario Street. There is a retail plaza south of the site at the Harbom/Hurontario Street corner and newly developed townhousing in behind, fronting Grange Drive and the South Service Road with low density single family uses on the west side of Grange Drive.

Building heights in the vicinity range from 5-7 storeys in the Hospital Campus, 9 storeys for the Bronte College development and 10-25 storey buildings in the high density residential lands east of Hurontario Street.

The single family parcels on the west side of Grange Drive are severed from the rest of the single family area further to the west by the Mary Fix Creek Greenbelt (Regulatory Floodplain) which serves to both delineate the Grange pocket as a separate enclave and to buffer the lower density uses to the west (see Figure 1, opposite).

1.2 Summary of Proposal

The project has been designed to serve as a landmark given its strategic location at the south gateway to the City. The development proposal consists of two residential towers of 22 and 36 stories centred by a 6 storey podium all fronting Hurontario Street and two clusters of 3 storey back-to-back townhousing along Grange Drive.

The proposal contains a 559 condo unit, 20 townhouse units and 813 sq. m. of retail commercial space at grade. As well, a landscaped multi purpose courtyard serves as the internal development focal point.

Access to the site will be via central driveway located on Hurontario directly across from the drive serving the high density apartment buildings on the east side of Hurontario. There will be no vehicular access to/from Grange Drive. At grade parking will be provided for visitors and to serve the retail space. Resident parking will be located within an underground parkade accessed by an internal ramp. Each tower will have its own dedicated loading area.

A mid block pedestrian connection will extend from Grange Drive through the site to Hurontario allowing for public access to both present and future public transit along Hurontario.

Amenity space for residents will be provided indoor on the 7th floor of each tower linked to an amenity area occupying the roof of the podium structure.

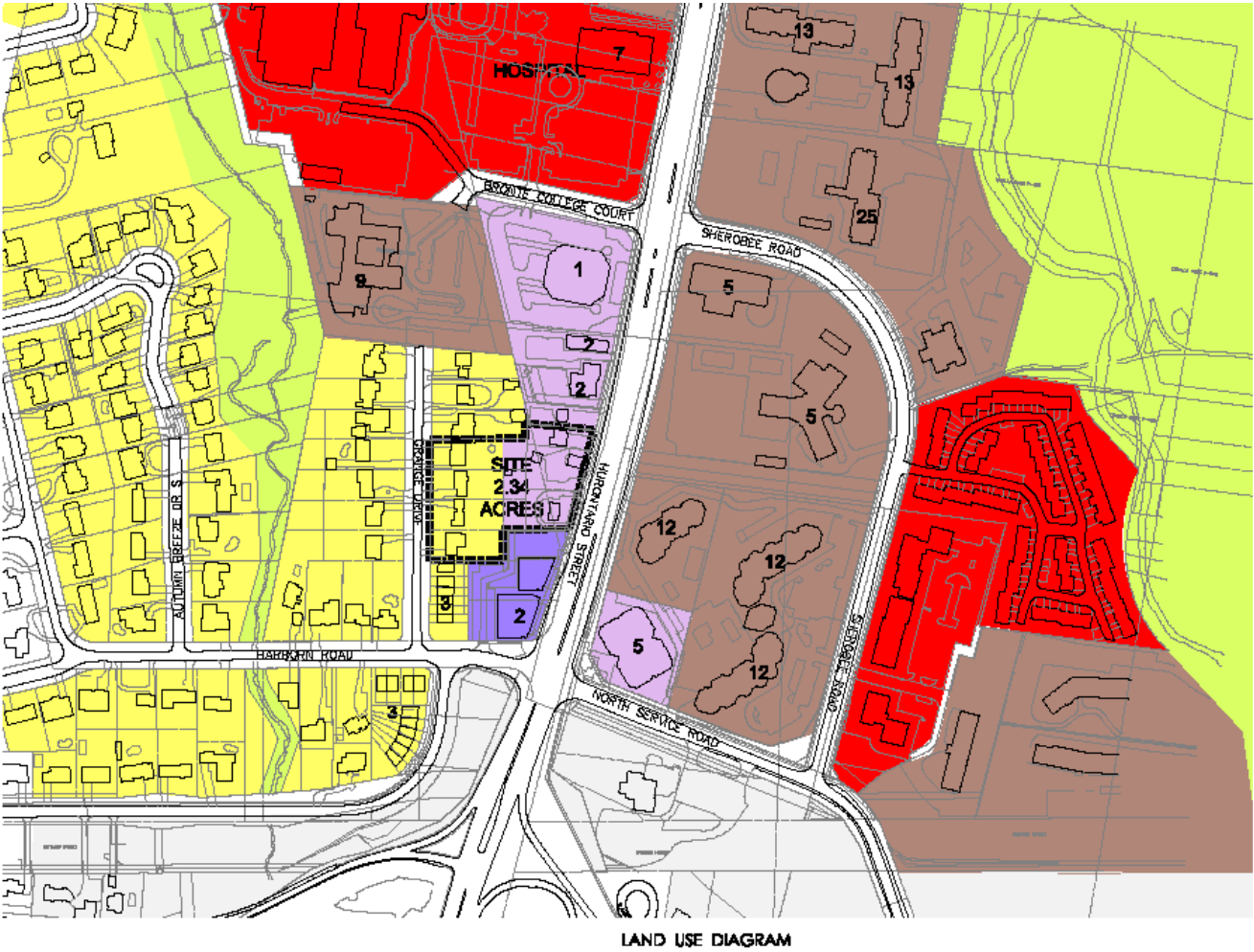


Figure 1: Context

1.3 Summary of Proposed Amendments

The proposal is compatible with a variety of higher order Mississauga policies relating to the Growth Centre, Intensification, and transit supportive development, but will require site specific amendments to the Mississauga Plan and the Zoning By-law in order to be implemented. The following is a summary of the proposed amendments:

1.3.1 OFFICIAL PLAN

- To amend the Mississauga Plan Land Use Designations in the Cooksville District Land Use Map from Office - Special Site 8 to Residential High Density II – Special Site to permit Apartments with ground related commercial and office uses at an amended Floor Space Index and from Residential Low Density I - Special Site 11 to Residential Medium Density II - Special Site to permit Horizontal Multiple Dwellings at an amended residential density; and
- That the Region of Peel be requested to make appropriate modifications to the new Mississauga Official Plan through the Regional approval process to designate the lands from Office to Residential High Density and from Residential Low Density I to Residential Medium Density.

1.3.2 REZONING

- That By-law 225-2007 be amended from O (Office) and from Residential Low Density I to RA5 – Exception (Apartment Dwellings) to permit Apartments with ground related commercial and office uses and Horizontal Multiple Dwellings at an amended Floor Space Index.

1.4 Criteria for Site Specific Official Plan Amendments

Mississauga Plan outlines criteria for evaluation of site specific Official Plan amendments (Section 5.3.2). These criteria along with the manner in which this proposal complies is outlined below:

- **That the proposed redesignation would not adversely impact or destabilize the following: The achievement of the overall intent, goals, objectives and policies of this Plan; The development or functioning of the remaining lands which have the same designation, or neighbouring lands; (5.3.2.1(a)).**

The proposal provides for intensification within the Urban Growth Centre which is fully in compliance with and implements the goals, objectives and policies of the Official Plan. The proposed redesignation of the Hurontario fronting lands is in keeping with Official Plan policies for growth to be concentrated within the Urban Growth Centre and along Intensification Corridors so as to encourage and support higher order transit. As well the redesignation of the Hurontario lands supports policies to encourage an active Hurontario streetscape and as well respond to the City's policies which encourage siting attractive built form responses at major gateways – in this case defining the entry to the City from the QEW from the south.

The proposed redesignations will not adversely impact neighbouring lands, neither to the north along Hurontario nor along Grange Drive. In the case of the underdeveloped lots north of the subject site on Hurontario, these remain appropriate for redevelopment to higher density, transit supportive uses in the future. With regard to the remaining lands either side of Grange Drive these are cut off from lands further west by the Mary Fix Creek and function as a separate enclave. The proposed back-to-back townhousing along Grange Drive provides a transition from high density uses on Hurontario and is consistent with land uses recently approved to the south and represents a further stage of this enclave's revitalization given the unique physical setting. Moreover, the proposal is based on no vehicular access from the project to/from Grange Drive to minimize traffic impact on Grange Drive.

- **That a comprehensive review of land use designations or a five year review is not required (5.3.2.1(b));**

A comprehensive review of land use designations or a five year review is not warranted. This proposal responds to the Urban Growth Centre policies of Mississauga Plan which were introduced by OPA 25 in 2007 and brought into conformity with Provincial Growth Policies with OPA 95 in 2010. This proposal is consistent as well with the new Mississauga Official Plan adopted by Council in September 2011 which amongst other things created the new Mississauga Downtown which corresponds for the previous Urban Growth Centre.

- **That the lands are suitable for the proposed use, and a planning rationale with reference to the policies of this Plan, other applicable policies, and good planning principles is provided, setting out the merits of the proposed amendment in comparison with the existing designation (5.3.2.1(c));**

This report provides the planning rationale and justification for these amendments and it demonstrates that there is compelling rationale as to why this proposal is fully suitable at this location.

- **Land use compatibility with the existing and future uses of surrounding lands (5.3.2.1(d));**

The proposal is compatible with existing uses including high density to the east and the Hospital precinct to the north. Moreover, it is current Council Policy that LRT is to be introduced along Hurontario in the future and this proposal fully contributes to this objective. The lower scale back-to-back townhouse clusters achieve appropriate transition in height and density vis-à-vis the lower density area to the west and as well fit in with the single family and new townhouse developments immediately adjacent.

- **The adequacy of infrastructure and community services to support the proposed application (5.3.2.1(e)).**

The technical studies which are being submitted with this application indicate that existing surrounding transportation and servicing infrastructure are adequate to support the proposal and that it will compliment and reinforce the introduction of higher order transit in the future. The anticipated review of the proposal by Mississauga and other agencies will show there are community services available to support the proposal.

2. EXISTING CONDITIONS

2.1 Site

The 2120 Hurontario project is located on the west side of Hurontario Street approximately 300 m north of the QEW in the south central portion of Mississauga’s Cooksville District. The site comprises a total of 0.95 ha (2.4 ac) of land and fronts both Hurontario Street on the east and Grange Drive on the west. The site was created by the assembly of 3 parcels on Hurontario and 4 parcels fronting Grange Drive.

2.2 Official Plan Land Use Designations

As is shown in Figure 2 opposite, in the current Official Plan – Mississauga Plan the site is located within the Cooksville District with the portion of the site fronting Hurontario located within the Urban Growth Centre. The lands fronting Hurontario Street are designated Office – Special Site 8 while the lands fronting Grange Drive are designated Residential Low Density I – Special Site 11.

As is shown in Figure 3 opposite, in the newly approved (but not in force) Mississauga Official Plan the lands fronting Hurontario are located within the new Mississauga Downtown, more specifically, within the Downtown Hospital Character Area. The Grange Drive portion of the site is located within the Cooksville Neighbourhood. The specific land use designations are Office and Residential Density I for the Hurontario and Grange Drive lands respectively.

2.3 Current Zoning

The current zoning designation under By-Law 225- 2007 is Office (O) for the portion on Hurontario Street and Residential 1 (R1) for the lands on Grange Drive.

2.4 Boundaries and Ownership

The 0.95 hectare (9,476 square metres) land assembly is comprised of 3 lots fronting Hurontario Street and 4 lots fronting on Grange Drive. The lot frontage is approximately 77 metres along Hurontario Street, approximately 105 to 120 metres deep and a frontage of approximately 91metres along Grange Drive.

The ownership of the lands are presently split amongst three separate ownerships within the same family as follows:

- 859513 Ontario Inc.
- 2114 Hurontario Street, 2107 Grange Drive
- RML 2124 Hurontario Ltd.
- 2124 Hurontario Street, 2130 Hurontario Street, 2095 Grange Drive & 2113 Grange Drive
- Richard Rabba
- 2121 Grange Drive

2.5 Legal Description

The legal description of the assembled site is outlined as follows:

- 2114 Hurontario St.
- CON 1 SDS PT LOT 16 PLAN C24 PT LOTS 18, 19, 22 RP 43R18068 PARTS 1, 2, 5
- 2124 Hurontario St.
- CON 1 SDS PT LOT 16 PLAN CON 24 PT LOT 22
- 2130 Hurontario St.
- CON 1 SDS PT LOT 16
- 2095 Grange Dr.
- PLAN C24 LOT 20
- 2107 Grange Dr.
- PLAN C24 PT LOT 19 RP 43R18068 PART 3
- 2113 Grange Dr.
- PLAN C24 PT LOT 18
- 2121 Grange Dr.
- PLAN C24 LOT 17

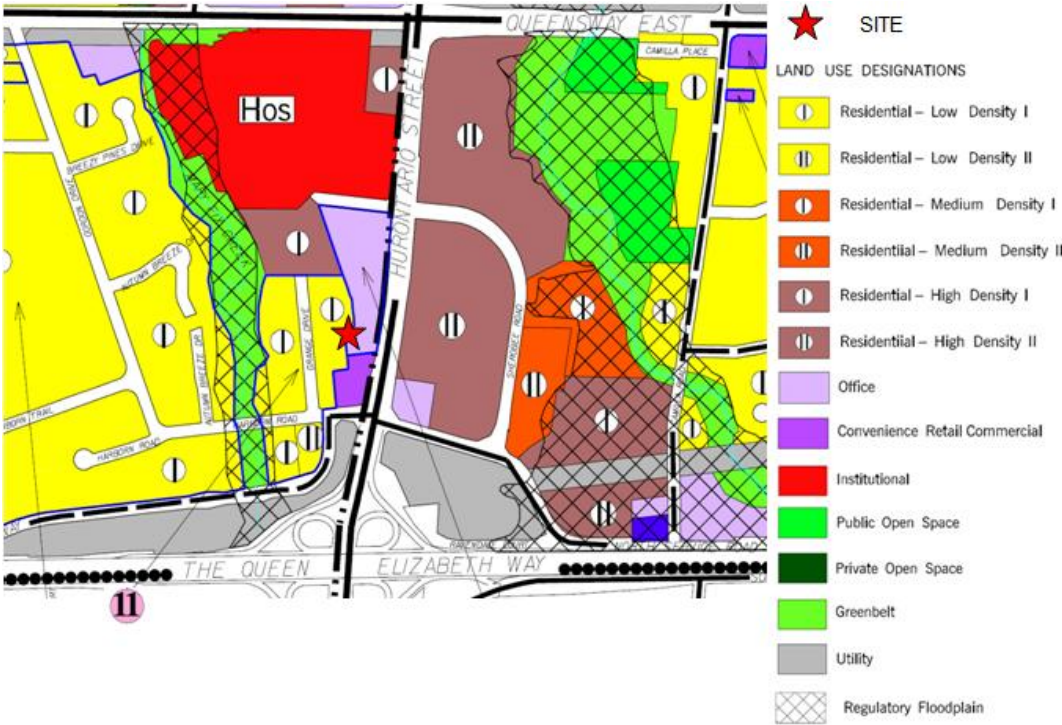


Figure 2: Land Use Designations Mississauga Plan (In-Force)

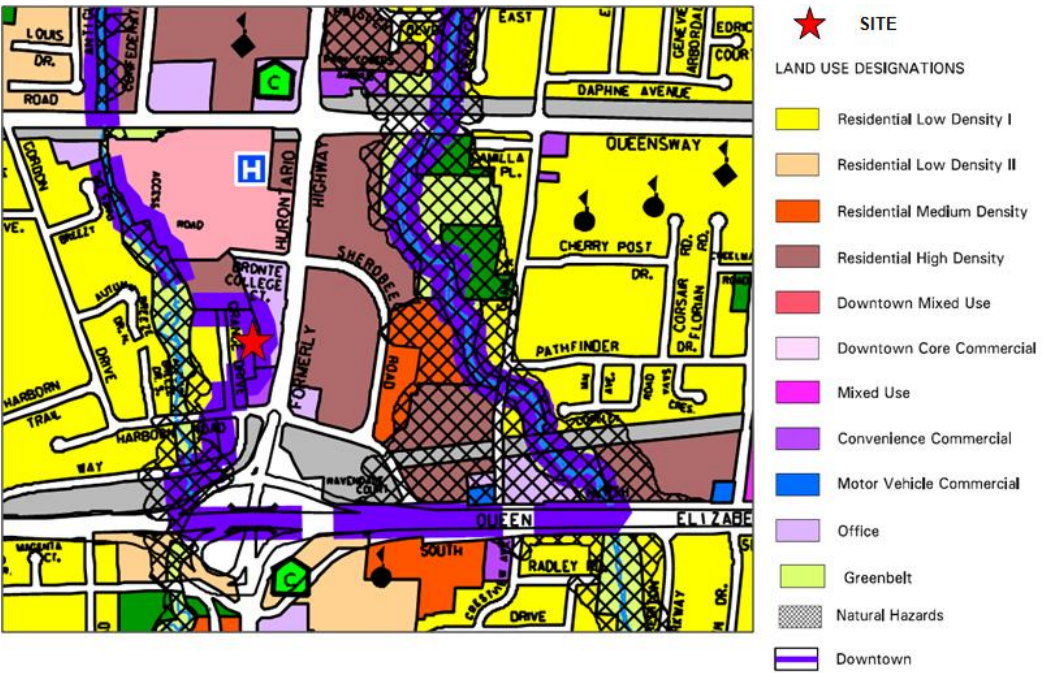


Figure 3: Land Use Designations Mississauga Official Plan (2011)

2.6 Adjacent Uses

As is illustrated in the photo opposite, the site is located within a precinct bounded by Queensway on the north, the QEW off ramps to the south, and the Mary Fix Creek Greenbelt to the west and greenbelt to the east.

Immediately north of the site on Hurontario are small office/commercial buildings that were converted from residential units. Further north are institutional uses most notably the Trillium Health Care Centre and the Bronte College and Student Residence. East of the site are high density residential buildings ranging in height from 15-25 storeys and a 5 storey office tower. On the west side of Grange Drive are single detached residential dwellings. Immediately to the southeast of the site fronting Hurontario is a retail plaza and to the southwest is a newly constructed townhouse development.

2.7 Site Access

Currently, the 3 parcels on Hurontario have individual driveways onto Hurontario while the 4 parcels along Grange Drive have separate driveways onto Grange Drive. It is proposed that these separate accesses be abandoned and be replaced by a single new access on Hurontario aligned with the driveway across the street. There will be a mid block pedestrian connection but no vehicular access to/from the project from Grange Drive.

2.8 Topography

The overall site is flat. It currently drains in a southerly direction and has an approximate slope of 1.7%. There is minimal vegetation except for grass, shrubs and trees.

2.9 Existing Trees

An Arborist Report has been prepared by Kelly's Tree Care and forms part of this application. This report identifies that there are 62 trees located on the property line, of which 10 are in poor condition. All will have to be removed for the development to proceed. There are 3 additional trees on adjacent lots which will as well have to be removed due to their close proximity to the site. Replacement tree planting and/or cash-in-lieu will be provided as per City policies for all trees that are removed.

2.10 Phase 1 ESA

A Phase 1 ESA Report was prepared by Terraprobe dated February 28, 2012. Findings indicate there are above grade storage tanks on some of the sites and accordingly, a Phase 2 ESA has been recommended and will be carried out. A DSHM survey has been recommended and will be undertaken prior to demolition.

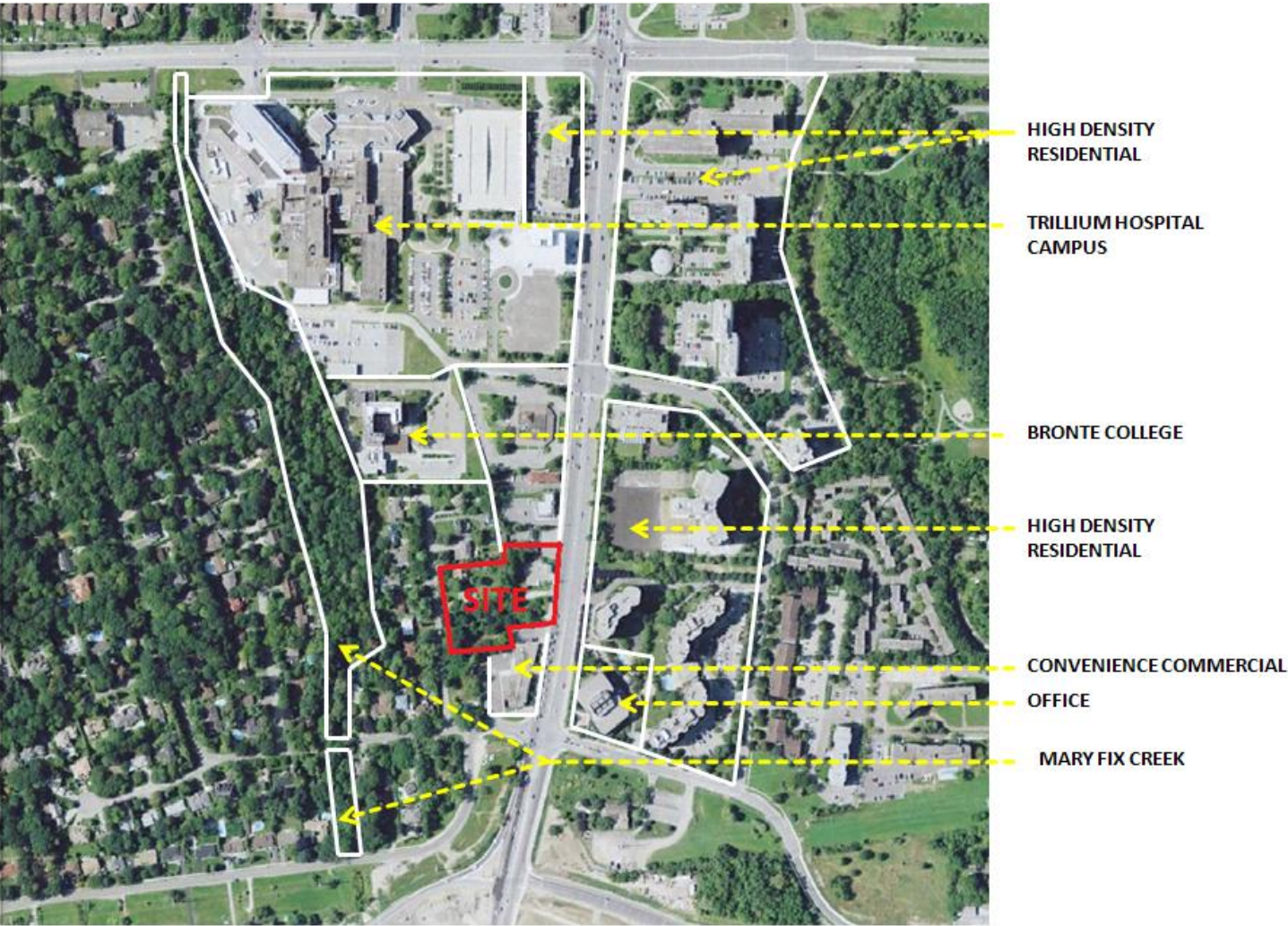


Figure 4: Adjacent Uses

2.11 Existing Transportation Context

The subject site is located on and will derive its access to/from Hurontario Street, which is classified as a major arterial road and higher order transit corridor in Mississauga Plan. The site is also in close proximity to the QEW to the south and the Queensway arterial road to the north. A number of bus routes including Routes 103, 19, 19A and 19B run north-south on Hurontario providing the site excellent local public transit as well as regional connections to both the Cooksville and Port Credit GO stations which are located approximately 2.5 km to the north and south respectively.

More locally, the site is just north of the intersection of Harborn Road and Hurontario. Grange Drive, a local dead end road which serves the west edge of the site, connects to Harborn Road approximately 15 m west of Hurontario Street.

2.12 Existing Site Servicing

A Servicing Report was prepared by R. J. Burnside & Associates in January 2012. It indicates that the site is readily serviceable from existing infrastructure as follows:

- Storm Sewers: Plans obtained from the City of Mississauga indicate that the surrounding storm sewer network includes the following:
 - A 675mm storm sewer flowing south along west side of Hurontario Street toward a 975mm storm sewer flowing west along Harborn Road.
 - A 450mm storm sewer starting at a catch basin along the south property line of the site. This storm sewer leg flows south within the adjacent commercial site and an easement discharges into the 975mm storm sewer flowing west along Harborn Road.
 - A 675mm storm sewer flowing south on Grange Drive, from the south property line to Harborn Road.
- Sanitary Servicing: Plans obtained from the Region of Peel indicate that the surrounding sanitary sewer system includes the following:
 - A 250mm diameter sewer flowing south east along the south side of Hurontario Road.
 - A 1050mm diameter sewer flowing south east along the north side of Grange Drive.
- Water Servicing: Plans obtained from the Region indicate that there are surrounding watermains as follows:
 - A 450mm diameter watermain along the south side of Hurontario Street.
 - A 300mm diameter watermain along the north side of Hurontario Street.
 - A 150mm diameter watermain along the north side of Grange Drive.



Figure 5: Transit Network – New City of Mississauga Official Plan

3. PLANNING POLICY CONTEXT

The following is a summary of planning policies which influence the development proposal. A commentary on how the proposal complies with same is provided in Section 6 of this report.

3.1 Provincial Policy Statement (PPS) 2005

The proposal is in conformity with the PPS which calls for new developments to take place within designated growth areas and to have a compact form and mix of uses to allow for an efficient use of land, infrastructure and public service facilities. The more specific policies include:

- **Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted (1.1.3.1).**
- **Land use patterns within settlement areas shall be based on (1.1.3.2):**
 - (a) **densities and a mix of land uses which:**
 - 1. **efficiently use land and resources;**
 - 2. **are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and**
 - 3. **minimize negative impacts to air quality and climate change, and promote energy efficiency in accordance with policy 1.8.**
 - (b) **a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3.**
- **Planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure (1.1.3.3).**

3.2 Growth Plan for the Greater Golden Horseshoe

The proposal is located within the Urban Growth Centre for Mississauga City Centre in the Growth Plan for the Greater Golden Horseshoe which outlines policies indicating where and how the City will grow. In Managing Growth (Section 2.2) population and household and employment growth will be accommodated by:

1. **Directing a significant portion of new growth to the built up areas of the community through intensification.**
2. **Focusing intensification in intensification areas.**
3. **Building compact, transit supportive communities in greenfields.**
4. **Reducing dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments.**
5. **Providing convenient access to intra- and inter city transit.**

6. **Planning and investing for a balance of jobs and housing in communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services.**
7. **Directing major growth to settlement areas that offer municipal water and wastewater systems and limiting growth in settlement areas that are serviced by other forms of water and wastewater services.**

Under the policies for general intensification, Section 2.2.3 of the Growth Plan directs that all upper tier and single tier municipalities, in consultation with lower tier municipalities will develop official plan policies and outline a strategy to phase in and to achieve the intensification target. Mississauga's current Official Plan was brought into conformity with the Growth Plan in 2010 and in 2011 a new Mississauga Official Plan was adopted again in compliance with the Growth Plan.

3.3 Region of Peel Official Plan

The current Regional Official Plan designates the subject lands within the Urban System and outlines the following objectives:

- **To phase urban development within the 2031 Regional Urban Boundary to ensure development occurs in a well planned and cost effective manner and at the same time allowing agricultural activities to continue as long as possible (5.2.1.3).**
- **To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services (5.3.1.4).**
- **To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive (5.3.1.5).**
- **Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment (5.3.2.3).**
- **The Region of Peel is encouraging municipalities to review the feasibility of a system of Regional Urban Corridors in Peel, addressing...(e) the provision of a transit-supportive and pedestrian oriented urban form. (5.3.3.2.6).**

3.4 New Draft Region of Peel Official Plan

The Region of Peel Official Plan, approved in 2008 has been the subject of a series of amendments most notably ROPA 24 adopted in 2011 and currently under appeal to the OMB. Its policies represent the Region’s vision for the future and the following objectives are relevant to this development proposal:

- To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities. (Adopted ROPA 24) (5.3.1.3).
- To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services (5.3.1.4).
- To achieve an urban structure, form and densities which are pedestrian-friendly and transit supportive (5.3.1.5).

URBAN GROWTH CENTRE

The subject site is as well located within the Region’s Urban Growth Centre and as is shown opposite. Relevant policies include:

- Urban Growth Centres...are major locations of intensification that include compact forms of development and redevelopment...(5.3.3).
- To achieve Urban Growth Centres that are linked by public transit, and include a range and mix of high intensity compact forms and activities while taking into account the characteristics of existing communities and services (5.3.3.1.1).
- To achieve Urban Growth Centres that support safe and secure communities, public transit, walking and cycling (5.3.3.1.2).
- To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities (5.3.3.1.3).
- To achieve in each urban growth centre a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier (5.3.3.1.4).

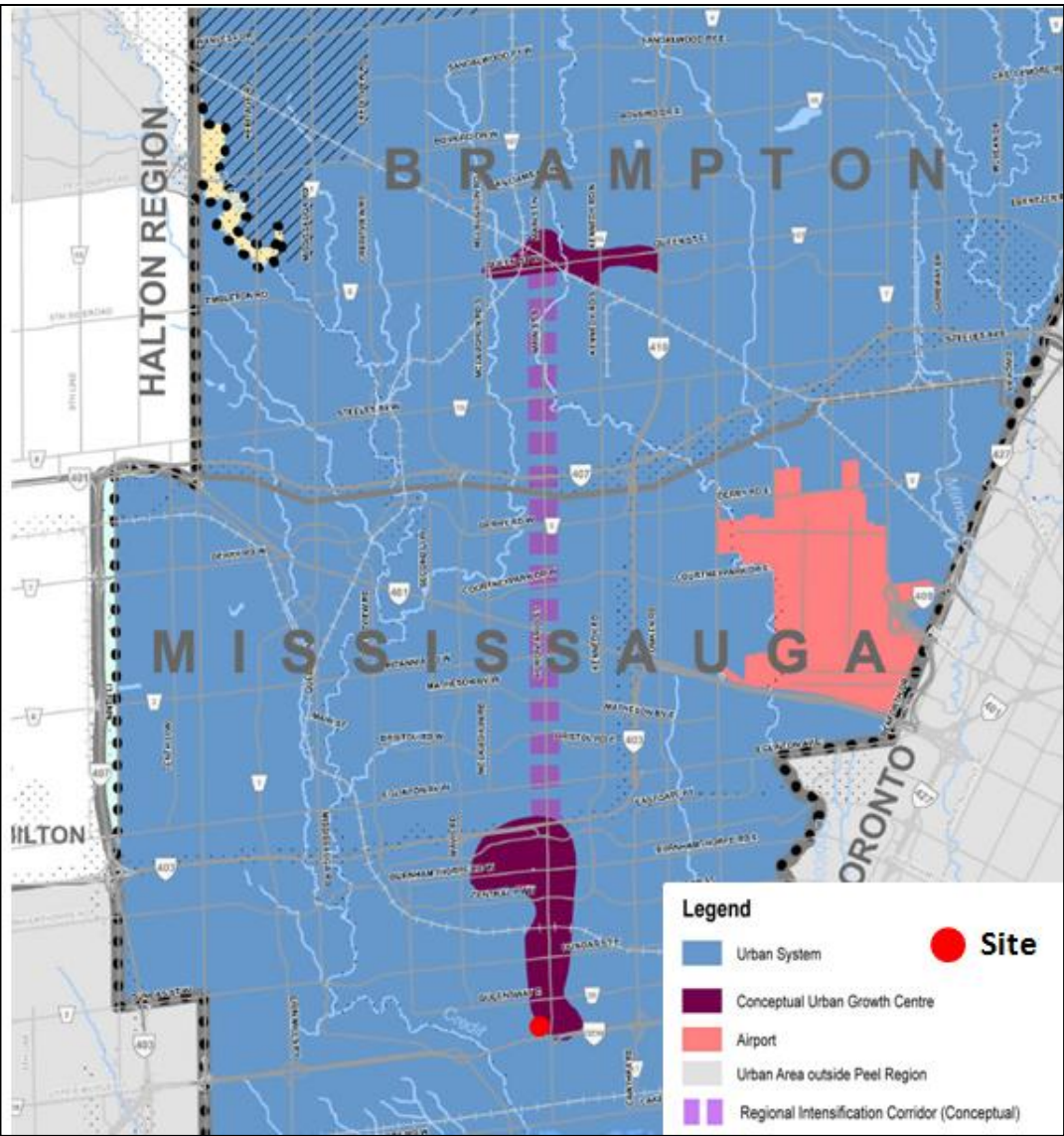


Figure 6: New Region of Peel Official Plan Regional Structure – Schedule D

3.5 Current Official Plan – Mississauga Plan

The current Official Plan of record is Mississauga Plan adopted by the City in 2005 and amended on numerous occasions most notably, in 2007 with the adoption of OPA 25, a City-wide comprehensive amendment and in 2010 with the adoption of OPA 95 which brought the Official Plan into conformity with Provincial and Regional Growth and intensification policies.

In the current Official Plan, the entire site is located within the Cooksville Planning District. More particularly, the lands fronting Hurontario are included within the Urban Growth Centre which was confirmed in the approved OPA 95 in 2010. The Hurontario lands are designated Office Special Site 8. The lands fronting Grange are designated Residential Low Density I – Special Site.

COOKSVILLE DISTRICT POLICIES

Section 4.8.7 of the Cooksville District Policies outlines Special Site Policies for specific land pockets within the district. Figure 7 opposite shows the lands identified as Special Site 8 which involves lands located along the west side of Hurontario Street north of Harborn Road including the east portion of this development proposal. Figure 8 opposite shows the lands identified as Special Site 11 located west of Hurontario Street, south of Queensway West which includes the portion of the proposed development fronting Grange Drive. This application will seek to amend the Special Site Policies for both Sites 8 and 11 as they relate to the subject site so as to permit the proposed development.

RESIDENTIAL POLICIES

- High density residential development will be located generally in the City Centre, in the nodes and in corridors, along arterial and major collector roads; or in proximity to higher order transit corridors (3.2.2.2.c);
- Residential lands will be developed to achieve a compact, orderly urban form generally characterized by lower densities in the interior of communities and higher densities along major roads or near concentrations of retail commercial, community and transportation facilities (3.2.3.1).

URBAN DESIGN

- Built form within intensification areas should provide for the following characteristics of development:
 - (a) high quality urban design, streetscaping and pedestrian amenity;
 - (b) built form should be closely related to and integrated with the street line with minimum building setbacks to provide special enclosure and street related activity;
 - (c) compatible building bulk massing and scale of built form to provide an integrated streetscape;
 - (d) retail uses should be encouraged along main street frontages with direct access to the public sidewalk;
 - (e) no parking lots/areas should be provided between the building and the structure on principle street frontages;
 - (f) blank building walls should be avoided facing principle street frontages and intersections;
 - (g) service, loading and garbage storage should be accessed from rear or side lanes;
 - (h) front building façade should be parallel with the street and provided with periodic indentations for visual relief in future such as urban squares;
 - (i) signage should integrate with the scale and character of built form;
 - (j) continuity of built form from one property to the next with minimal gaps between buildings.

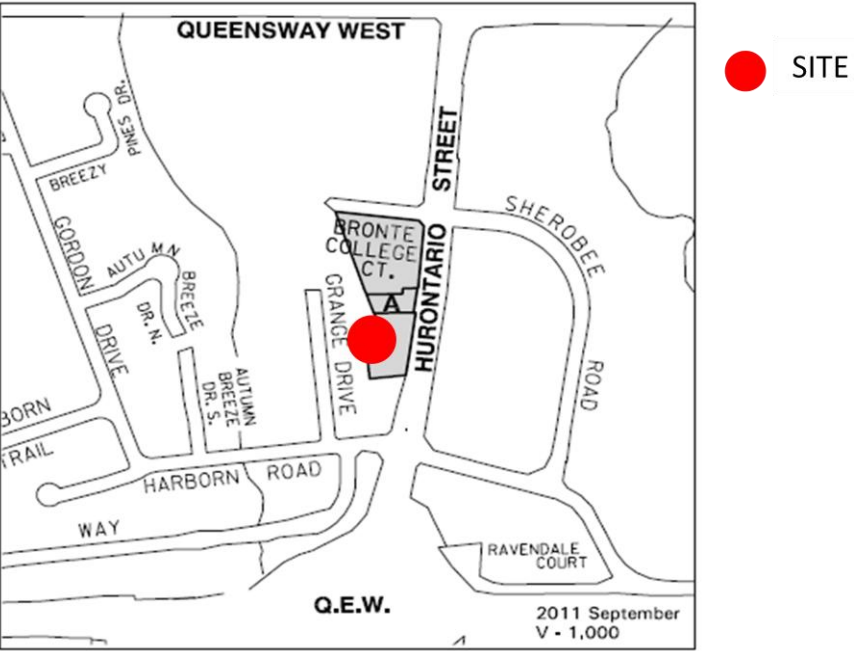


Figure 7: Cooksville District Section 4.8.7.9 Site 8

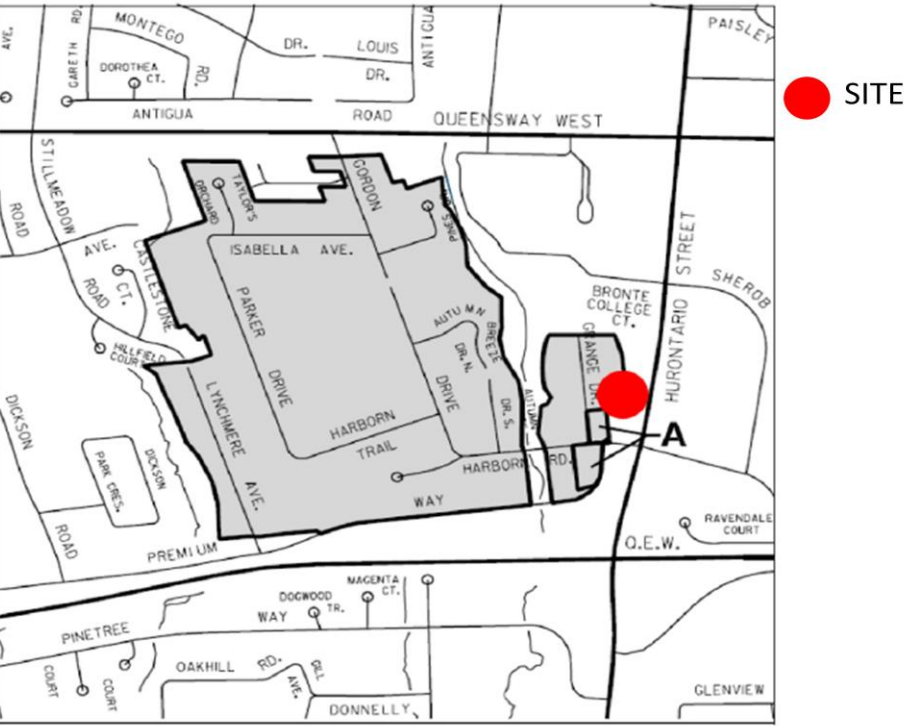


Figure 8: Cooksville District Section 4.8.7.12 Site 11

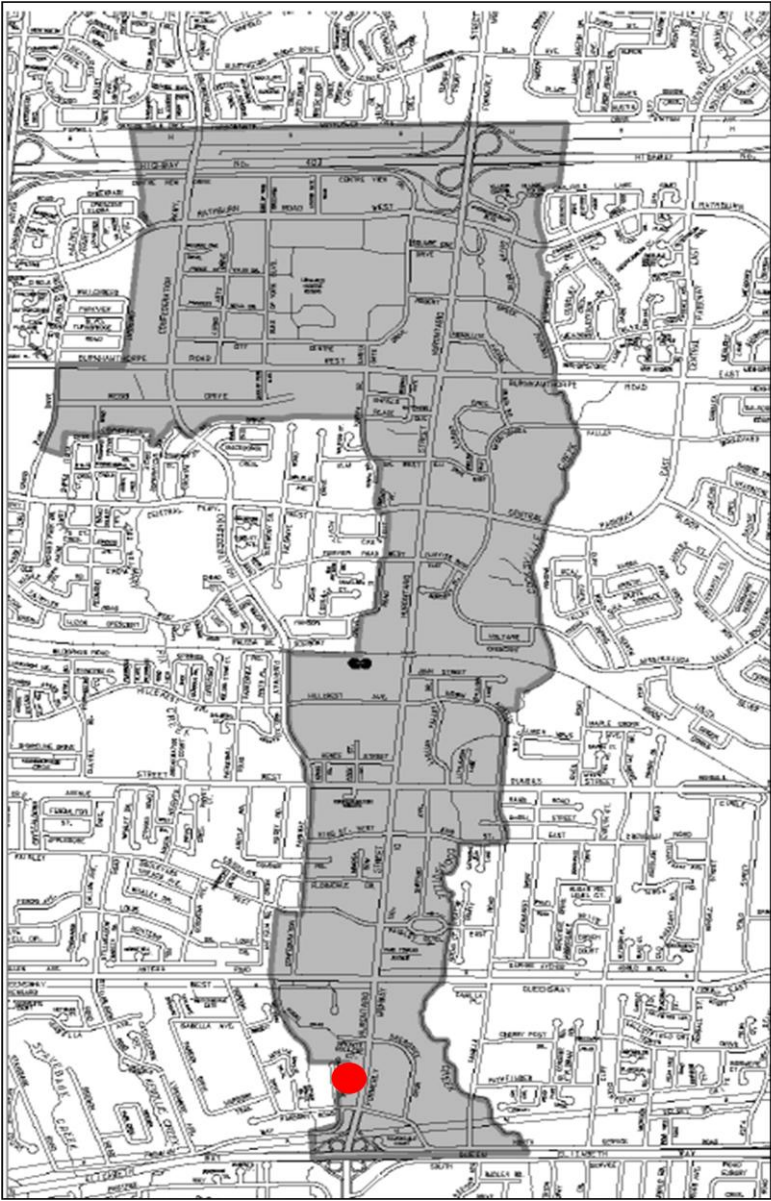
URBAN GROWTH CENTRE

As is shown on Figure 9 opposite the east portion of the site falls within the Urban Growth Centre with the following policies being relevant to this proposal:

- **Built form within the Urban Growth Centre should provide for the following characteristics of development (3.13.2.6):**
 - (a) Creation of a sense of gateway to the core area by prominent built form and streetscaping (including street trees) located close to the street;
 - (b) Creation of a sense of place within the Urban Growth Centre by distinctive architecture, landscaping, and cultural heritage recognition.
- Lands immediately adjacent to or within the Urban Growth Centre should provide both a transition between the higher density and height of development within the Urban Growth Centre and lower density and height of development in the surrounding area (3.13.2.7).
- The Urban Growth Centre...will contain the greatest concentration of activities and variety of uses including the highest residential and employment densities and building height and largest commercial component in the City (3.13.2.8).
- On streets within the Urban Growth Centre...ground-floor retail commercial is encouraged to achieve an animated streetscape (3.13.2.9).
- Within the Urban Growth Centre... ground-floor retail commercial or office uses will be provided (3.13.2.10).

INTENSIFICATION AREAS

1. Intensification areas will be the Urban Growth Centre as shown in Figure1, nodes, intensification corridors, and major transit station areas.
2. The Urban Growth Centre is comprised of lands along Hurontario Street between Highway 403 and the QEW and is Mississauga's Downtown. The Urban Growth Centre includes the City Centre Planning District, which will be the Downtown Core; lands within the Cooksville Planning District, including the Cooksville Node...3.13.1.2.
3. Intensification Corridors will be Hurontario Street, north of the QEW and Dundas Street East (3.13.1.4).
4. The focus for intensification will be within intensification areas (3.13.1.6).
5. Intensification Corridors will be planned to achieve: (a) increased residential and employment densities that support and ensure the liability of existing and planned transit service areas (3.13.4.1a).



● SITE

Figure 9: Urban Growth Centre, Mississauga Plan

3.6 New Mississauga Official Plan

Mississauga approved a new Official Plan in 2011 however this has been appealed in its entirety to the OMB and hence is not as yet in force. In the new Mississauga Official Plan the eastern half of the site is located within the Downtown Hospital Neighbourhood District while the western half of the site is located within the Cooksville Neighbourhood District, as identified in Schedule 9.

DOWNTOWN HOSPITAL AND COOKSVILLE NEIGHBOURHOOD CHARACTER AREAS

In a manner similar to Mississauga Plan, the new Official Plan outlines Special Site Policies for specific areas within each of the Downtown Hospital and Cooksville Neighbourhood Character Areas. More particularly, Policies 12.5.4.3 (Site 3) and 16.6.5.4 (Site 4) of the new Official Plan include the east portions and west portions respectively of the subject site. This application will seek to amend the Special Site Policies for Site 3 and Site 4 so as to permit this development.

INTENSIFICATION AREAS

In Schedule 2 of the New Official Plan the site is located within the Intensification Corridor. The relevant policies include the following:

- **Most of Mississauga’s future growth will be directed to Intensification Areas (5.1.4).**
- **Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities (5.1.6).**
- **The Downtown is an Intensification Area (5.3.1.3) and will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses (5.3.1.9).**
- **Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged (5.5.8).**
- **Intensification Areas will be planned to maximize the use of existing and planned infrastructure (5.5.9).**
- **Pedestrian movement and access from major transit routes will be a priority in Intensification Areas (5.5.14).**

URBAN DESIGN

The following policies relate to building a desirable urban form through the incorporation of the following elements:

- **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).**
- **Small land parcels should be assembled to create efficient development parcels (9.2.1.5).**
- **Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances (9.2.1.6).**
- **Appropriate height and built form transitions will be required between sites and their surrounding areas (9.2.1.11).**
- **Tall buildings will be sited and designed to enhance an area’s skyline (9.2.1.12).**

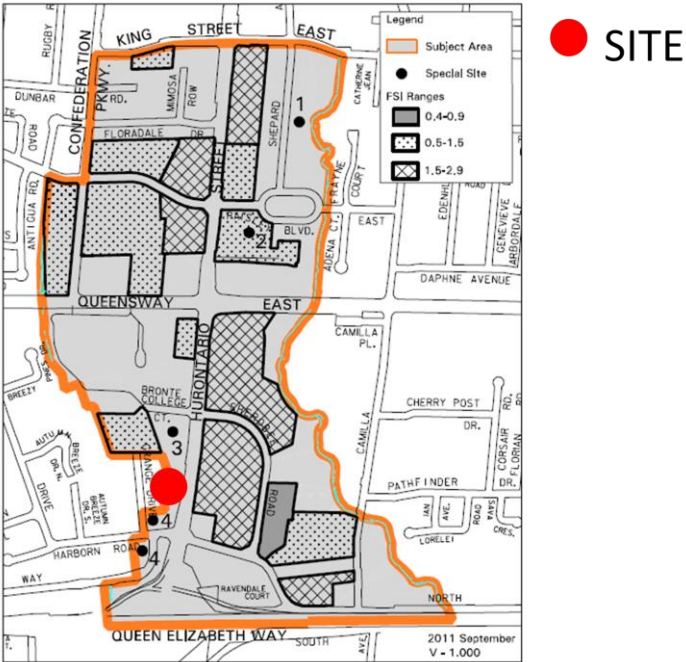


Figure 10: Downtown Hospital - Section 12.5.4.3 Site 3

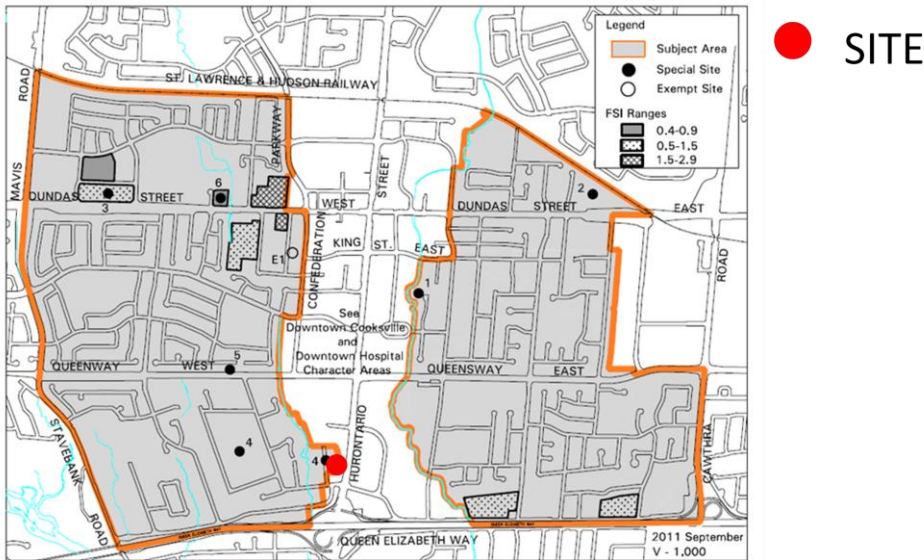


Figure 11: Cooksville Neighbourhood Section 16.6.5.4 Site 4

- Tall buildings will be sited to preserve, reinforce and define view corridors (9.2.1.13).
- Tall buildings will be appropriately spaced to provide privacy and permit light and sky views (9.2.1.14).
- In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environments and maximize sunlight on the public realm (9.2.1.15).
- Tall buildings will address pedestrian scale through building articulation, massing and materials (9.2.1.16).
- Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit-supportive (9.2.1.22).
- Active uses will be required on principal streets with direct access to the public sidewalk (9.2.1.24).
- Development will face the street (9.2.1.25).
- Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping (9.2.1.28).
- Built form will relate to and be integrated with the streetline, with minimal building setbacks where special enclosure and street-related activity is desired (9.2.1.29).

3.7 Hurontario/Main Street Master Plan Study

In 2008, Mississauga and Brampton commissioned the Hurontario/Main Street Master Plan Study as an integrated land use and transportation Master Plan for the Hurontario Corridor. The study recommended that LRT be introduced along Hurontario with a transit stop at Hurontario Street and Harborn Road (see Figure 12 opposite). In June 2010, Mississauga endorsed the following study recommendations:

- (a) That Light Rail Transit (LRT) be endorsed as the recommended transit solution for Hurontario Street;
- (b) That staff be directed to consider revisions to the Draft Mississauga Plan and Zoning By-law to implement the finding of the Master Plan and in particular to support the vision for the Hurontario Street Corridor.

As well it outlined the following vision for the Downtown Hospital Character Area portion of the corridor:

The Downtown Hospital Character Area will be transformed into a pedestrian and transit oriented neighbourhood with a healthy street environment and a broad mix of uses centered around the Trillium Health Centre, supporting businesses, retail, cafes, cultural, offices and residential uses. The existing urban fabric provides the opportunity to introduce active uses along frontages and the opportunity to create new transit-oriented developments. A pedestrian focused approach along the Corridor will create new connections to surrounding residential areas and parks, which will support compact, street related development.

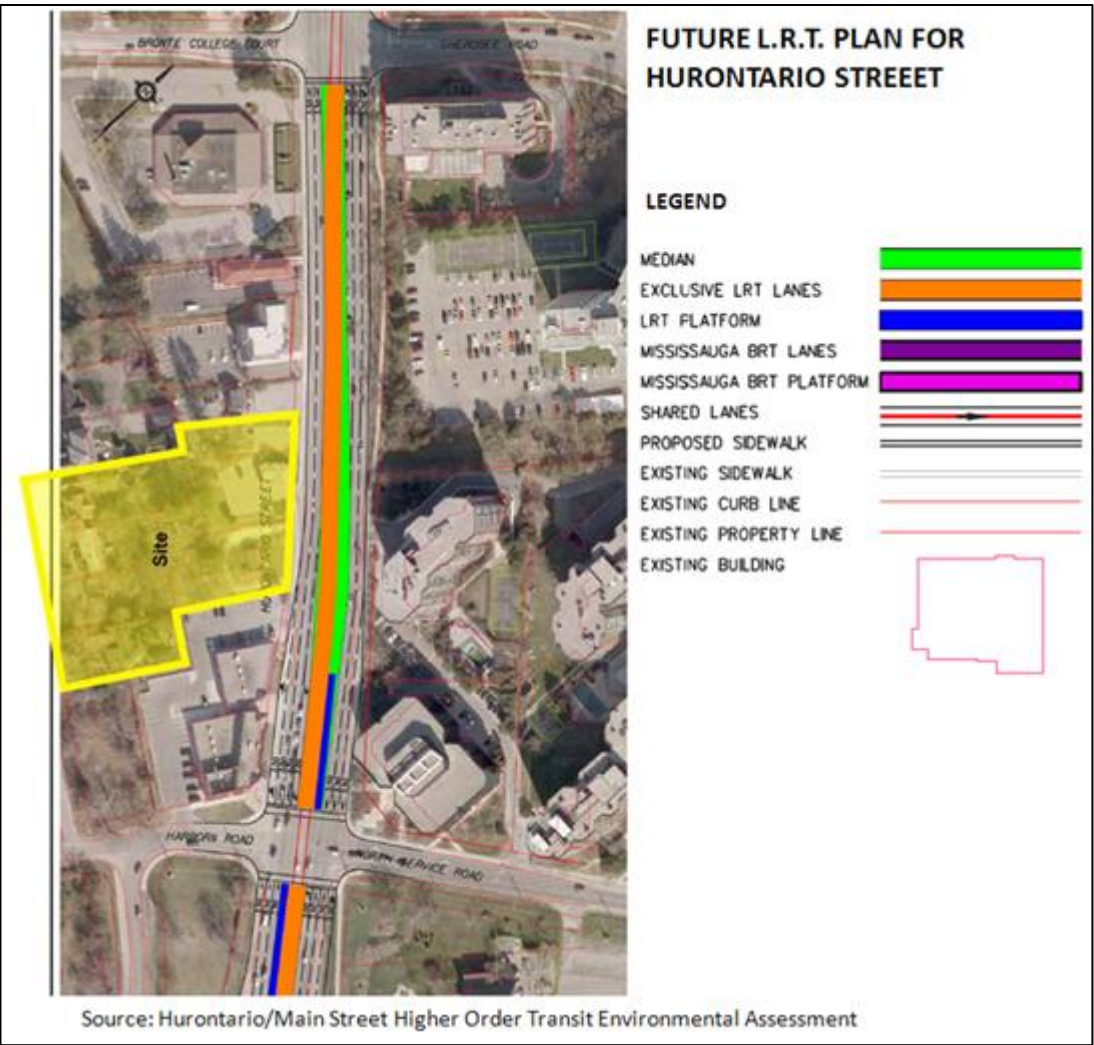


Figure 12: LRT Functional Design Plan – Hurontario/Harborn Segment

4. DEVELOPMENT PROPOSAL

4.1 Vision

The proposal has been developed in response to the following three policy initiatives, which form an integral part of Mississauga's future and its downtown vision:

- Gateway – Prominent Built Form – The strategic location of the site at the south entry to the City calls for a built form that acts as a major gateway defining the entry from the QEW to the downtown;
- Intensification – This proposal responds to Mississauga's development policies calling for the Hurontario Corridor to be the prime area for intensification with lands adjacent serving as the required transition both in form and density;
- Transit – This proposal responds to the fact the site is currently well served by local transit and is in proximity to two GO stations, the Port Credit GO Station and the Clarkson GO Station due south and north respectively. Moreover, as part of the Hurontario/Main Street Master Plan EA for the Hurontario LRT (HOTT) a transit stop is planned at the intersection of Hurontario Street and Harbourn Road which will provide the site with accessibility to LRT in the future.

4.2 Massing/Urban Design Approach

The proposed mixed use development is illustrated in Figure 13 opposite. It includes two high-rise towers and a podium fronting Hurontario and low-rise townhousing along Grange Drive. It has been designed as an iconic landmark to act as a marker both during the day and at night. The proposed towers are 36 storeys and 22 storeys in height with the north tower being taller and closer to Hurontario and the south tower being lower and significantly setback minimizing the overlap between towers.

The two residential towers will sit on a 6 storey podium which will contain retail units at the ground floor fronting Hurontario and residential units on the upper floors. The ground floor will be set back 5 m from the east property line providing a very generous sidewalk condition that will facilitate tree planting, benches for seating and consistent paving from the public sidewalk to the building face. The towers are offset and are at a minimum 25 m apart. They have average floorplates of 575 and 700 sq. m. for Towers B and A respectively resulting in slender point towers that are less massive in form. The slender towers provide a visual break, reducing the bulk of the building and also reducing the impact of shadows on adjacent lands.

A well landscaped multi purpose courtyard with pedestrian and vehicular access from Hurontario serves as the heart of the development and is the focal point around which the building components are arranged. Access to the underground parking for residences discreetly located past the courtyard at the north end of the site.

Each of the towers has its own dedicated loading areas which will be screened from the courtyard by sliding gates. 37 visitor parking stalls are provided at grade between the towers and the townhouses with an additional 15 dedicated spaces for the retail located closer to the towers. A mid block east/west pedestrian connection extends from Grange Drive through the site for the public to access transit at Hurontario.

The townhouses fronting Grange Drive are back-to-back with units on Grange which are wider than townhouse developments to the south and narrower townhouses facing inward to the courtyard. Parking for the townhouses will be provided below grade with an elevator and stair leading to a common corridor to provide townhouse residents of access to their units at grade. There will be no vehicular access to Grange Drive to/from the project, eliminating the need for curb cuts along the entire frontage on Grange Drive and creating opportunity for tree planting, benches and private patios to provide some privacy and visual separation from the street.

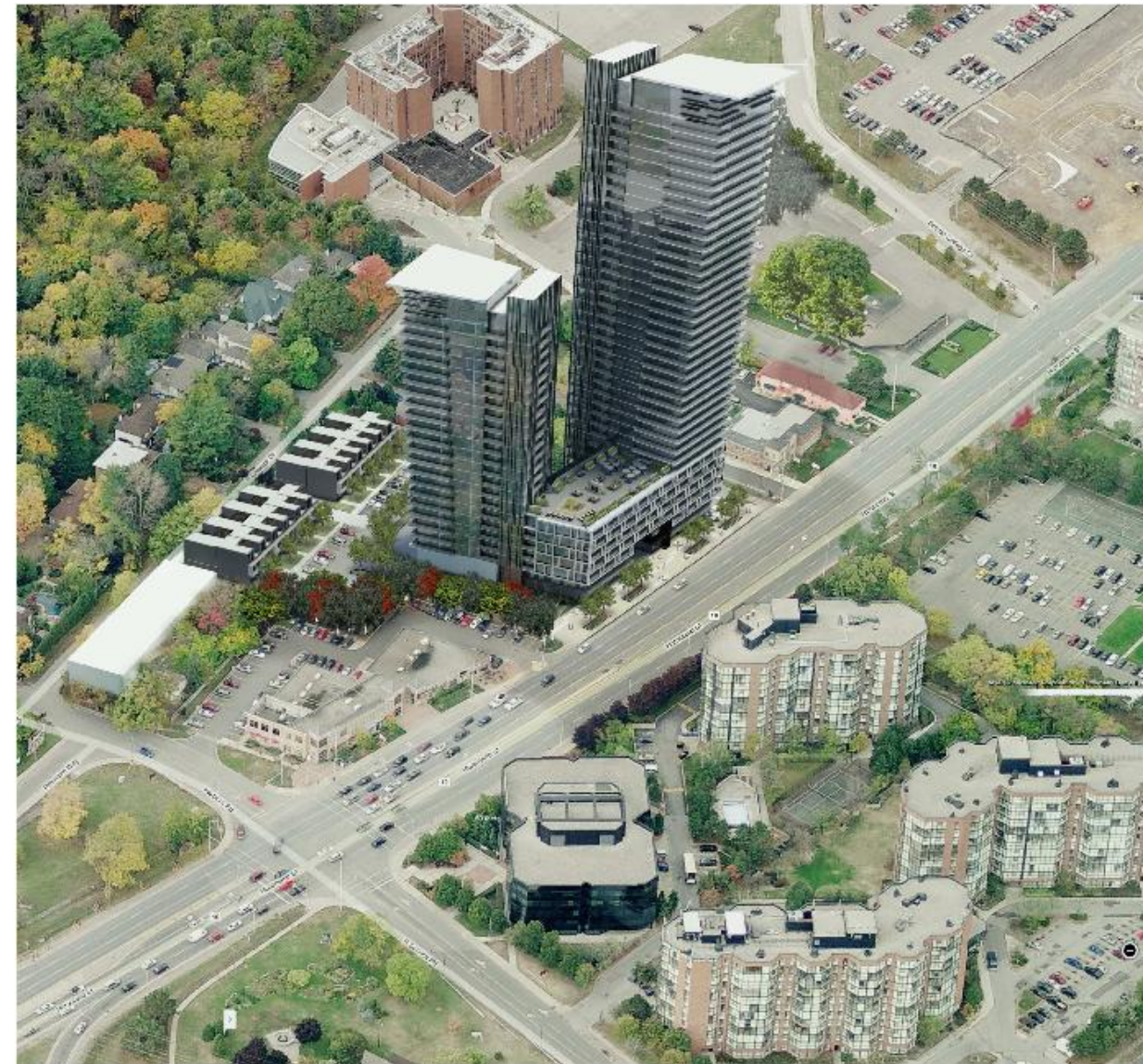


Figure 13: Project Perspective

4.3 Site Plan



4.4 Landscape Plan



4.5 Main Entry



**Pope+Blade
IGP Group
Architects**
100 King Street West, Suite 2000
Toronto, Ontario M5X 1C5
Tel: (416) 593-8888 Fax: (416) 593-8889

EDENSHAW

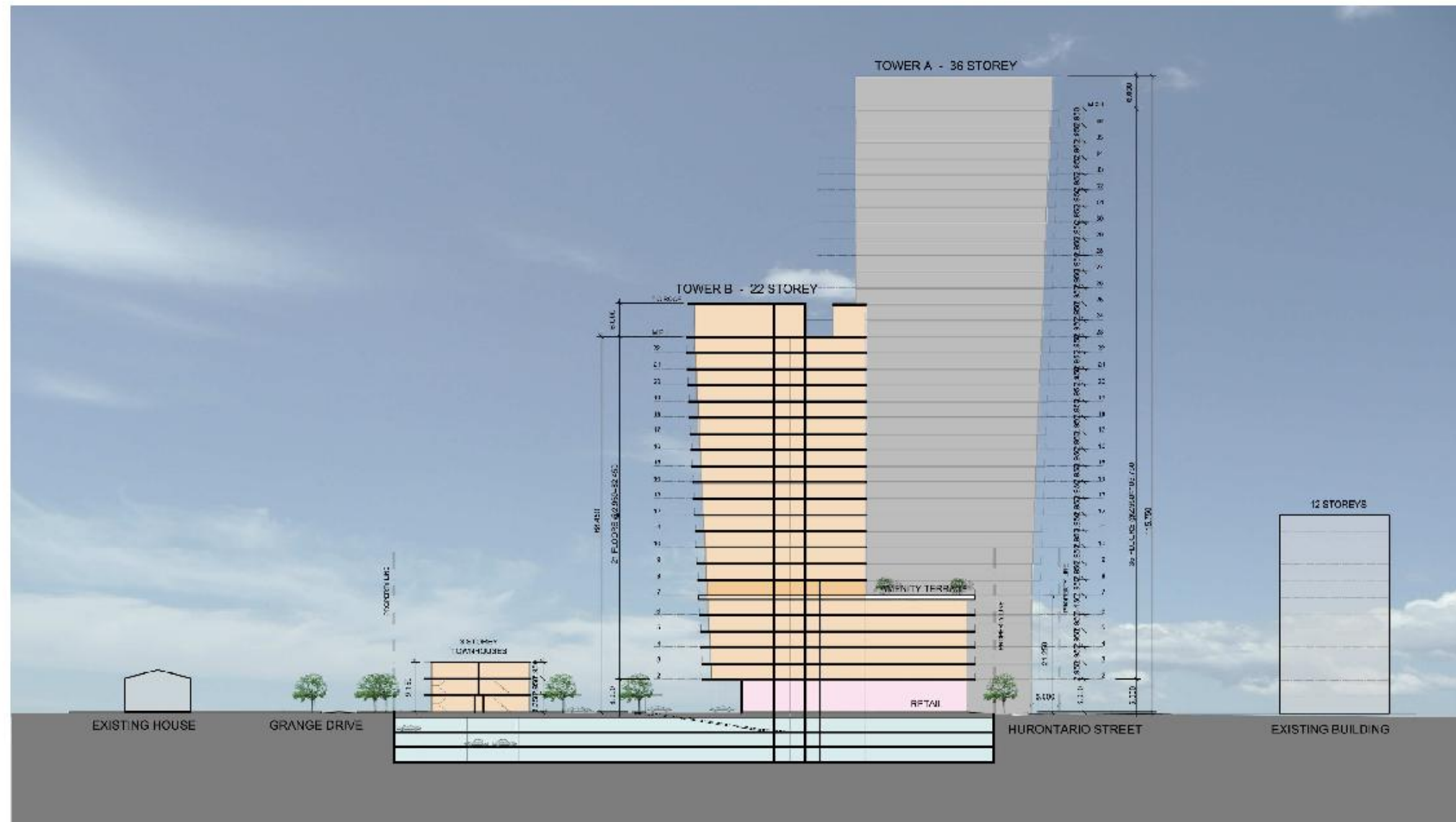
2120 HURONTARIO STREET

LOBBY VIEW FROM HURONTARIO ST.

FEB. 3, 2012

A-20.0

WITHOUT PREJUDICE



**Papert & Steele
IGI Group
Architects**
88 W. Glenbrook Ave. #200
Toronto, Canada M6P 1M1
Tel: 416-593-8888 Fax: 416-593-8889



WITHOUT PREJUDICE

A-34.0

4.7 Perspective



Poon+Steel
Architecture
25 St. Clair West, Suite #200
Toronto, Canada M5V 1H8
Tel: (416) 594-0999 Fax: (416) 594-9087



2120 HURONTARIO STREET

VIEW FROM HURONTARIO ST.

FEB. 3, 2012

A-18.0

WITHOUT PREJUDICE

4.8 Transportation/Traffic Impact

A Traffic Impact Study has been prepared by IBI Group in February 2012. It assessed impacts of the project in the context of existing and future background traffic projections and examined present and future intersection operations.

Were there to be a Light Rail Transit line along Hurontario Street, a transit stop will be constructed at Harborn and Hurontario Street. The new LRT line will restrict left turns to and from the development. As a result, left turning vehicles would be redistributed to u-turn phases Northbound at Bronte College Court/Sherobee Road and Southbound at Harborn Road/North Service Road. The Traffic Study also provides the survey results for a parking redirection for this project.

4.9 Municipal Services

A Functional Servicing and Stormwater Management Report was prepared by R.J.Burnside and Associates Limited dated January 2012. The following is a brief summary of the recommendations in the report:

- i. Storm Servicing: The 10 year storm event run off for the entire development will be directed to the existing 450 mm storm pipe located in an easement to the south of the site. A proposed 375 mm storm sewer pipe will capture the offsite area upstream of the site. This proposed sewer will extend along the north boundary of the site and be directed to a proposed extension of the existing 635 mm sewer along Grange Drive.
- ii. Sanitary Servicing: The proposed sanitary service connection is to the existing manhole along the 1050mm diameter sewer on Grange Drive.
- iii. Water Servicing: The proposed development will be serviced from the existing 450mm diameter watermain on Hurontario Street with a proposed 200mm connection to service the proposed development.

4.10 Acoustical Study

A Study was prepared by HGC Engineering dated March 1, 2012. It indicates that surrounding noise can readily be managed and it provides recommendations such as glazing assemblies at some facades where the road traffic noise exceeds the required limits.

4.11 Archaeological Assessment

An archaeological assessment report was prepared by The Archaeologists Inc. dated January 24, 2012. The Stage 1 background study identified that areas of possible archaeological potential may exist on the landscaped lawns associated with existing residential structures within the subject property and that areas that were subject to previous development would have severely damaged the integrity of any archaeological resources. A Stage 2 Archaeological Assessment is recommended on the landscape lawn areas that may exhibit archaeological potential. This will be conducted in the spring.

4.12 Pedestrian Level Wind Study

A Pedestrian Level Wind Study was carried out by Gradient Microclimate Engineering Inc dated February 29, 2012. The conclusions in the report indicate the wind conditions within ground level areas will be generally acceptable for the intended pedestrian uses on an annual basis.

4.13 Shadow Analysis

A Shadow Study was prepared by Page and Steele Architects on March 5, 2012 in accordance with City guidelines and is presented as a separate study. Overall, the study suggests the shadow impacts on adjacent lands are minimal.

4.14 Mississauga Green Development Standards

In July 2010 Council adopted the Green Development Strategy which focuses on achieving sustainability and environmental responsibility in new development in Mississauga. This proposal responds to and/or is consistent with the Green Development Standards as follows:

- The project will incorporate low impact development (LID) technologies to maximize natural infiltration retention of stormwater;
- Is the intention that rainwater harvesting systems will be in place as well as permeable pigment materials;
- Grass and dry swale may be employed along Grange Drive, if possible;
- Native vegetation will be used where feasible;
- Private sidewalks and walkways will be barrier free and clearly designated and building entries will be connected to pedestrian paths;
- Bicycle parking will be in a secure weather protected area;
- The project will incorporate bird friendly glazing treatment;
- Site and building lighting (non-glare, non-trespassing, LED lighting);
- It is the intention that the building will be designed to LEED standards.

4.15 Development Yields/Statistics

The development yields and project statistics are as follows:

	GFA (m2)	Ft2	Units
Site Area	9,476	102,002	
Tower A	19,859	213,765	305
Tower B	8,684	93,479	120
Podium Residential	9,394	101,116	134
Podium Retail	813	8,751	-
Townhousing A	1,679	18,072	12
Townhousing B	1,796	19,335	8
TOTAL GFA	42,226	454,517	579
FSI	4.46		

	Required	Provided
Parking	965	762
Bike Stalls	434	336

Average Floorplate Sizes	
Tower A	685
Tower B	520

Indoor Amenity (7 th Floor)	1,342	14,445	-
Outdoor Amenity (7 th Floor)	684	7,363	-
Indoor (Ground Floor)	117	1,259	-
TOTAL AMENITIES	2,565	27,610	-

Landscaped Area (at grade)	3,200	34,440	-
Roof Terrace	684	7,363	-
TOTAL OPEN SPACE	3,884	41,803	-

5. PLANNING POLICY REVIEW

In Sections 3 a number of policies were identified as providing a policy context for the proposal. In the section below, the manner in which this application is consistent with these policies is reviewed.

5.1 Provincial Policy Statements

The proposal complies with the Provincial Policy as follows:

- The property is located within the existing Settlement Area (Urban Boundary) of the City of Mississauga
- The proposal provides for high density use which promotes intensification within the City’s urban area utilizing existing municipal services such as water, sanitary, storm sewers, police, fire, transit etc.
- The proposal will strengthen the residential component and support planned and future public transit along Hurontario Street as well as the retail and social components of the community.

5.2 Growth Plan

- The proposal will intensify development within the City’s Urban Centre which is within the City’s proposed intensification area.
- The proposal is located in proximity to a proposed Light Rail Transit Node and would therefore have a significant contribution to transit ridership.
- The project will incorporate back-to-back townhouse units that act as a transition area from the condominium tower to the single detached dwellings along Grange Avenue.
- The close proximity to a future Light Rail Transit line and nearby mixed uses along Hurontario will encourage walking and cycling.

5.3 Region of Peel Official Plan

- The proposed development is located within the 2031 Regional Urban Boundary, thus efficiently utilizing existing services and infrastructure with minimal impact on the rural lands.
- This proposed development will provide a development density which provides for a more compact built form that promotes greater pedestrian activity along Hurontario Street and support the proposed Light Rail Transit along Hurontario Street.

5.4 New Draft Region of Peel Official Plan

- The proposed development is located within the Urban Growth Centre and Intensification Corridor as specified by ROPA 24.
- The proposed development will be of a compact form that will efficiently utilize existing infrastructure and underutilized urban land.
- The proposal will provide a dense built form that is pedestrian friendly and will support public transit.

5.5 Mississauga Plan

URBAN GROWTH CENTRE/INTENSIFICATION

The high density uses proposed along the portion of the site fronting Hurontario are located within the boundary of the Urban Growth Centre which is where Mississauga calls for the highest residential and employment densities. Moreover, consistent with Growth Centre Policies, the portion of the site fronting Grange Drive serves to provide a transition between the higher density development along Hurontario and lower density and height of development in the surrounding area.

The development proposal responds to built form policies for the Growth Centre calling for a creation of a sense of gateway to the core area, having distinctive architecture and being transit supportive. Moreover, it provides retail at street level in compliance with Urban Growth Centre Policies.

URBAN DESIGN POLICIES

The proposed concept strives to achieve high standards of urban design through the following elements:

- Both towers will be constructed of a high quality glass which play on the effects of light to create a landmark building along Hurontario Street.
- The towers will be unique in form as they will gradually step into the front yard setback for each consecutive floor, thus creating a dramatic building presence along Hurontario Street.
- The building edge will run along Hurontario Street and incorporate commercial uses at grade.
- The lobby entrances will be dramatic with high ceiling heights, drawing attention from the public along Hurontario Street.
- Views will be directed through the main entrance terminating at a focal point in the courtyard.
- The townhouses will be constructed of high quality materials such as concrete and dark coloured brick.
- Pedestrian connections from Grange Drive to Hurontario Street will be provided for public access to the future LRT transit stop proposed at Harborn Road and Hurontario Street.

LAND USE DESIGNATIONS AND COOKSVILLE DISTRICT POLICIES

As previously outlined, the east portion of the site falls within Special Site 8 of the Cooksville District Policies while the west portion of development falls within Special Site 11 of the Cooksville District Policies. While both the high density uses proposed along Hurontario and the low density townhousing proposed for Grange Drive are very much in compliance with higher order Mississauga Plan Policies relating to intensification, proximity to higher order transit, transition vis-à-vis lower heights and densities to the west, etc., these two proposed development components do not comply with the policies outlined for Special Sites 8 nor 11. This application proposes to amend these policies so as to permit this development because there is a compelling rationale to reconsider the uses and policies currently in place for the following reasons.

The small enclave either side of the dead end Grange Drive local road is physically and functionally separated from the remaining and larger single family community to the west by the Mary Fix Creek Greenbelt. As such these lands and the lands fronting Hurontario form an integrated land area appropriate for intensification.

As has been witnessed by successful recent redevelopment townhousing either side of the Grange/Harborn intersection, the introduction of additional townhousing, particularly along the eastern portion of Grange Drive is appropriate to this enclave and will not adversely impact lands further to the west.

Moreover, the consolidation of the three small land parcels on Hurontario with the four larger parcels on Grange Drive provides the opportunity and land mass to create a comprehensive development which is both consistent and compatible with Mississauga Plan’s intensification objectives for the Hurontario Corridor while at the same time allows for a transition in massing and density vis-à-vis lands to the west.

5.6 New Mississauga Official Plan

As was the case with regard to the current Official Plan – Mississauga Plan, the development proposal complies with a number of higher order policies in the new Official Plan, most notably that the Hurontario fronting lands are located within the Downtown Intensification Area and within the Hurontario Intensification Corridor, both identified in Schedule 2 and as well within the Downtown Character Area identified in Schedule 9. As such the proposal is appropriate to the guiding principles of the new Official Plan including that growth will be directed to areas identified for intensification and directed to key locations to support existing and planned transit and other infrastructure investments. Furthermore, the proposal achieves the principle of creating a multi modal city and this new development is in a location that supports existing and planned transit infrastructure.

While the development application proposes a change to the currently designated Office land use, it will not result in a significant reduction of the number of jobs given the small size of the portion of the site that is designated Office.

The proposal is consistent with the new Official Plan policies relating to Gateways which are to be created at City boundaries, major Provincial highway interchanges and at entry points to intensification through high quality development and massing of buildings.

The proposal responds positively to the built form on Urban Design Policies of the new Official Plan. With respect to the Site Specific Character Area Policies of the new Official Plan, as is the case to deal with the Site Specific policies in Mississauga Plan, it is proposed that these be amended to permit the proposed development.

5.7 Hurontario/Main Street Master Plan Report

The proposal is compatible with the vision for the Downtown Hospital Character Area outlined in the Master Plan. The more specific height and density recommendations in the Master Plan for the subject site will require amendment as the study goes through its next phase.

6. PROPOSED ZONING STANDARDS

In a RA5- ____ zone the permitted uses and applicable regulations shall be as specified for a R5 zone except that the following uses/regulations shall apply:

Additional Permitted Use

- (1) Horizontal Multiple Dwellings
- (2) Ground Level Commercial Uses
- (3) Office Uses

Regulations

Maximum Floor Space Index	4.5
Maximum Height	36 storeys
MINIMUM FRONT YARD SETBACKS	
Front Yard Setback along Hurontario Street	5 m
Front Yard Setback along Grange Drive	3m
MINIMUM INTERIOR SIDE YARD SETBACKS	
Interior Side Yard fronting Grange Drive	3m
Interior Side Yard fronting Hurontario Street	7.5m
For that portion of the dwelling with a height less than or equal to 13.0m	3m
For that portion of the dwelling with a height greater than 26.0m	7.5m
ENCROACHMENTS AND PROJECTIONS	
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	1.5m
Minimum parking spaces	796
Minimum setback from a waste enclosure/loading area to a zone permitting detached and/or semi-detached dwellings	7.5m
Minimum setback from surface parking spaces or aisles to any other lot line	0m
MINIMUM LANDSCAPED AREA, LANDSCAPED BUFFER AND AMENITY AREA	
Minimum landscaped area	30% of the lot area
Minimum width of landscaped buffer abutting lot line of Residential Zone	3m
Minimum width of landscaped buffer along any other lot line	1.5m
Minimum amenity area to be provided outside at grade	101.5 m ²

7. PROPOSED OPA AMENDMENT

Proposed Official Plan Amendment from:

Office Special Site 8 and Residential Low Density 1 Special Site 11

to:

High Density Residential II – Special Site, as amended.