



Corporate Report

Clerk's Files

Originator's
Files OZ 07/025 W5

PDC NOV 30 2009

DATE: November 10, 2009

TO: Chair and Members of Planning and Development Committee
Meeting Date: November 30, 2009

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Official Plan Amendment and Rezoning Applications**
To permit two apartment towers
Part of Lot 1, Concession 1, W.H.S.
Northwest Quadrant of Hurontario Street and
Eglinton Avenue West
Owner: Pinnacle International (Ontario) Limited
Applicant: Philip Levine, IBI Group
Bill 51

Supplementary Report **Ward 5**

RECOMMENDATION: That the Report dated November 10, 2009, from the Commissioner of Planning and Building recommending approval of Phase One component of applications under File OZ 07/025 W5, Pinnacle International (Ontario) Limited, Part of Lot 1, Concession 1, W.H.S., northwest quadrant of Hurontario Street and Eglinton Avenue West, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, any further notice regarding the proposed amendment is hereby waived.

2. That the application to amend Mississauga Plan from "Residential - Medium Density I" and "Residential - High Density II" to "Residential - High Density II - Special Section" to permit two apartment buildings, be approved.
3. That the application to change the Zoning from "D" (Development) to "RA5-Exception" (Apartment Dwellings) to permit the development of the lands for two apartment buildings in accordance with the proposed zoning standards described in the report, be approved subject to the following conditions:
 - (a) That the applicant agrees to satisfy all the requirements of the City and any other official agency concerned with the development.
 - (b) Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for the subject development.
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

BACKGROUND:

A public meeting was held by the Planning and Development Committee on January 9, 2009, at which time a Planning and Building Department Information Report (Appendix S-1) was presented and received for information. At the public meeting, the Planning and Development Committee passed Recommendation PDC-0009-2009 which was subsequently adopted by Council and is attached as Appendix S-2.

During the applicant's presentation at the above noted meeting and through subsequent discussion, reference was made to the processing of a Phase One of the development proposal, which

would involve the construction of two condominium apartment towers along the Eglinton Avenue West frontage.

In a letter dated March 27, 2009, the applicant formally requested that the City move forward in processing Phase One of their overall development proposal. The resubmission of detailed plans included amended Official Plan Amendment and Zoning standards, in conjunction with revised supporting material including Planning Rationale and Functional Servicing studies. Pinnacle's rationale for moving forward with Phase One included the following:

- The proposal is in general keeping with the existing "High Density II" land use provisions that currently apply to most of the Phase One lands, with an exception required for an increase in Floor Space Index (FSI);
- A general consensus had been reached with staff on the road pattern and access points to Eglinton Avenue West, within the immediate vicinity of Phase One;
- Hard servicing including water, sanitary and storm infrastructure are readily available to the lands
- Although subject to the CVC permitting process, the first phase is not located within the limits of development associated with Cooksville Creek.

COMMENTS:

REVISED DEVELOPMENT PROPOSAL

Information on the full build out project is contained in Appendix S-1 (Information Report), prepared by the Planning and Building Department.

Pinnacle has proposed that at this time, the City only consider a development proposal on a 0.53 ha (1.32 ac) block, fronting onto Eglinton Avenue West, immediately to the west of the Esso gas station. Development on the remaining lands remains under review. Phase One includes the following: the construction of two apartment buildings; the construction of Street 'C' on the western edge of the block, which will include a full moves access into the site; a portion of Street 'E' along the northern edge of the block; the dedication of a portion of the road along the easterly edge adjacent

to the Esso gas station, which will allow for a right-in and right-out access to Eglinton Avenue West; and a water main connection to the northern limits of the Pinnacle land holdings (see Appendix S-3 and S-4). All road and servicing works will be accommodated through the execution of agreements with the City and Region of Peel, and not through a draft plan of subdivision (see Transportation and Works comments). Details of the proposal are as follows:

Phase One Development Proposal	
Revised Information Submitted:	March 27, 2009, September 18, 2009
Proposal	Two apartment towers
Proposed Gross Floor Area:	39,788.81 m ² (428,283 sq. ft.)
Building Height:	1 x 25 storeys (east tower) 1 x 28 storeys (west tower) 2-3 storey podium
Lot Coverage:	60%
Floor Space Index:	7.43 net (figure excludes public roads) 3.69 gross (figure includes public roads)
Landscaped Area:	24.7%
Number of units:	195 units east tower 218 units west tower 19 ground related units within podium 432 total apartment units
Anticipated Population:	1,052 people * *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2005 Growth Forecasts for the City of Mississauga.
Parking Required:	East tower - 290 West tower - 320 Total - 610
Parking Provided:	East tower - 290 West tower - 320 Total - 610

Site Characteristics	
Frontage:	91 m (300 ft.)
Depth:	60 m (197 ft.)
Lot Area:	0.53 ha (1.32 ac.) building area 0.54 ha (1.34 ac.) roads 1.7 ha (2.66 ac.) total all lands
Existing Use:	The lands are presently vacant.

Pinnacle had originally proposed, for the Phase One lands, two 32 storey apartment towers in conjunction with 10 townhouse dwellings, at a net Floor Space Index of 10.88 (see Appendix I-8 of Appendix S-I, Block 1 for details). The revised proposal provides for a decrease in building height and a reduction in units from 714 to 430. The FSI has been reduced to 7.43.

COMMUNITY ISSUES

As noted in Appendix S-1, a community meeting was conducted on November 4, 2009 (see page 12 of Appendix S-1). A number of the concerns raised at the meeting were regarding the larger development proposal, and how it transitioned with neighbouring low density residential lands. The subject proposal is some distance from these dwellings to the north and west. Accordingly, the following are only those concerns that have some applicability with Phase One. The remainder will be addressed through any subsequent staff recommendations.

Comment

The development will result in additional traffic, which will further congest surrounding streets and intersections that are over capacity.

Response

Based on the traffic data reviewed by the Transportation and Works Department, Phase One is not anticipated to have an impact on existing traffic numbers in the surrounding area. All vehicles

associated with the development will access directly onto Eglinton Avenue West, and not onto local roads and communities (see Transportation and Works section for details).

Comment

The proposal in regards to density, building height and scale is not in keeping with the character of the surrounding community.

Response

Staff have determined that Phase One of the proposal is in keeping with the surrounding community from a density, building height and scale perspective. See Planning Comments section for a detailed analysis of the applications.

Comment

Where will visitor parking be accommodated for the development?

Response

Visitor parking will be located below grade, in conjunction with resident parking. All parking is proposed to be in keeping with City by-law standards. Previous requests for below grade parking garage encroachments into the municipal right-of-way have been dropped.

Comment

Can the development be accommodated from a community and servicing perspective?

Response

Staff are satisfied that Phase One can be accommodated from a community and servicing perspective, includes schools, water, storm and sanitary sewers, hydro, fire and garbage collection.

Comment

Trees were removed from the Pinnacle lands.

Response

In contravention of the City's Tree Preservation By-law, trees were removed from the Pinnacle lands. Appropriate Tree Removal Permission Permits were subsequently acquired by Pinnacle, which included the payment of funds for replacement trees, to the satisfaction of the City.

**UPDATED AGENCY AND CITY DEPARTMENT
COMMENTS****Credit Valley Conservation (CVC)**

In comments updated October 9, 2009, CVC advised that staff are currently reviewing a revised submission for the Phase One lands. CVC's technical requirements will be addressed through the associated Site Plan, Engineering Submission and CVC Permit processes.

Region of Peel

In comments updated in September 2009, the Region advised that there are no objections to the approval of Phase One of the Pinnacle proposal. Water servicing for Phase One is possible through the existing 300 mm (1.2 in.) diameter watermain on Hurontario Street and the proposed upgrade of the watermain on Salishan Circle to 300 mm (1.2 in.). The 300 mm (1.2 in.) diameter sanitary sewer section can service the Phase One of the development with a population of 1,065 person and 15.1 Litres per second (3.3 Gallons per second) flows.

Community Services Department

In comments updated on October 16, 2009, the Community Services Department noted that prior to by-law enactment for

Phase One of development, satisfactory arrangements regarding streetscape works, including the future recreational trail along Eglinton Avenue West shall be made. Satisfactory Development and Servicing Agreements will also be required prior to by-law enactment. Given the subject lands have been removed from the associated draft plan of subdivision, this Department notes that all concerns and outstanding conditions regarding the future community parkland to be dedicated, shall be addressed through subsequent phases of development. For this phase of development, the requirement for park or other recreational purposes pursuant to Section 42 of the *Planning Act* (R.S.O. 1990, c.P.13, as amended) and in accordance with City Policies and By-laws, will be satisfied through payment of cash-in-lieu of parkland prior to the issuance of any building permits.

Transportation and Works Department

In comments updated on October 22, 2009, the Transportation and Works Department confirmed that it has retained the services of iTrans Consulting Ltd. to review the development of the Pinnacle International Ltd. draft plans of subdivision T-M07005 W5 and T-M07006 W5 and its potential impact on existing and planned transportation infrastructure. The study also reviewed the potential development impacts for the remaining three quadrants surrounding the Hurontario Street and Eglinton Avenue intersection.

Two scenarios examined included the build out of the four quadrants using densities currently permitted in the City's Mississauga Plan, as well as those densities currently proposed by the Pinnacle draft plan. From a transportation perspective, a concept plan was developed encouraging a grid pattern for all quadrants which would maximize access opportunities and ensure improved internal traffic circulation thereby reducing the potential concentration of vehicles through the Hurontario Street and Eglinton Avenue intersection.

The results of the Traffic Analysis indicate that the existing and planned transportation infrastructure for this surrounding area can

support development at a density which is currently identified in the City's Mississauga Plan. Increasing densities beyond those identified in the Mississauga Plan will result in increased strain on nearby roadways and intersections.

The current Phase One application is proposing an FSI which is approximately 20% higher than that identified in the City's Mississauga Plan. This equates to approximately 84 additional units being developed over what is currently permitted. This increase in FSI, if confined to the Phase One lands, should result in minimal impacts to the surrounding roadway infrastructure and can be supported by this Department. If however, a sustained increase of 20% for the entire Pinnacle International Ltd. lands is proposed, this would result in more substantial impacts to the existing and planned transportation infrastructure and therefore cannot be supported by this Department.

The applicant's consulting engineers have provided functional servicing details for the Phase One lands to the satisfaction of this Department. The storm and sanitary sewers are proposed to outlet to existing sewer systems on Eglinton Avenue. The provision of water services to the satisfaction of the Region of Peel will require the construction of a watermain northerly along the alignment of what is proposed as the future Street 'D' of Draft Plan T-M07006 W5, the reconstruction of the existing watermain on the east leg of Salishan Circle and the construction of a new watermain on Eglinton Avenue West to complete the looping. The development of the Phase One lands proposes no new storm sewer outlets or any adjustments to the top of bank of the Cooksville Creek.

The Transportation and Works Department has reviewed the updated Preliminary Noise Report dated September 21, 2009 by J. E. Coulter Associates for the proposed Phase One buildings, which confirms that the primary sources of noise impacting the development are traffic noise generated from Hurontario Street, Eglinton Avenue and Highway 403. The report examined the impact of stationary noise from the commercial operations on all four quadrants of the Hurontario Street/Eglinton Avenue

intersection and determined that the noise levels generated from these sources were below the Ministry of Environment (MOE) exclusion limits for stationary noise. Noise and vibration associated with the possible future introduction of LRT service on Hurontario Street were also examined and found not to be of impact to the Phase One development, due to distance separation from Hurontario Street. The report concludes that subject to the provision of central air conditioning, special building measures (including upgrades to the exterior wall and glazing treatments) and the appropriate warning clauses; the buildings and outdoor living areas for the proposed development will be in compliance with City, Regional and MOE guidelines for road, aircraft and stationary noise. The noise report is preliminary only and is to be supplemented by the detailed report to be provided prior to Site Plan Approval as and when architectural details, design of the mechanical systems for the buildings and detailed grading information are available.

In the event this application is approved by Council, the applicant will be required to enter into a servicing agreement with the City and the Region for the dedication and construction of Streets 'C' and 'E' and any municipal works necessary to provide adequate services to the development. Due to the urban nature of the proposed development, the road cross-sections for Streets 'C' and 'E' are proposed to include the standard "City Centre" boulevard incorporating wider sidewalks installed closer to the built form, a streetscape corridor and a protective splash pad. A temporary road is proposed for a southerly portion of Street 'E' on the east side of the development until sufficient land is available for the provision of the complete right of way for Street 'E'. The Street 'C' signalized access to Eglinton Avenue West will be the principle access to the development.

Any approval of this development proposal is not to be construed as an endorsement by the Transportation and Works Department of the applications for the development of the balance of the Pinnacle lands in the northwest quadrant of the Hurontario Street and Eglinton Avenue West intersection. Comments and conditions have been provided by this Department under separate cover on a

number of outstanding traffic, density, right of way, drainage and other matters related to the processing of Draft Plan applications T-M07005 W5 & T-M07006 W5.

PLANNING COMMENTS

Official Plan

The lands subject to Phase One of the Pinnacle development are presently designated "Residential - Medium Density I" and "Residential - High Density II", as outlined in Appendix S-1. The proposal requires an amendment to change these designations within the Hurontario District Plan Policies, to permit the proposed apartment buildings at a maximum Floor Space Index (FSI) of 7.5. As outlined within the planning rationale below, staff have no objection in recommending that the lands be redesignated to "Residential - High Density II - Special Section", subject to certain conditions as noted in the report.

Phase One Context

The proposal forms only a portion of a much larger development concept that Pinnacle has planned for the northwest quadrant of Hurontario Street and Eglinton Avenue West, as outlined in Appendix S-1, which envisions the construction of over 3,800 dwellings and an estimated population of just under 9,000 people. Staff are not in a position at this time to bring forward a recommendation on the remainder of the development proposal, as there remains a number of outstanding concerns that need to be addressed and resolved, which include density, traffic, land use compatibility, parkland dedication and servicing. A future Supplementary Report on the remainder of Pinnacle's applications will follow at a later time. For reasons as noted below, staff are now in a position to bring forward a recommendation on Phase One.

Pinnacle Phase One is a good example of development that achieves the intent of Provincial legislation and the policies of both the Region of Peel and City of Mississauga Official Plans. These

policies promote residential intensification, compatible built form with surrounding land uses, appropriate transition in use and building scale, efficient use of existing land and infrastructure resources, support of existing and proposed transit services, and well designed communities. The Information Report (Appendix S-1) references the Mississauga Plan policies, provisions and criteria that apply in evaluating site specific high density infill Official Plan Amendments. The discussion below provides for a summary of how these matters have been addressed and resolved to the satisfaction of staff.

A recommendation on Phase One of the development proposal can proceed at this time, in advance of the remainder of the project, for the following reasons:

- Appropriate limits of development have been identified, which have been accepted by CVC and City staff;
- As the site is located on the perimeter of Pinnacle's full land holdings, the remainder of the parcel beyond Phase One is not compromised for purposes of determining an appropriate development form;
- The location of Phase One, close to the Hurontario and Eglinton intersection and set far back from established low density development, is a logical location for high density development;
- The first phase can be accommodated from a traffic and servicing perspective, and technical matters have been addressed through the submission acceptable studies.

Mississauga Nodes and Intensification Policies

The development of the City is based on a structure characterized by residential communities, employment districts, and major open space corridors. To accommodate growth, this structure is further broken down into areas that include City Centre and a series of nodes, which have been set aside to accommodate a greater variety and concentration of uses than in the surrounding areas. A node acts as a focus of activity for more compact, mixed use and more intensive transit supportive development (see page 9, Appendix

S-1 for details). The subject lands are located within the Hurontario Node which is centered on the intersection of Hurontario Street and Eglinton Avenue. Features that make up this node include several commercial plazas, office buildings, and a number of large high density residential developments. The location of the subject lands within the centre of the node makes it an excellent location for residential intensification, consistent with existing apartment development in the immediate vicinity.

The maximum density permitted within the Hurontario District policies for the Phase One lands is an FSI of 2.9, whereas the applicant has requested a maximum of 7.5. Staff have no objection to the increase, as the development conforms with node and intensification policies of the Official Plan in the following manner:

- Appendix I-9 of Appendix S-1 provides development statistics for existing high density apartment complexes to the south of the subject lands (Kingsbridge Gardens). Buildings in this development range in height from 22 to 37 storeys. The majority of these buildings were constructed, in the traditional condominium style of the time, on larger suburban style blocks with private landscaped open space, fronting onto private roads. The buildings also tend to occupy large footprints and carry a heavier massing. Accordingly, the overall density is low (FSI of 2.3) although individual sites range upwards of 3.86. Pinnacle Phase One takes on more of an urban character, being serviced entirely by public roads with reduced setbacks. Broader open space has been consolidated into a proposed park system to the west. This is more in keeping with compact development forms under consideration today to comply with recent Provincial and City intensification initiatives. When public roads are included in the calculation, the density is reduced to an FSI of 3.69, which is comparable with individual sites to the south. This figure does not take into consideration the parklands set aside to the west;

- The development will result in a desirable increase in activity for the node, supportive of all forms of hard and soft servicing and infrastructure. The lands are well situated to take advantage of a range of community services, schools, and a wide range of commercial opportunities, many of the above services can be accessed without the use of a vehicle. In addition, the node is within close proximity to the employment, shopping and cultural advantages of the City Centre area;
- The proposal reinforces and enhances the local community character by introducing a well designed development that is compatible with, and would have no adverse impacts on nearby existing low, medium and high density land uses;
- The development of the lands for apartments will introduce a compact urban and orderly built form for the northwest quadrant of the Hurontario and Eglinton intersection, which will be further developed upon as consideration is provided for future Pinnacle phases. The intention is to create an appropriate transition in density and scale back from this intersection to lower densities to the north and west;
- The massing and scale of the proposed buildings have been designed to integrate and relate appropriately with the surrounding residential community, having proper regard for building height and setbacks;
- Technical studies submitted in support of the applications have confirmed that development would appear to have no negative impacts from a traffic, environmental, noise, and servicing perspective;
- Phase One of the development is also in general keeping with the Growth Management Study, as referenced on page 14 of Appendix S-1.

At the time the original development applications were filed, the subject lands formed part of the Urban Growth Centre (UGC, see

page 9 of Appendix S-1). At the direction of the Province, this boundary was changed, and now excludes all Pinnacle lands. The boundary change has been incorporated into OPA No. 95, which has been adopted by Council and is presently awaiting Regional approval. Phase One of the subject applications is in compliance with policies that speak to lands located outside of the UGC.

Page 8 of Appendix S-1 references the Official Plan policies that form part of the Hurontario District Plan. The height and scale of Phase One are appropriate for the District, and are not of the same unlimited density as permitted in the City Centre District. The proposal is in keeping with providing for a suitable transition to City Centre, yet adding density that will strengthen the node and support transit.

Transit Supportive Development

As noted above, the support and operation of transit is a critical consideration in the review of development applications for intensification within nodes. The subject lands, developed at a higher density, are well located to take advantage of a number of transit initiatives. Transit operations currently passing through the Hurontario/Eglinton node consist of the following:

- Eglinton Avenue: Routes 35, 35A, 89 - Islington TTC Subway Station, Erin Mills Town Centre, Meadowvale Town Centre;
- Hurontario Street: Routes 19, 19A and 19B (and associated express routes) - Port Credit GO Station, City Centre Transit Terminal, Shoppers World in Brampton;
- Other Routes: Routes within walking distance of Phase One include Route 10 (Ceremonial and Bristol Road), Routes 34 and 68 (Kingsbridge), Route 7 (Airport Corporate), and Route 65 (Trailwood and Thornwood).

Many of the above routes connect into the City Centre Transit Terminal and other destinations including GO Transit and TTC

stations, employment areas, and shopping centres, along with locations beyond in the adjoining communities of Toronto, Brampton and Oakville. Intensification of the subject lands will only increase the viability of transit services in the node. Other important future transit initiatives that the subject development will be supportive of include the following:

- *Bus Rapid Transit (BRT)* - The BRT will connect directly into the City Centre Transit Terminal. To protect the viability of this line, it is important to ensure that area densities move in the direction of being more transit supportive. The close proximity of the BRT station to the subject lands will be a large advantage for those residents who choose to live in this location, providing excellent east-west connections;
- *Hurontario Higher Order Transit Study (HHOT)* - A study has been initiated to understand the feasibility of locating higher order transit along the Hurontario Corridor. It is anticipated that recommendations on the chosen technology, alignment, station locations and associated planning and design parameters will be released in late 2009 or early 2010. The establishment of higher order transit along this corridor will strengthen the Hurontario node and place a high value on the subject lands from a locational perspective, with unparalleled access to regional transit systems. The preliminary urban design recommendations within the HHOT study for the subject lands propose towers in the 25 storey height range, with close setbacks to major roads, and the ability to accommodate future at grade commercial uses if the market warrants such. The proposal is in keeping with these recommendations.

Hurontario/Eglinton Traffic Impact and Urban Design Report

In April 2009, a study entitled Hurontario Street and Eglinton Avenue Area Traffic Impact Report was finalized by iTrans Consulting Inc. The purpose of the study was to analyze certain

lands with development potential, located within and around the Node. Recommendations on the traffic matters are covered under the Transportation and Works Department section of this report.

The study also included an urban design and land use component, completed by Brook McIlroy Inc. This firm drafted a concept plan for the entire area, proposing a mixture of residential building heights and densities supported by commercial and park uses. This was based on a series of design objectives, which established a framework for development of each of the four quadrants surrounding the intersection. Notwithstanding the above, the purpose of this plan was to illustrate how development may occur as the area transitions into a more pedestrian oriented mixed-use environment, and not as a fixed plan.

The concept plan illustrates for the Phase One lands high rise buildings from 13 to 28 storeys, surrounded by low rise buildings (i.e. podiums) with a height of 2 to 4 storeys. All buildings are proposed to face public roads, which are laid out in a grid pattern, with buildings facing and enclosing the streets incorporating urban setbacks. The Phase One proposal is in general keeping with the design and planning recommendations and built form suggestions outlined within the report. The Urban Design section below further explains some of these matters.

Urban Design Considerations

Critical to the success of a development is its design, and the relationship it forms with the surrounding built context. The applicant has taken steps to accomplish these objectives. Page 10 of Appendix S-1 provides a brief summary of the urban design principles that apply to the lands. The following points detail how the development has achieved conformity with these provisions:

- The proposed buildings for the lands are of an appropriate height and scale, warranted by their proximity to a major intersection and the pattern of surrounding high density development that has proceeded it. The buildings will set the standard and act as a focal point for future development

in and around the intersection and Node, creating a sense of enclosure which if carried through along the street will visually reduce the apparent width of the road and improve upon the pedestrian environment;

- The location of the proposed built form and associated density is appropriate within the larger framework of the entire Pinnacle development proposal, being the most desirable location for intensification;
- Proposed buildings have been sited to provide a direct and comfortable relationship with all four road frontages. The two to three storey podium will properly define the street edge, while the visual impact of the height of the associated 25 and 28 storey towers on the road is reduced through appropriate setbacks beyond the edge of the podium;
- Direct access will be provided into ground related units. Functional front doors together with transparent building facades and the provision of two primary street facing entrances onto Eglinton Avenue West will create active street facing facades that encourage pedestrian activity;
- The architect has provided for a distinctively designed built form for the lands, incorporating within the towers a range of building materials that are off-set at various levels. Particular attention has been paid to the roof top areas, which have been designed with a unique top that also encloses the mechanical and ventilation systems (see Appendix S-5 to S-7 for details);
- All parking, at City standards, will be located below grade. Appropriate and safe pedestrian connections are provided around the perimeter of the site, predominantly on municipal sidewalks, with convenient connections made to building entrances, signalized street crossings, and transit stops;

- The two towers are oriented in such a way that view corridors have been preserved within each for residents to the adjacent Cooksville Creek valley lands, with limited obstruction.

Architectural Gateway Feature

In view of the scale of the development, and its prominent location on Eglinton Avenue West, it seemed fitting that a design feature be incorporated into Phase One that provided a focal point for the Pinnacle development. The applicant is proposing, at the northeast corner of Eglinton Avenue and Street 'C', a glass water feature that will be visible from the road. The feature is proposed to form part of the main entrance to the building and include seating areas. All works will be accommodated on private land, with the exception of portions of the fountain which will extend into the daylight triangle (see Appendix S-8). Balancing out the water feature on the opposite side of the road to the west will be a future park entrance to the Cooksville Creek. The requirement for the feature will be incorporated into the Development Agreement, with details, including height and design, being confirmed through the site plan process.

Pedestrian Wind Study

In support of the subject applications, a Pedestrian Wind Study was submitted. The purpose of the study was to quantitatively assess the pedestrian level wind environment under both existing and future conditions around the development, and to assess mitigative solutions where required. The report has concluded that comfort conditions at the site are considered generally acceptable to the setting, and extensive mitigation is not deemed necessary. The original report had assigned a winter rating of "uncomfortable" to several of the test locations, being areas subject to prevailing winter winds approaching from a westerly to southerly direction. In an addendum, the consultant recommended certain changes that may result in further improvement. Through the site plan approval process, the effect of the recommended changes will be evaluated.

Shadow Study

Shadow Studies were completed for the development, in accordance with the City's design reference note entitled "Standards for Shadow Studies". This document requires that sunlight be provided at specified times for residential amenity areas, parks, and children's play areas on adjacent lands, to maximize their use during summer afternoons and evenings. At present, there are no existing amenity areas adjacent to Phase One. Three new areas are proposed, being the open space square to the north, linear park along Cooksville Creek to the west, and the private amenity space associated with the subject building located on the third floor rooftop. The study submitted confirms that there are limited impacts on the two neighbouring park sites, as per City requirements. Staff will review the impacts on the third floor amenity space through the site plan process.

Landscape Urban Design

The urban character of the subject development proposal reduces the extent of landscaped areas. Notwithstanding, the applicant has taken steps to provide for a softening of the site perimeter from a landscape perspective. These matters will be accomplished through the processing of the site plan, as follows:

- Minimum building setbacks for the lands to the property line are as follows: 3.0 m (11.5 ft.) on the east and west sides; 4.5 m (14.8 ft.) along the north frontage; and 4.5 m (15.7 ft.) along Eglinton Avenue. To accommodate a future multi-use recreational trail and associated landscaping, the actual distance from the face of the proposed building and the Eglinton Avenue curb is 12 m (39.4 ft.). All areas between the building and property line have been designed to accommodate landscape treatment, with sufficient soil depth below to ensure plants of reasonable height will thrive. Details will be addressed through the site plan approval process;

- As noted above, the building incorporates functional landscaped yard areas associated with all units that have direct ground floor access;
- A large and accessible landscaped roof deck is being provided on top of the third storey podium, which will include an outdoor children's play area. Locations on the deck area not used for amenity space will be developed as a green roof.

Esso Gas Station Parcel

To the immediate east of the subject lands is an Esso fuel station, at the northwest corner of Hurontario Street and Eglinton Avenue. It will be separated from Phase One by a public road, which itself will be shared between Pinnacle and Esso land holdings (see Appendix S-3). Staff had expressed concern regarding access to and future development of the Esso lands. The applicant has provided a diagram which demonstrates that the Esso lands can be developed for higher density office/residential uses in the future. The new public road has been designed in such a way that two way traffic can be accommodated, with right-in and right-out turning movements only to Eglinton Avenue West. To screen views of the gas station site from those ground related units that will face east, a combination of fencing and/or landscaping will be incorporated into the design. Details will be addressed through the site plan and engineering processes.

Urban Design Panel

The entire Pinnacle development proposal was originally considered by the City's Urban Design Advisory Panel back on September 18, 2007. Recommendations by the panel were ultimately incorporated into the design of the broader development proposal. On June 2, 2009, Phase One was presented to the Panel. The matter was received favourably, with general support offered to the development. Matters of interest raised included the following:

- Use of ground floor units facing Eglinton Avenue (residential vs. commercial);
- Use, grading and privacy of private amenity areas facing Eglinton Avenue;
- Colour and texture of exterior building finish;
- The architectural language of the tower and podium, including their relationship to each other;
- Courtyard details;
- Perimeter tree planting and landscaping;
- Redevelopment of the neighbouring gas station parcel.

In response to the items raised, the applicant made certain design changes to the submitted site plan. The above matters will be addressed through this process.

Mississauga Plan Criteria

As outlined in the Information Report, Mississauga Plan provides criteria for evaluating site specific Official Plan Amendments (see page 11 of Appendix S-1). The applicant filed a satisfactory Planning Justification Report in support of the subject applications. Each criterion has been addressed, to the satisfaction of staff, as outlined in the body of the report above.

Other Planning Documents

Staff have undertaken a review of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, and the Region of Peel Official Plan, as it relates to the subject applications, and are of the opinion that the applications are in conformity with these documents.

Zoning

The applicant is proposing to rezone the lands from "D" (Development) to "RA5-Exception" (Apartment Dwellings). In view of the Official Plan considerations and recommendations identified above, this zone is appropriate to accommodate the proposed condominium apartment buildings, subject to the

following development standards applying to the apartment zone category:

Item	Requested Zone Standard	Present City Standard
Maximum Floor Space Index	7.5	2.9
Maximum Height	28 storeys	The lesser of 77 m (263 ft.) or 25 storeys
Minimum Landscaped Area	24% (1,300 m ² or 14,000 sq. ft.)	40%
Minimum Landscape Buffer	3.0 m (11.5 ft.)	4.5 m (14.7 ft.)
Minimum amenity area	2,400 m ² (25,833 sq. ft.)	The greater of 5.6 m ² (18.3 sq. ft.) per dwelling or 10% of lot area
Minimum Amenity Area at Grade	0.0 m ²	55.0 m ²

Building location, landscape areas and setbacks (including for underground parking decks) will be identified on an Exception Schedule to the implementing by-law, as noted on Appendix S-4.

Green Development Initiatives

Page 11 of Appendix S-1 outlines green development initiatives the applicant proposes to incorporate into the development. The applicant at this time is looking to construct Phase One to a level of LEEDS (Leadership in Energy and Environmental Design) Silver compatible. This may be incorporated into the Development Agreement.

Site Plan Application

In support of the subject applications, the applicant has filed a site plan application under file SP 09/043 W5. The plans are currently under review. A number of matters, as referenced in the report,

will be detailed and addressed through this process, which include the following:

- The implementation of wind mitigative measures, as required through the Pedestrian Wind Study;
- Review of the location of the third floor amenity area, relative to impacts from a shadow perspective, including details and design;
- Details on the water feature proposed for the northeast corner of Eglinton Avenue and Street "C";
- Phasing program, as noted below.

Building and Condominium Phasing

The applicants are proposing to market and construct the west tower first. Through the site plan approval process, a phasing plan will be worked out that takes into consideration servicing, access, and the condition of lands that remain un-built. This may require the execution of an agreement.

Archaeological Assessment

The applicant has submitted Stage One and Two Archaeological Assessments, completed by The Archaeologist Inc., in support of the subject applications. The document has been reviewed both by City staff and the Ministry of Culture, who have provided their clearance for Phase One.

Sales Centre

The applicant is currently in the process of planning the construction of a sales pavilion for their development. Options being considered include use of the existing home (formerly a dog kennel) to the west, or other areas beyond the construction scope of Phase One (i.e. adjacent to Hurontario Street). The use of any lands beyond Phase One will require a separate approval, as a sales centre use is not permitted under the current zoning. In addition, a site plan application may be required.

FINANCIAL IMPACT: Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

CONCLUSION: In accordance with subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, Council is given authority to determine if further public notice is required. The applicant has modified their proposal for a Phase One development as detailed above. It is recommended that no further public meeting need be held regarding the proposed changes.

The proposed Official Plan Amendment and rezoning applications are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal for an increase in apartment density on the lands is in keeping with the policies of the Official Plan that speak to compatible and transit supportive residential development and intensification, within nodes;
2. The proposal is compatible with the surrounding land uses, with no unacceptable adverse impact from a development, traffic and servicing perspective anticipated;
3. The proposed Official Plan provisions and zoning standards are appropriate to accommodate the requested apartment uses, subject to the restrictions as described in the staff report.

ATTACHMENTS: Appendix S-1 - Information Report
Appendix S-2 - Recommendation PDC-0009-2009
Appendix S-3 - Context Plan, Phase One Development Location
Appendix S-4 - Phase One Development Proposal
Appendix S-5 - Building Elevations, from Eglinton Avenue
Appendix S-6 - Building Elevations, from Cooksville Creek

Appendix S-7 - Building Elevation Rendering
Appendix S-8 - Proposed Fountain Feature
Appendix S-9 - Zoning Map

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Rob Hughes, Development Planner



Corporate Report

Clerk's Files

Originator's

Files OZ 07/024 W5
OZ 07/025 W5
T-M07005 W5
T-M07006 W5

PDC JAN 12 2009

DATE: December 9, 2008

TO: Chair and Members of Planning and Development Committee
Meeting Date: January 12, 2009

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Official Plan Amendment, Rezoning and Draft Plan of
Subdivision Applications
To permit a multi-use residential, commercial and office
development, in conjunction with parkland uses
Part of Lot 1, Concession 1, W.H.S.
Northwest Quadrant of Hurontario Street and
Eglinton Avenue West
Owner: Pinnacle International (Ontario) Limited
Applicant: Philip Levine, IBI Group
Bill 51

Public Meeting **Ward 5**

RECOMMENDATION: That the Report dated December 9, 2008, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan and Zoning By-law, under files OZ 07/024 W5 and OZ 07/025 W5, to permit the development of the lands for a multi-use residential, commercial and office development, in conjunction with parkland uses, as detailed within the staff report, and for a proposed Draft Plan of Subdivision under files T-M07005 W5 and T-M07006 W5 to accommodate approximately 3,883 dwelling units, Pinnacle International (Ontario) Limited, Part of Lot 1,

Concession 1, W.H.S., northwest quadrant of Hurontario Street and Eglinton Avenue West, be received for information.

BACKGROUND:

The subject lands are located within the northwest quadrant of Hurontario Street and Eglinton Avenue West, stretching eastward from Hurontario Street to Fairwind Drive. The existing residential development of varying densities on Tagish Court, Nishga Court and Salishan Circle (including Cooksville Creek Public School) form the northern property line. Cooksville Creek, which is under City ownership, bisects the property through the centre in a north south direction. Aside from several empty buildings abutting Eglinton Avenue West (formerly a dog kennel and residence), the properties are vacant. Adjacent to the creek in the western portion of the lands exists a wetland area.

The existing gas station at the immediate northwest corner of Hurontario Street and Eglinton Avenue West does not form part of the applications (see Appendix I-2).

Neighbourhood Context

Lands surrounding the subject applications comprise a range of uses and residential densities, which can be described as follows (see Appendix I-4 for details):

- North: Moving in an east-west direction is a ten storey apartment building (fronting onto Hurontario Street), townhomes fronting Salishan Circle (which terminates in two locations abutting the lands), Cooksville Creek Public School, detached dwellings fronting both Nishga Court and Tagish Court;
- West: Across Fairwind Drive, detached dwellings and St. Hilary Catholic School;
- South: Moving in an east-west direction is a commercial centre incorporating an eight storey office building and a one storey retail plaza, a twenty-two storey condominium apartment tower, and west of Cooksville Creek, townhouses, and semi-detached dwellings;
- East: A retail commercial centre, which includes Montana's Restaurant, Shoppers Drug Mart and other restaurant and

retail uses. To the north of the plaza, the land is vacant but designated for high density residential uses. To the southeast of the subject property is the commercial center known as Mississauga Market Place.

Development applications for the lands were originally filed by Pinnacle International (Ontario) Limited on December 19, 2007, to permit 4,800 dwellings (apartment and townhouse) and parkland uses, for both the east and west sides of Cooksville Creek. These applications were formally amended on October 21, 2008, to reduce the number of dwellings to 3,883 and to concentrate all development on the east side of the creek. All lands on the west side of the creek are proposed to be conveyed to the City for parkland. The revised applications have been circulated for technical comments. In addition, a joint ward community meeting was conducted by Councillor Adams and Councillor Dale on November 4, 2008 (see below for details).

The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. Information regarding the history of the site is found in Appendix I-1.

COMMENTS:

The applications submitted by Pinnacle are for a large scale multi-use development for almost four million square feet of floor area on 15 ha (35 ac) of land, of which slightly less than half will be set aside in public ownership for environmental protection and parkland. If the applications were to be approved, when completed it would be home to almost 9, 000 people and approximately 580 office jobs.

Due to the complexity of the applications, an overall summary is provided below, followed by a summary of the applications for the east and west parcels. A detailed block by block break down and associated zoning provisions are provided in Appendix I-8.

Pinnacle Development Summary Chart	
Total Land Area:	14.78 ha (36.5 acres)
Total Park Area:	6.45 ha (15.9 acres)
Total Road Area:	2.68 ha (6.62 acres)
Total Road Widenings:	0.26 ha (0.64 acres)
East Net Area:	5.39 ac (13.3 acres)
GFA Residential:	326,285 m ² (351,210 sq. ft.)
GFA Retail:	9,835 m ² (105,863 sq. ft.)
GFA Office:	12,830 m ² (138,100 sq. ft.)
GFA All Uses:	348,950 m ² (3,756,066 sq. ft.)
Gross/Net Density East:	394 uph (159 upa)/720 uph (291 upa)
Gross/Net Density Total:	262 uph (106 upa)/376 uph (152 upa)
PPJ/ha (PPJ/ac) (PPJ - people plus jobs)	645/ha (261/ac) (excludes commercial component where stats are not available)
Net FSI East Area:	6.47
Gross FSI East Area:	3.54
Gross FSI Total:	2.36
No. Tower Units:	3,302 dwellings
No. Mid-rise Units:	504 dwellings
No. Townhouses:	77 dwellings
No. Total Units:	3,883 dwellings
Approx. Number of Parking Spaces Proposed	5,073 spaces
Approx. Number of Parking Spaces Required	7,118 spaces
Landscape Area	To be determined
Anticipated Population:	8,955 people *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2005 Growth Forecasts for the City of Mississauga
Supporting Documents:	- Planning Justification and Proposed Standards Report - Urban Design Impact Considerations Report - Traffic Impact Assessment - Functional Servicing Assessment

	- Arborist Report - Noise Study - Phase 1 and 2 Environmental Assessment Reports - Geotechnical/Soil Investigation Reports - Floodplain Management Study - Environmental Impact Study
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For reference to development application locations and building/block numbers, refer to Appendix I-5 and I-6. To provide some comparison for these applications, an overview of the development form within the southwest quadrant of Hurontario Street and Eglinton Avenue West, collectively referred to as the "Kingsbridge Garden Circle Area", is contained in Appendix I-9.

DEVELOPMENT DETAILS - WEST SIDE OF COOKSVILLE CREEK

OPA and Rezoning Application OZ 07/024 W5
Draft Plan of Subdivision Application T-M07005 W5

Site Characteristics	
Frontage:	325.5 m (1,068 ft.) fronting Eglinton Avenue West 279.0 m (915 ft.) fronting Fairwind Drive
Gross Lot Area:	4.92 ha (12.16 acres)
Net Lot Area	4.92 ha (12.16 acres)

Current Mississauga Plan Designation and Policies for Hurontario District:

- "Residential - Low Density I" which permits detached, semi-detached and duplex dwellings to a maximum density of 17 uph (7 upa);
- "Residential - Medium Density I" which permits townhouse development at a density of 25-50 uph (10-20 upa), with buildings not exceeding three storeys in height;

- "Public Open Space" which includes parkland;
- The Land Use Map also shows a Regulatory Flood plain overlay to identify the potential flooding of a portion of the lands (see below).

Based on the existing Official Plan land use designations, it was anticipated that this area would be developed for approximately 97 units, broken down into 11 detached dwellings, 6 semi-detached dwellings and 80 townhouse dwellings.

In response to comments from the Community Services Department, the applicant is proposing that all lands on the west side of the creek be transferred to the City for park purposes. The proposed applications are not in conformity with the existing land use designations.

Proposed Official Plan Designation and Policies:

The applicant is proposing to designate all lands as "Public Open Space".

Existing Zoning:

"D" (Development), which permits a building or structure and use, legally existing on the date of passing of By-law 0225-2007.

Proposed Zoning By-law Amendment:

"OS1" (Community Park), to permit parkland uses.

DEVELOPMENT DETAILS - EAST SIDE OF COOKSVILLE CREEK

OPA and Rezoning Application OZ 07/025 W5
Draft Plan of Subdivision Application T-M07006 W5

Site Characteristics	
Frontage:	156.5 m (513 ft.) fronting Eglinton Avenue West 240.0 m (787 ft.) fronting Hurontario Street Termination of Salishan Circle, in two locations
Gross Lot Area:	9.68 ha (23.92 ac.)
Net Lot Area	5.39 ha (13.32 ac.)

Current Mississauga Plan Designation and Policies for Hurontario District:

- "Residential - Medium Density I" which permits townhouse development at a density of 25-50 uph (10 -20 upa), with buildings not exceeding three storeys in height;
- "Residential - High Density II" which permits apartment buildings at a Floor Space Index of 1.9 to 2.9;
- "Public Open Space" which includes parkland;
- The Land Use Map also shows a Regulatory Flood plain overlay to identify the potential flooding of a portion of the lands (see below).

Based on the existing Official Plan land use designations, it was anticipated that this area would be developed for approximately 1,530 units, broken down into 180 townhouse dwellings and 1,350 apartment dwellings. The proposed applications are not in conformity with the existing land use designations.

Proposed Official Plan Designation:

The applicant is proposing to change the Official Plan designation applying to all development Blocks (1 through 5) to "Residential - High Density II - Special Section", to allow for the following exceptions:

- A maximum Floor Space Index of 6.47, as applied to the entire development block area (Blocks 1 through 5);

- Retail uses be permitted on the ground and second floor of development blocks facing Street B and Hurontario Street, to a maximum of 9,835 m² (105,863 sq. ft.);
- Office uses be permitted on the second and third floor of development blocks facing Hurontario Street, to a maximum of 12,830 m² (138,101 sq. ft.);
- Townhouses be allowed as a permitted use.

The remainder of the lands (Blocks 6 through 8) are proposed to be designated "Public Open Space", being conveyed to the City for parkland uses and trail connections.

Other Official Plan Provisions

There are other policies in the Official Plan which also are applicable in the review of these applications, including:

Hurontario District Plan:

As noted above, the subject lands are located in the Hurontario District of Mississauga Plan. Section 4.16.2 notes that the District was initially planned recognizing its proximity to the City Centre. Accordingly, a policy framework exists which will provide for the establishment of a substantial residential population within convenient distance to the Centre, and for office and commercial uses that complement those in the Centre. Higher residential densities are encouraged near City Centre boundaries and along major arterial roads, where existing services and transit can be effectively utilized. Notwithstanding its proximity, however, residential densities of the scale permitted in City Centre will not be encouraged. Instead, uses and densities that provide a suitable transition will be encouraged. Urban Design Policies (Section 4.16.3) encourage the integration of Hurontario Street within the overall community design, in particular from a building transition and orientation perspective.

Hurontario/Eglinton Node:

The subject lands form part of the Hurontario/Eglinton Node which is centred on the Hurontario Street and Eglinton Avenue intersection. Within Mississauga Plan, nodes exist in order to create a focus of activity for the surrounding areas at locations which are afforded good accessibility, visibility and a relatively high level of existing and potential transit service. The following is encouraged within nodes: a high quality, compact and urban built form with a relationship to the streetline; retail uses, with direct access to the sidewalk; sufficiently high residential and employment density to support transit usage; and community, cultural and recreational facilities.

Through the preliminary review of the subject applications, staff are aware that one of the primary issues facing development in the node is the increasing volume of traffic, the means of how roads and pedestrian routes in the area interconnect, and how the built form should relate to the street. Accordingly, a consultant has been retained to review the node from a transportation and urban design perspective. It is anticipated that the results of the study will be released in early 2009.

Urban Growth Centre:

At the time when the applications were filed, a portion of the subject lands were located in the Urban Growth Centre (UGC), which parallels Hurontario Street from the Queen Elizabeth Way north to Matheson Boulevard, including City Centre. The UGC was established through the adoption of OPA No. 58 (Residential Intensification Interim Policies) to act as a focus for intensification in the City. The minimum gross density of residents and jobs planned for the UGC is 200 per hectare (80 per ac.). In November 2008, the Province of Ontario refined the northern boundary of the UGC and identified it as Highway 403. As the City's Official Plan will need to conform with the Provincial Growth Plan, the new boundary will be adjusted through the upcoming Official Plan review.

Residential Policies:

Section 3.2.3.2 of Mississauga Plan indicates that residential design will be promoted in a form which reinforces and enhances the local community character, respects its immediate context, and creates a quality living environment. Section 3.2.4 of Mississauga Plan indicates that residential intensification is encouraged, subject to meeting the policies and intent of the Plan. Policies speak to development being compatible with the scale and character of a planned residential, and having regard for matters such as: natural environment and urban design matters (ie. street and block pattern, building height and mass); transition; transportation; adequate engineering and community services; pedestrian environment compatibility with surrounding land uses; and climate. The plan notes that development should be located on public roads.

Urban Design Policies:

Section 3.2.3.2 of Mississauga Plan indicates that design matters related to built form, scale, massing, orientation, parking, overshadowing, and the quality and quantity of open space will be priorities in assessing the merits of residential development. Section 3.15 of Mississauga Plan provides for policies which speak to appropriate built form and scale, streetscape and context, and compatibility with the surrounding built form.

Environmental Policies:

As noted above, Cooksville Creek bisects the subject lands and is designated within the Official Plan as "Greenbelt". In addition, the creek is identified on Schedule 3, Environmental Areas of Mississauga Plan as a Linkage. Section 3.15.2.2.h specifies that development applications within or adjacent to such areas must submit an Environmental Impact Study (EIS). A study has been filed by the applicant and is currently under review (see Credit Valley Conservation comments in Appendix I-10 for further information).

The section of Cooksville Creek in this location is located within the regulatory storm floodplain. Section 3.15.3.2, which contains

policies in this regard, states that any development is subject to the Natural Hazard policies which generally prohibit development on lands subject to flooding. If, through the submission of detailed studies and a satisfactory review by the Conservation Authority and City, certain lands are determined to not be within the floodplain, development can proceed in accordance with policies for Natural Hazards and the underlying land use designation. Pinnacle is seeking these approvals in certain locations abutting the creek area.

Criteria for Site Specific Official Plan Amendments:

Section 5.3.2 of Mississauga Plan contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:

- The proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;
- The proposed land use is suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;
- There is adequate infrastructure and community services to support the proposed development.

Green Development Initiatives:

The applicant has identified that the following green development initiatives will be incorporated into the development:

- Development of a compact urban form, in a transit oriented development format;
- Development form conducive to alternative transportation modes, such as walking and bicycling;
- Opportunity for green roof technology;
- Encouragement of LEED construction practices.

Existing Zoning:

"D" (Development), which permits a building or structure and use, legally existing on the date of passing of By-law 0225-2007.

Proposed Zoning By-law Amendment:

The applicant is proposing to rezone the lands to "RM4-Exception" (Townhouse Dwellings), "RA4-Exception" (Apartment Dwellings), "RA5-Exception" (Apartment Dwellings) and "OS1" (Community Park). Specific zoning details are contained in Appendix I-8.

COMMUNITY ISSUES

A joint community meeting was conducted by Ward 5 Councillor Eve Adams and Ward 4 Councillor Frank Dale on November 4, 2008. The following is a summary of issues raised by the Community:

- The development will result in additional traffic, which will further congest surrounding streets and intersections that are already over capacity (in particular at the Hurontario/Eglinton intersection), and allow for the infiltration of traffic into existing residential neighbourhoods;
- Request that Salishan Circle not connect directly into the broader neighbourhood, which may improve circulation and drop-off/pick-up movements at Cooksville Creek Public School;
- Impact the development will have on all local school numbers;
- Desire for additional land to supplement the current well used open space areas associated with Cooksville Creek Public School;
- The proposal in regards to density, building height and scale is too high, and not in general keeping with the surrounding communities;

- The height of the buildings will have a shadow effect on abutting residential properties;
- The potentially high costs involved in acquiring and maintaining the park system contemplated by the development proposal;
- Where visitor parking will be accommodated for the development;
- Servicing impacts, including garbage pick-up;
- Previous development history and particulars for the lands.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix I-10 and school accommodation information is contained in Appendix I-11. Based on the comments received and applicable Mississauga Plan policies, the following matters will have to be addressed:

- The scale and density of the proposal, relative to the surrounding community and proximity to City Centre;
- Compatibility and transition of proposed land uses and density to neighbouring residential areas;
- Traffic impacts of the proposal on surrounding roads and intersections, and the necessity for a bridge crossing;
- Impacts of development on neighbouring vacant parcels, and on the Node as a whole from a transportation, land use and urban design perspective;
- Fully defining the limits of development, to the satisfaction of CVC and Community Services;
- Road fabric and connections, in particular from a pedestrian and bicycling perspective;
- Understanding the impact on the development of potential higher order transit along Hurontario Street;
- Review of the application to ensure the development is supportive of transit;
- Open space and parkland connections and linkages to surrounding parks and neighbourhoods;
- Review of proposed bicycle route along the north property line;
- Submission of an archaeological assessment;

- Development separation and connections with proposed open spaces and parkland areas;
- Building and street relationships, including setbacks, podium heights, and encroachments;
- Implications of underground easement encroachments within the boulevard for parking garages and utilities;
- Street width and design, including pavement and boulevard details and associated cross sections;
- Location and function of visitor parking;
- Submission of detailed phasing plans, and their understanding from a development, traffic and servicing perspective;
- Sun, wind and comfort impacts of development on parks, proposed amenity areas, and neighbouring residential lands;
- Adequacy of existing services, including water, sanitary and storm connections;
- Analysis of proposed Official Plan and zoning by-law standards;
- Review of preliminary building elevations and materials;
- Incorporation of public art;
- The identification of sustainable green technology to be used in the proposed development.

Additional information is provided in Appendices I-1 to I-12.

OTHER INFORMATION

Growth Management Strategy

On November 3, 2008, the Planning and Development Committee received a report titled "Sustainable Living: A Growth Management Strategy for Mississauga - Mississauga Plan Review" (GMS). Within the report, the Hurontario/Eglinton Node (referred to as "Uptown") was identified as a Major Node. The study is recommending that Major Nodes have a minimum density of between 200 and 300 people plus jobs per hectare (80 to 120 per acre) with a mixed use ratio of people to jobs of 2:1, and building heights ranging between 3 storeys and 25 storeys.

On November 12, 2008, City Council endorsed the GMS as the basis for the preparation of the new Official Plan that directed residential growth to the Downtown, Major Nodes, Community Nodes and Corridors. The Supplementary Report will contain information with respect to how these applications will have regard for the GMS and the Draft Official Plan should it be released at the time of the Supplementary Report.

Development Requirements

In conjunction with the proposed development, there are certain other engineering and conservation matters with respect to matters as noted above, which will require the applicant to enter into the appropriate agreements with the City, the details of which will be dealt with during the processing of the plan of subdivision.

FINANCIAL IMPACT:

Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

CONCLUSION:

Once all agency and City department comments have been received and after the public meeting has been held, the Planning and Building Department will be in a position to make a recommendation regarding these applications.

ATTACHMENTS:

Appendix I-1 - Site History
Appendix I-2 - Aerial Photograph
Appendix I-3 - Excerpt of Hurontario District Land Use Map
Appendix I-4 - Excerpt of Existing Land Use Map
Appendix I-5 - Draft Plan of Subdivision
Appendix I-6 - Development Concept Plan
Appendix I-7 - Preliminary Building Views
Appendix I-8 - Detailed Development Block Breakdown and
Zoning Provisions

Appendix I-9 - Kingsbridge Garden Circle Area

Appendix I-10 - Agency Comments

Appendix I-11 - School Accommodation

Appendix I-12 - General Context Map

Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Rob Hughes, Development Planner

Pinnacle International (Ontario) Limited**Files: OZ 07/024 W5, OZ 07/025 W5, T-M07005 W5, T-M07006 W5****Site History**

- December 1983 - The Ministry of Municipal Affairs and Housing approved the Hurontario Secondary Plan, which set the land use framework for the subject lands. In addition, the lands formed part of Hurontario Neighbourhood No. 3 within the Hurontario Residential District, which provided for a general neighbourhood framework for developing lands along the Hurontario corridor.
- March 1987 - Lands on the east side of Cooksville Creek were subject to the submission of rezoning applications under files OZ 033/87 and OZ 026/87, by Horvat Properties Limited. Through revision, the applications proposed 2,636 apartments, 103 townhouses, two park blocks, one greenbelt block, a school block, and a retail/office commercial centre. The residential file (OZ 033/87) was closed due to inactivity in December 1995 while the commercial file (OZ 026/87) was closed for the same reason in June 2002. Public hearings for both files never took place.
- June 1987 - Lands on the west side of Cooksville Creek were subject to the submission of rezoning and draft plan of subdivision applications under files OZ 064/87 and T-87040, by Mythree Investments et al. The applications proposed 21 detached dwellings and 77 townhouse dwellings. A public hearing for the development took place in April 1988, and the subdivision was draft approved by the Region of Peel in April 1989. The files were closed due to inactivity in February 2001.
- May 5, 2003 - The Region of Peel approved the Mississauga Plan Policies for the Hurontario District, designating the subject lands as "Residential - Low Density I", "Residential - Medium Density I", Residential - High Density II", and "Public Open Space".
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. The matter was originally appealed by the applicant (Appeal No. 18), which has since been withdrawn in November 2008. The subject lands are zoned "D" (Development).



BY-LAW 0225-2007

LEGEND:

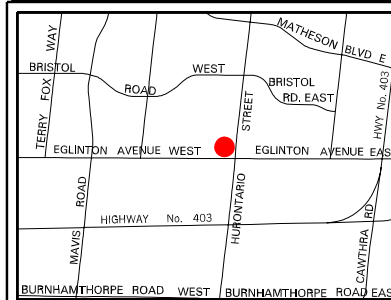


SUBJECT LANDS

DATE OF AERIAL PHOTO: APRIL 2008



SUBJECT: PINNACLE INTERNATIONAL (ONTARIO) LIMITED



FILE NO:
OZ 07024 W5 T-M07005
OZ 07025 W5 T-M07006

DWG. NO:
07024_025A

SCALE:
1:5000

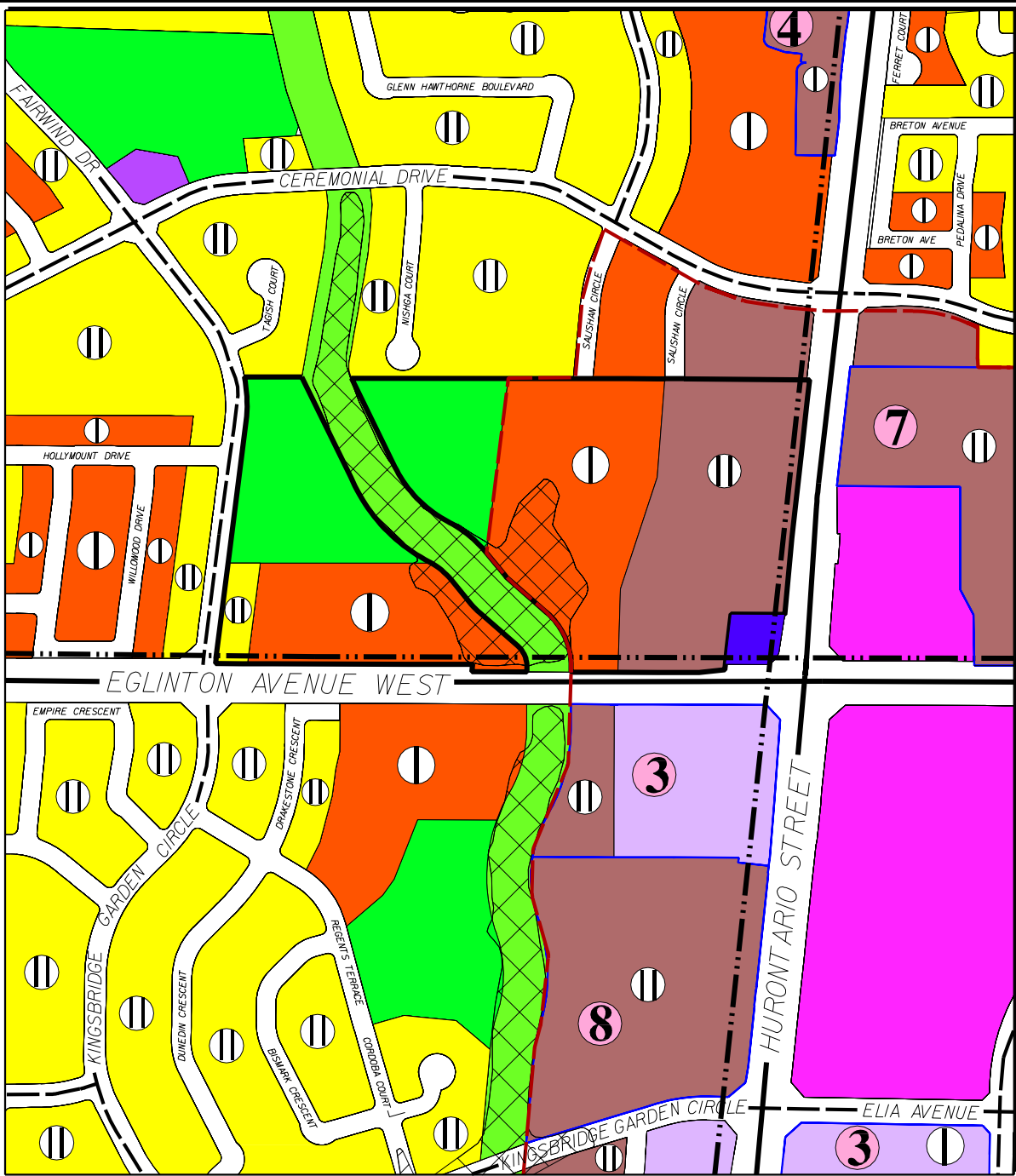
PDC DATE:
2009 01 12

DRAWN BY:
W. FINLAY

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

APPENDIX I-2



**PART OF HURONTARIO DISTRICT LAND USE MAP
HURONTARIO DISTRICT POLICIES OF MISSISSAUGA PLAN**

- | | |
|---------------------------------|--|
| LAND USE DESIGNATIONS | TRANSPORTATION LEGEND |
| Residential – Low Density I | Provincial Highway and Interchange |
| Residential – Low Density II | Arterial |
| Residential – Medium Density I | Major Collector (Scenic Route) |
| Residential – Medium Density II | Minor Collector |
| Residential – High Density I | Local Road |
| Residential – High Density II | Bus Rapid Transit Corridor |
| General Commercial | Bus Rapid Transit Station |
| Convenience Commercial | City Centre Transit Terminal |
| Motor Vehicle Commercial | Major Transit Corridor |
| Office | Proposed Grade Separation |
| Institutional | |
| Public Open Space | LAND USE LEGEND |
| Private Open Space | Regulatory Floodplain |
| Greenbelt | Node Boundary |
| Parkway Belt West | 1996 NEP /2000 NEF Composite |
| Utility | Noise Contours |
| | Golf Course |
| | Planning District |
| | Special Site Areas (See Special Site Policies) |

SUBJECT LANDS

SUBJECT: PINNACLE INTERNATIONAL (ONTARIO) LIMITED

	FILE NO: OZ 07024 W5 T-M07005 OZ 07025 W5 T-M07006
	DWG. NO: 07024_025LM
	SCALE: N.T.S.
	PDC DATE: 2009 01 12
	DRAWN BY: W. FINLAY
MISSISSAUGA Planning and Building	
Produced by T&W, Geomatics	
APPENDIX I-3	

BY-LAW 0225-2007

LEGEND:



SUBJECT LANDS

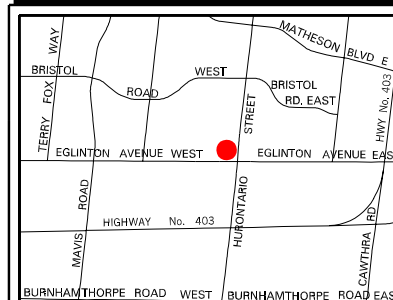


GREENBELT OVERLAY

NOTE: EXISTING ZONING DELINEATED ON THE PLAN
PROPOSED ZONING INDICATED BY SHADING WITHIN
THE APPLICATION AREA.



SUBJECT: **PINNACLE INTERNATIONAL
(ONTARIO) LIMITED**



FILE NO:
OZ 07/024 W5 T-M07005
OZ 07/025 W5 T-M07006

DWG. NO:
07024_025R

SCALE:
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PDC DATE:
2009 01 12

DRAWN BY:
W. FINLAY

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

APPENDIX I-4a

LEGEND:

Proposed Official Plan Amendment from "Residential – Low Density I", "Residential – Medium Density I" and "Public Open Space" to "Public Open Space" and to change the Zoning By-law from "D" (Development) to "OS1" (Community Park) to permit parkland uses;



Proposed Official Plan Amendment from "Residential – Medium Density I" and "Public Open Space" to "Public Open Space" and to change the Zoning By-law from "D" (Development) to "OS1" (Community Park) to permit parkland uses;



Proposed Official Plan Amendment from "Residential – Medium Density I" to "Public Open Space" and to change the Zoning By-law from "D" (Development) to "OS1" (Community Park) to permit parkland uses;



Proposed Official Plan Amendment from "Residential – High Density II" to "Public Open Space" and to change the Zoning By-law from "D" (Development) to "OS1" (Community Park) parkland uses;



Proposed Official Plan Amendment from "Residential – Medium Density I" and "Public Open Space" to "Residential – High Density II – Special Section" and to change the Zoning By-law from "D" (Development) to "RM4-Exception" (Townhouse Dwellings) and "RA4-Exception" (Apartment Dwellings) to permit townhouse dwellings, and apartment buildings (maximum height 18 storeys) also incorporating commercial uses, at a net Floor Space Index of 2.14;



Proposed Official Plan Amendment from "Residential – High Density II" to "Residential – High Density II – Special Section" and to change the Zoning By-law from "D" (Development) to "RA4-Exception" (Apartment Dwellings) and "RA5-Exception" (Apartment Dwellings) to permit apartment buildings ranging in height from 12 storeys to 42 storeys, with certain buildings incorporating commercial and office uses, at a net Floor Space Index of 8.52;



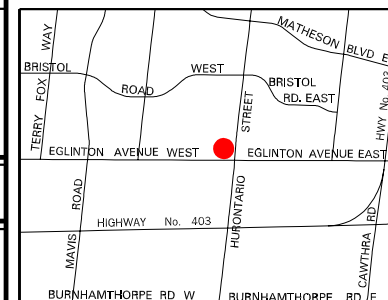
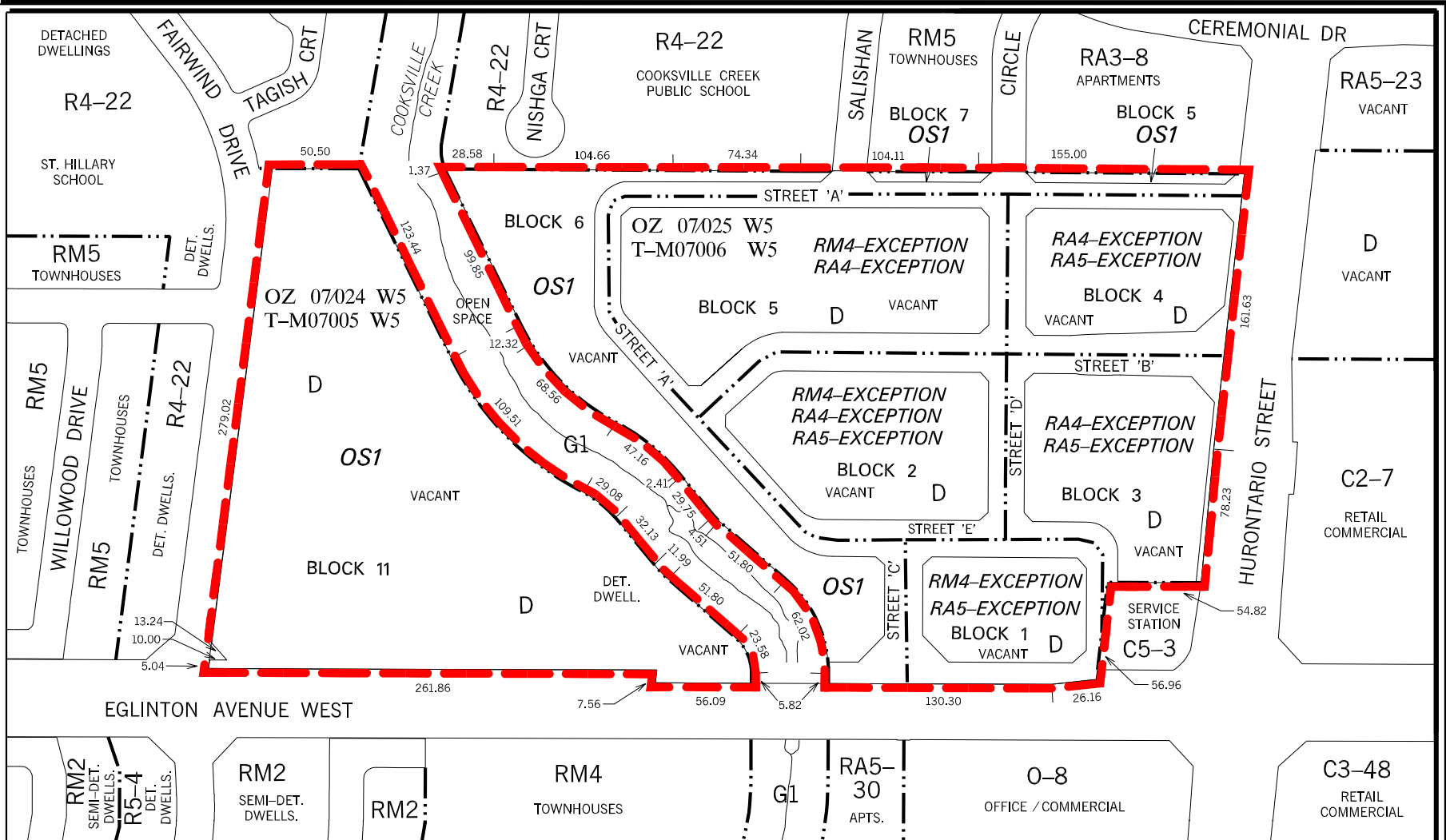
Proposed Official Plan Amendment from "Residential – Medium Density I" to "Residential – High Density II – Special Section" and to change the Zoning By-law from "D" (Development) to "RM4-Exception" (Townhouse Dwellings), "RA4-Exception" (Apartment Dwellings) and "RA5-Exception" (Apartment Dwellings) to permit townhouse dwellings, and apartment buildings ranging in height from 6 storeys to 50 storeys, with certain buildings incorporating commercial uses, at a net Floor Space Index of 7.28;



Proposed Official Plan Amendment from "Residential – High Density II" to "Residential – High Density II – Special Section" and to change the Zoning By-law from "D" (Development) to "RM4-Exception" (Townhouse Dwellings), "RA4-Exception" (Apartment Dwellings) and "RA5-Exception" (Apartment Dwellings) to permit apartment buildings ranging in height from 18 storeys to 42 storeys, with certain buildings incorporating commercial and office uses, at a net Floor Space Index of 8.74;



Proposed Official Plan Amendment from "Residential – Medium Density I" and "Residential – High Density II" to "Residential – High Density II – Special Section" and to change the Zoning By-law from "D" (Development) to "RM4-Exception" (Townhouse Dwellings) and "RA5-Exception" (Apartment Dwellings) to permit townhouse dwellings, and apartment buildings (maximum height 39 storeys), at a net Floor Space Index of 10.88.



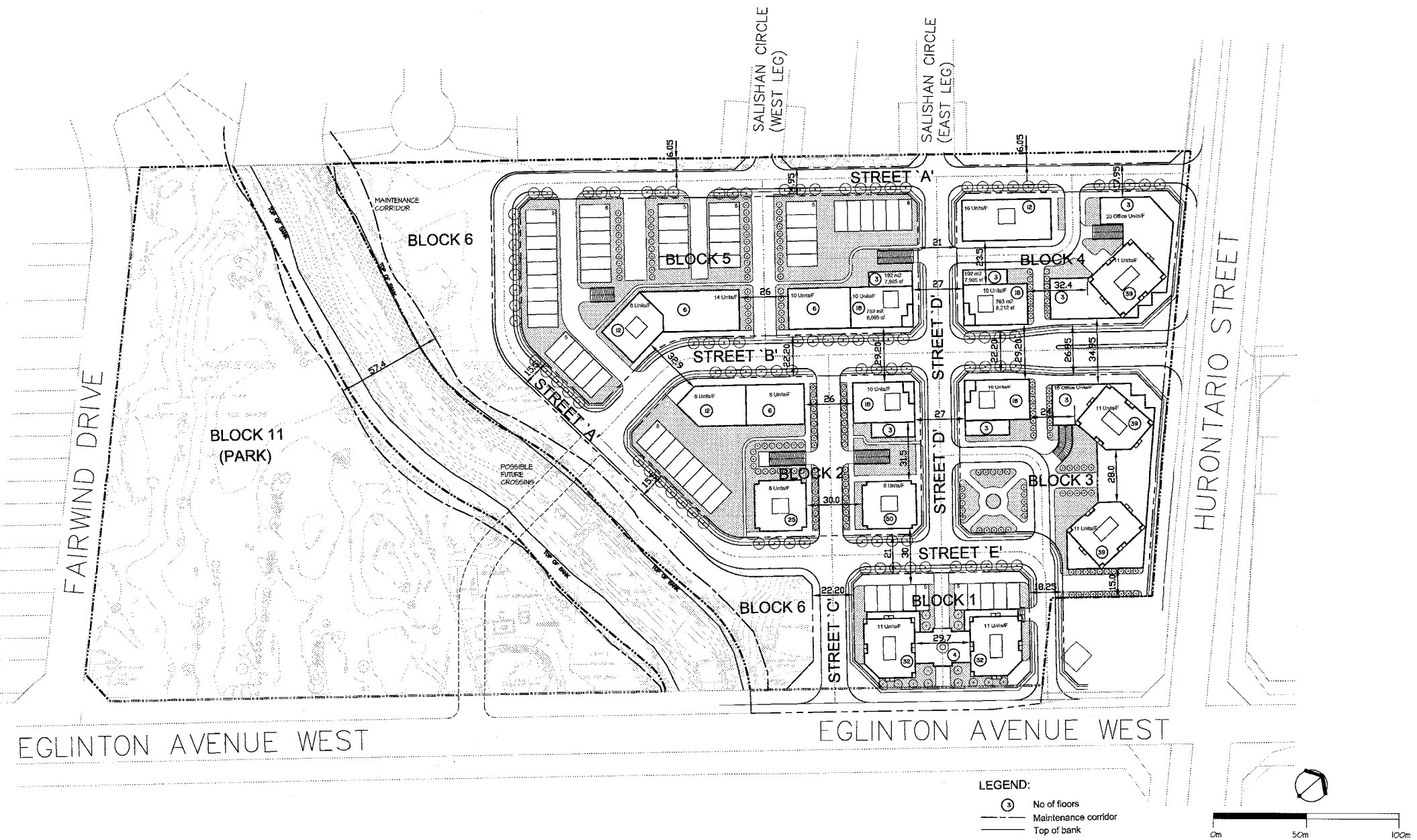
FILE NO:
OZ 07024 W5 T-M07005
OZ 07025 W5 T-M07006

DWG. NO:
V807024_025S

SCALE:
N.T.S.

PDC DATE:
2009 01 12

DRAWN BY:
W. FINLAY



3 Storey Townhomes



4 Storey Townhomes



An architectural rendering of two tall, modern skyscrapers. The buildings feature glass facades with horizontal lines and are topped with spires. They are set against a blue sky with light clouds. In the foreground, there is a sidewalk, some greenery, and small figures of people, suggesting a city environment.

Pinnacle International (Ontario) Limited

Files: OZ 07/024 W5, OZ 07/025 W5, T-M07005 W5, T-M07006 W5

Detailed Development Block Breakdown and Zoning Provisions

The following is a detailed description of each development block within the proposed Draft Plan of Subdivision, including the requested zoning and land use. Refer to Appendix I-5 and I-6 for block and building reference numbers.

Block 1	
Proposed Zoning:	a. "RA5-Exception" (Apartment Dwellings) b. "RM4-Exception" (Townhouse Dwellings)
Proposed Use:	a. One 32 storey apartment tower (1-1) with 352 units, max GFA of 29,880 m² (321,625 sq. ft.) b. One 32 storey apartment tower (1-2) with 352 units, max GFA of 29,880 m² (321,625 sq. ft.) c. 10 townhouse units, four storeys in height, with a max GFA of 2,280 m² (24,542 sq. ft.)
Land Area:	0.57 ha (1.4 acres)
FSI:	10.88
Res. GFA:	62,040 m ² (667,793 sq. ft.)
Retail GFA:	Nil
Office GFA:	Nil
Total GFA:	62,040 m ² (667,793 sq. ft.)

Block 2	
Proposed Zoning:	a. "RM4-Exception" (Townhouse Dwellings) b. "RA4-Exception" (Apartment Dwellings) c. "RA5-Exception" (Apartment Dwellings)
Proposed Use:	a. One midrise apartment building (2-1) ranging in height from 6 to 12 storeys with 128 units, retail uses, max GFA of 11,887 m² (127,950 sq. ft.) b. One 18 storey apartment tower (2-2) with 159 units, retail uses, max GFA of 13,526 m² (145,592 sq. ft.) c. One 25 storey apartment tower (2-3) with 225 units, max GFA of 19,025 m² (204,783 sq. ft.) d. One 50 storey apartment tower (2-4) with 450 units, max GFA of 37,800 m² (406,876 sq. ft.) e. 8 townhouse units, four storeys in height, with a max GFA of 1,824 m² (19,633 sq. ft.)
Land Area:	1.17 ha (2.89 acres)
FSI:	7.28

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Files: OZ 07/024 W5, OZ 07/025 W5, T-M07005 W5, T-M07006 W5

Res. GFA:	84,062 m ² (904,835 sq. ft.)
Retail GFA:	1,066 m ² (11,474 sq. ft.)
Office GFA:	Nil
Total GFA:	85,127 m ² (916,299 sq. ft.)

Block 3	
Proposed Zoning:	a. "RA4-Exception" (Apartment Dwellings) b. "RA5-Exception" (Apartment Dwellings)
Proposed Use:	a. One 18 storey apartment tower (3-1) with 159 units, retail uses, max GFA of 13,510 m ² (145,420 sq. ft.) b. One 42 storey apartment tower (3-2) with 429 units, retail and office uses, max GFA of 34,125 m ² (367,318 sq. ft.) c. One 42 storey apartment tower (3-3) with 429 units, retail and office uses, max GFA of 34,125 m ² (367,318 sq. ft.) Block 3 as well includes a private amenity block
Land Area:	1.07 ha (2.6 acres)
FSI:	8.74
Res. GFA:	81,760 m ² (880,057 sq. ft.)
Retail GFA:	4,186 m ² (45,057 sq. ft.)
Office GFA:	7,600 m ² (81,805 sq. ft.)
Total GFA	93,546 m ² (1,006,920 sq. ft.)

Block 4	
Proposed Zoning:	a. "RA4-Exception" (Apartment Dwellings) b. "RA5-Exception" (Apartment Dwellings)
Proposed Use:	a. One mid-rise 12 storey apartment building (4-1) with 168 units, max GFA of 12,720 m ² (136,917 sq. ft.) b. One 18 storey apartment tower (4-2) with 159 units, retail uses, max GFA of 13,929 m ² (149,930 sq. ft.) c. One 42 storey apartment tower (4-3) with 429 units, retail and office uses, max GFA of 35,880 m ² (386,209 sq. ft.)
Land Area:	0.83 ha (2.05 acres)
FSI:	8.52
Res. GFA:	62,529 m ² (673,057 sq. ft.)
Retail GFA:	2,997 m ² (32,259 sq. ft.)
Office GFA:	5,230 m ² (56,295 sq. ft.)
Total GFA	70,755 m ² (761,600 sq. ft.)

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Files: OZ 07/024 W5, OZ 07/025 W5, T-M07005 W5, T-M07006 W5

Block 5	
Proposed Zoning:	a. "RA4-Exception" (Apartment Dwellings) b. "RM4-Exception" (Townhouse Dwellings)
Proposed Use:	a. One midrise apartment building (5-1) ranging in height from 6 to 12 storeys with 88 units, retail uses, max GFA of 13,507 m ² (145,388 sq. ft.) b. One apartment building (5-2) ranging in height from 6 to 18 storeys with 279 units, retail uses, max GFA of 17,714 m ² (190,671 sq. ft.) c. 41 townhouse units, three storeys in height, with a max GFA of 4,674 m ² (50,310 sq. ft.)
Land Area:	1.75 ha (4.32 acres)
FSI:	2.14
Res. GFA:	35,895 m ² (386,370 sq. ft.)
Retail GFA:	1,587 m ² (17,082 sq. ft.)
Office GFA:	Nil
Total GFA	37,482 m ² (403,452 sq. ft.)

Blocks 6, 7 and 8 on the draft plan are parcels of land located adjacent to the valley lands and along the northern property line, totaling 1.53 ha (3.78 ac) which are proposed to be rezoned to "OS1" (Community Park), to permit parkland uses.

In addition to the zoning specifics captured in the above charts, the applicant has requested the following general zoning exceptions:

- Maximum gross floor area and building height for each structure (see above charts);
- Minimum front yard setback from all streets of 3.0 m (9.8 ft.);
- Maximum encroachment into all yards for windows, stairs and balconies etc. of 1.5 m (4.9 ft.);
- Minimum parking standard for retail uses of 2 spaces per 100 m² (328 sq. ft.), whereas the By-law rate is 5.4 spaces per 100 m² (328 sq. ft.);
- Minimum parking standard for all residential uses of 1 space per dwelling unit, whereas the By-law rate ranges between 1.0 and 1.75 spaces per dwelling unit, depending on the number of bedrooms;
- Minimum visitor parking standard of 0.15 spaces per dwelling unit, with parking permitted off-site, whereas the by-law rate is 0.20 spaces per dwelling unit;
- A setback of 0.0 m for underground parking decks, in conjunction with a 1.5 m (4.9 ft.) servicing easement on all development blocks;
- Amenity and Landscape Area Minimums: to be determined.

Pinnacle International (Ontario) Limited**Files: OZ 07/024 W5, OZ 07/025 W5, T-M07005 W5, T-M07006 W5****Kingsbridge Garden Circle Area**

Through the public review process, questions have been posed on the development form located to the south of the Pinnacle lands, collectively known as the Kingsbridge Garden Circle area. These lands are bounded by Hurontario Street to the east, Eglinton Avenue West to the north, Cooksville Creek to the west (statistics exclude the creek) and Highway 403/Parkway Belt West lands to the south. The following are selected statistics for the area:

Comparison Chart

	Kingsbridge *	Pinnacle
Total Gross Land Area	14.8 ha (36.5 ac.)	Total: 14.78 ha (36.5 ac.) East: 9.86 ha (24.36 ac.)
Total Net Land Area	13.7 ha (33.8 ac.) (excludes Kingsbridge Garden Circle and Tucana Court road allowances)	Total: 10.31 ha (25.4 ac.) (includes all west side lands) East: 5.39 ha (13.3 ac.)
Total Dwelling Units	2,617 apartment dwellings	3,883 dwellings
Total Gross FSI	2.10	Total: 2.36 East: 3.54
Total Net FSI	2.3 (individual sites range up to 3.86)	Total: 3.38 East: 6.47
Gross Density	177 units per ha (72 units per ac.)	Total: 262 uph (106 upa) East: 394 uph (159 upa)
Net Density	191 units per ha (77 units per acre)	Total: 376 uph (152 upa) East: 720 uph (291 upa)
Residential Gross Floor Area	320,530 m ² (3,450,156 sq. ft.)	348,950 m ² (3,756,066 sq. ft.)
Commercial Gross Floor Area	1,816 m ² (19,547 sq. ft.)	9,835 m ² (105,863 sq. ft.)
Office Gross Floor Area	38,489 m ² (414,292 sq. ft.)	12,830 m ² (138,100 sq. ft.)
Total Floor Area	360,835 m ² (3,883,995 sq. ft.)	348,950 m ² (3,756,066 sq. ft.)
Estimated Population	6,501 people	8,955 people

* Selected statistics taken from the publication "Focus on Central Mississauga", produced by the Policy Division of the Planning and Building Department dated April 2008.

Pinnacle International (Ontario) Limited
Files: OZ 07/024 W5, OZ 07/025 W5, T-M07005 W5, T-M07006 W5

Agency Comments

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

Agency / Comment Date	Comment
Greater Toronto Airports Authority (October 31 2008)	According to the Airport Zoning Regulations for Toronto Pearson International Airport, development elevations on the property are not affected by any airport restrictions related to obstacle or aeronautical facilities. However, as the proposed development is located within 10 km (6.2 miles) of the nearest runway and the top elevations of the proposed high-rise building could exceed 237 m (777 ft.) Above Sea Level, the development could impact on Nav Canada's instrument runway approach procedures. To determine if the proposed high-rise buildings would comply with the Airport's runway approach procedures, the GTAA and Nav Canada will need to conduct a detailed evaluation of the proposed development. The subject property lies within the 25-28 NEF/NEP of the composite contour map for Toronto Pearson International Airport. Noise contours depicting the Noise Exposure Forecast (NEF) and Noise Exposure Projection (NEP) are produced to encourage compatible land use planning in the vicinity of airports. Acoustic design features should be incorporated in the building components to the satisfaction of the City of Mississauga.
Ministry of Transportation (February 2008)	The subject lands are located outside MTO's area of permit control. As a result, we have no further concerns and MTO permits are not required.
Region of Peel (November 25, 2008)	Municipal services consist of a 600 mm watermain on Eglinton Avenue West and a 200 mm water main on Hurontario Street. The updated Functional Servicing Assessment, received November 6 th , 2008, is currently under review. Additional information is pending from a water and sanitary services perspective, as detailed within staff comments. Changes may be required to the plan to facilitate waste management

Pinnacle International (Ontario) Limited

Files: OZ 07/024 W5, OZ 07/025 W5, T-M07005 W5, T-M07006 W5

Agency / Comment Date	Comment
	objectives
Dufferin-Peel Catholic District School Board and the Peel District School Board (November 6, 2008)	The Dufferin-Peel Catholic District School Board and the Peel District School Board have indicated that there is no available capacity to accommodate students generated by these applications. Accordingly, the Boards have requested that in the event that the applications are approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, adopted by Council on May 27, 1998, be applied. Among other things, this condition requires that a development application include the following as a condition of approval: "Prior to final approval, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan." In addition, if approved, the Boards also require conditions within the Development Agreement that speak to the installment of warning signs and bussing arrangements.
Credit Valley Conservation (November 24, 2008)	The subject property is traversed by Cooksville Creek and contains several small wetlands which are regulated by Credit Valley Conservation (CVC). The following matters are to be addressed to the satisfaction of CVC prior to the preparation of the Supplementary Report: • Proposed floodplain modifications are to be supported by acceptable technical modeling and reports and to confirm the limits of development; • A technical justification for the possible vehicular bridge crossing is required including updated floodplain modeling. Alternatively, the bridge can be removed from the plan; • A restoration plan is required for the Cooksville Creek

Pinnacle International (Ontario) Limited**Files: OZ 07/024 W5, OZ 07/025 W5, T-M07005 W5, T-M07006 W5**

Agency / Comment Date	Comment
	valley associated with the extensive earthworks proposed; • Additional information is required regarding the extent of wetlands to be retained and details regarding the proposed mitigation measures; • Hazard lands and retained wetlands are to be designated and zoned Greenbelt and dedicated to the municipality for long term conservation. If the retained wetlands are included within a parkland block, an Opens Space designation and zone may be acceptable. • Updated environmental, functional servicing and floodplain management reports and concept plans are currently under review. Technical comments on the revised submission have not been received by the City to date. A CVC Development Permit will be required prior to commencement of any site works or wetland modification on the subject lands.
City Community Services Department – Planning, Development and Business Services Division (November 20, 2008)	Should the applications be approved, the proposed development of 3,883 residential units will require the dedication of land for partial fulfillment of the requirements for park or other public recreational purposes, pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City Policies and By-laws. Prior to the registration of the plan of subdivision, the applicant will be required to pay cash-in-lieu for park or other public recreational purposes for any outstanding land dedication deficit. Prior to the Supplementary Report, revisions to the preliminary draft plan of subdivision are required to define all blocks to be dedicated to the City for public parkland, and all blocks to be gratuitously dedicated to the City for greenbelt purposes, to the satisfaction of the Community Services Department.

Pinnacle International (Ontario) Limited

Files: OZ 07/024 W5, OZ 07/025 W5, T-M07005 W5, T-M07006 W5

Agency / Comment Date	Comment
	The proposed development is adjacent to Cooksville Creek and therefore has a high potential for archaeological resources. Prior to the Supplementary Report, the proponent shall carry out an archaeological assessment of the subject lands and mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found. No grading or other soil disturbance shall take place on the subject lands prior to the City of Mississauga and the Ontario Ministry of Culture confirming that all archaeological resource concerns have met licensing and resource conservation requirements. In conjunction with other commenting agencies, this Department is currently reviewing the potential for park and recreational facility development upon Blocks 6 and 11, having regard for the recreational needs of the community, as well as the constraints and opportunities presented by the site. The matters currently under consideration include: defining the limits of the regional storm flood line and hazard lands along the Cooksville Creek, including requirements for restorative and enhancement plantings; Credit Valley Conservation-regulated wetlands; assessing the existing vegetative cover and topography; and, determining a suitable pedestrian bridge crossing location connecting the proposed park blocks, development lands, and established community.
City Community Services Department – Fire and Emergency Services Division (February 2008)	All municipal roads shall be designed to standards as determined by the Transportation and Works Department, and serviced by the Region of Peel. Individual building sites shall be designed in conformance with both the OBC and Bylaw 1036-81, which will be assessed through the site plan and building permit processes. The intersection of Eglinton Avenue and Hurontario Street is within the response area of Station 101 and Station 117 and is within 4.5 minutes of the lands.

Pinnacle International (Ontario) Limited

Files: OZ 07/024 W5, OZ 07/025 W5, T-M07005 W5, T-M07006 W5

Agency / Comment Date	Comment
City Transportation and Works Department (November 21, 2008)	A Traffic Impact Study (TIS) entitled <i>"Uptown Mississauga: Hurontario and Eglinton December 2007"</i> and a subsequent addendum dated August 2008, both prepared by IBI Group, have been submitted to the Transportation and Works Department by the applicant. We have reviewed both studies and are currently not satisfied with the methodologies or findings of these specific reports and are currently in discussions with the applicant and their consultant regarding revisions and further analysis. The Transportation and Works Department has retained a consultant to conduct an independent study to examine the remaining three (3) undeveloped quadrants, adjacent to Hurontario Street and Eglinton Avenue intersection, including the subject lands. This study will examine and take into account densities, required transportation network and linkages, integration of the road pattern to the adjacent lands (including the need for additional road crossing of the Cooksville Creek) and urban design considerations. The applicant has proposed substandard road right-of-way (ROW) widths, supplemented by above ground easements to accommodate additional underground parking. We recommend that the City's standard ROW widths be utilized to accommodate public services and utilities; and that underground parking not be allowed within the municipal ROW. Full right-of-way widths, including boulevards are to be provided on both sides of Street "A". The applicant has been requested to revise their plans and cross-sectional details accordingly and address a number of operational issues. Additional details are to be provided with respect to the proposed relationship between the buildings and the boulevard areas for Hurontario Street and Eglinton Avenue West. Hurontario Street is intended to accommodate ground related

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Files: OZ 07/024 W5, OZ 07/025 W5, T-M07005 W5, T-M07006 W5

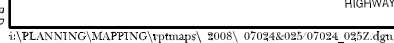
Agency / Comment Date	Comment
	retail commercial uses. This Department has previously reviewed a Preliminary Noise Study dated November 2007 which is to be updated to reflect the current proposal. The revised Functional Servicing Report dated October 2008 is to be updated to confirm additional details with respect to sewer outlets and storm water management. Furthermore, the applicant is to provide this department with a letter of reliance from the Environmental Consultant allowing the City to rely on the findings of the Phase 1 and 2 Environmental Site Assessments (ESA). The applicant is to provide a phasing plan to address the proposed sequencing and phasing of the development and detailing the necessary roads, municipal works and services to be constructed in support of each phase of the development. Further detailed comments/conditions will be provided prior the Supplementary Report proceeding to Council pending the review of the requested information and revised draft plan of subdivision. It is also noted that the City is currently engaged in a Study of the Hurontario/Main Street Corridor looking at rapid transit and the need for coordinated and integrated land use and urban design. The Study is to include an examination of transit supportive land use policies, incorporating Transit Oriented Development principles and urban design elements, along with identifying facility/station right-of-way requirements. The proposed development site on the north-west corner of Eglinton Avenue and Hurontario Street represents a significant and strategic node along this corridor and we have asked our study consultants to review this area. Further comments will be provided prior to the Supplementary meeting.

Pinnacle International (Ontario) Limited

Files: OZ 07/024 W5, OZ 07/025 W5, T-M07005 W5, T-M07006 W5

Agency / Comment Date	Comment
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: Bell Canada Canada Post Enersource Hydro Mississauga Mississauga Economic Development Office

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																																		
- Student Yield: <table> <tr> <td>357</td> <td>Kindergarten to Grade 5</td> </tr> <tr> <td>179</td> <td>Grade 6 to Grade 8</td> </tr> <tr> <td>366</td> <td>Grade 9 to Grade 12</td> </tr> </table> - School Accommodation: <table> <tr> <td colspan="2">Cooksville Creek P.S.</td> </tr> <tr> <td>Enrolment:</td> <td>506</td> </tr> <tr> <td>Capacity:</td> <td>608</td> </tr> <tr> <td>Portables:</td> <td>0</td> </tr> <tr> <td colspan="2">Fairwind Sr.</td> </tr> <tr> <td>Enrolment:</td> <td>823</td> </tr> <tr> <td>Capacity:</td> <td>699</td> </tr> <tr> <td>Portables:</td> <td>4</td> </tr> <tr> <td colspan="2">Applewood Heights</td> </tr> <tr> <td>Enrolment:</td> <td>1,051</td> </tr> <tr> <td>Capacity:</td> <td>1,284</td> </tr> <tr> <td>Portables:</td> <td>0</td> </tr> </table>	357	Kindergarten to Grade 5	179	Grade 6 to Grade 8	366	Grade 9 to Grade 12	Cooksville Creek P.S.		Enrolment:	506	Capacity:	608	Portables:	0	Fairwind Sr.		Enrolment:	823	Capacity:	699	Portables:	4	Applewood Heights		Enrolment:	1,051	Capacity:	1,284	Portables:	0	- Student Yield: <table> <tr> <td>326</td> <td>Junior Kindergarten to Grade 8</td> </tr> <tr> <td>240</td> <td>Grade 9 to Grade 12/OAC</td> </tr> </table> - School Accommodation: <table> <tr> <td colspan="2">St. Hilary</td> </tr> <tr> <td>Enrolment:</td> <td>384</td> </tr> <tr> <td>Capacity:</td> <td>529</td> </tr> <tr> <td>Portables:</td> <td>0</td> </tr> <tr> <td colspan="2">St. Francis Xavier</td> </tr> <tr> <td>Enrolment:</td> <td>2,197</td> </tr> <tr> <td>Capacity:</td> <td>1,500</td> </tr> <tr> <td>Portables:</td> <td>16</td> </tr> </table>	326	Junior Kindergarten to Grade 8	240	Grade 9 to Grade 12/OAC	St. Hilary		Enrolment:	384	Capacity:	529	Portables:	0	St. Francis Xavier		Enrolment:	2,197	Capacity:	1,500	Portables:	16
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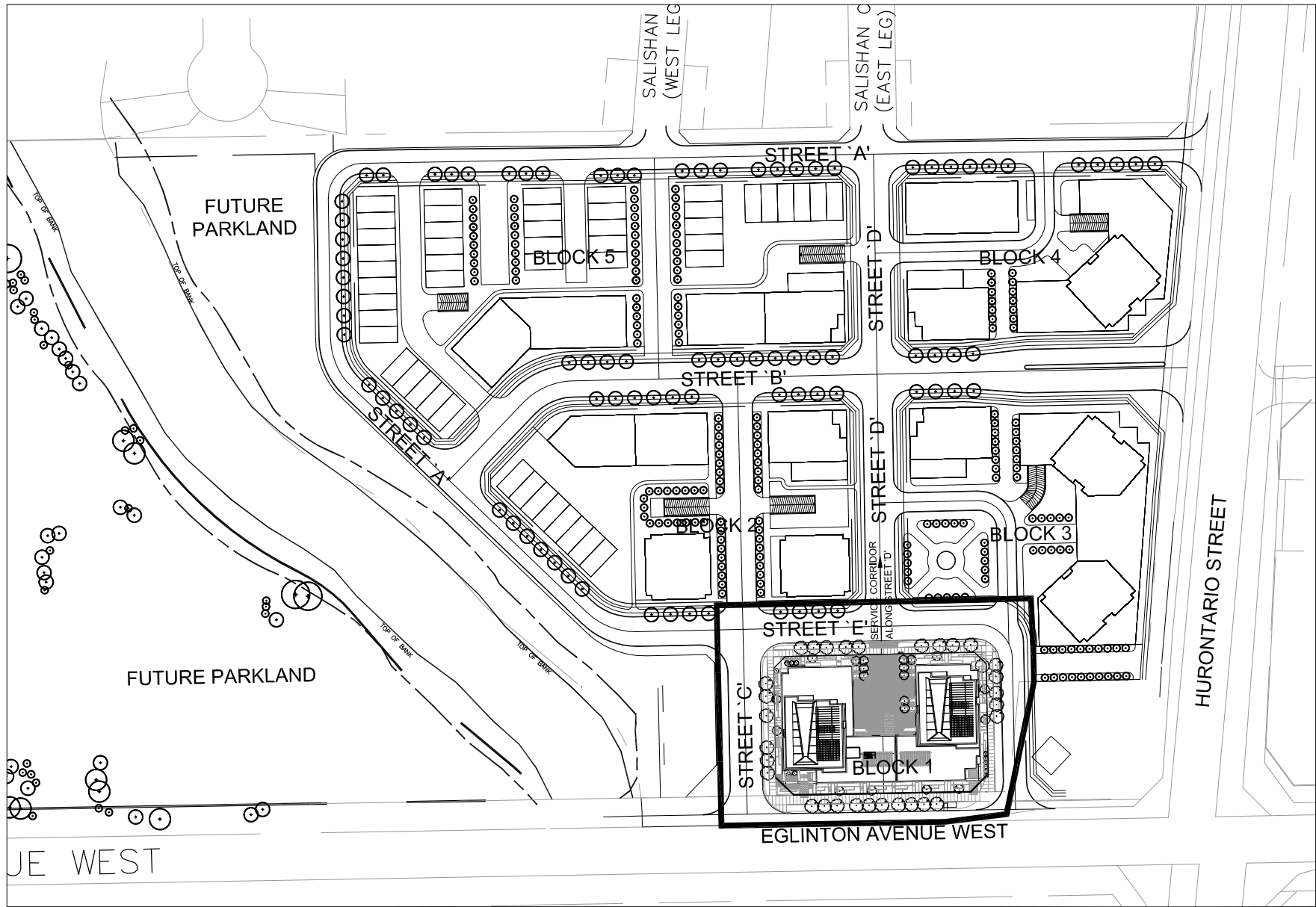


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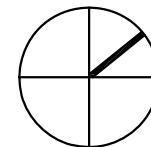
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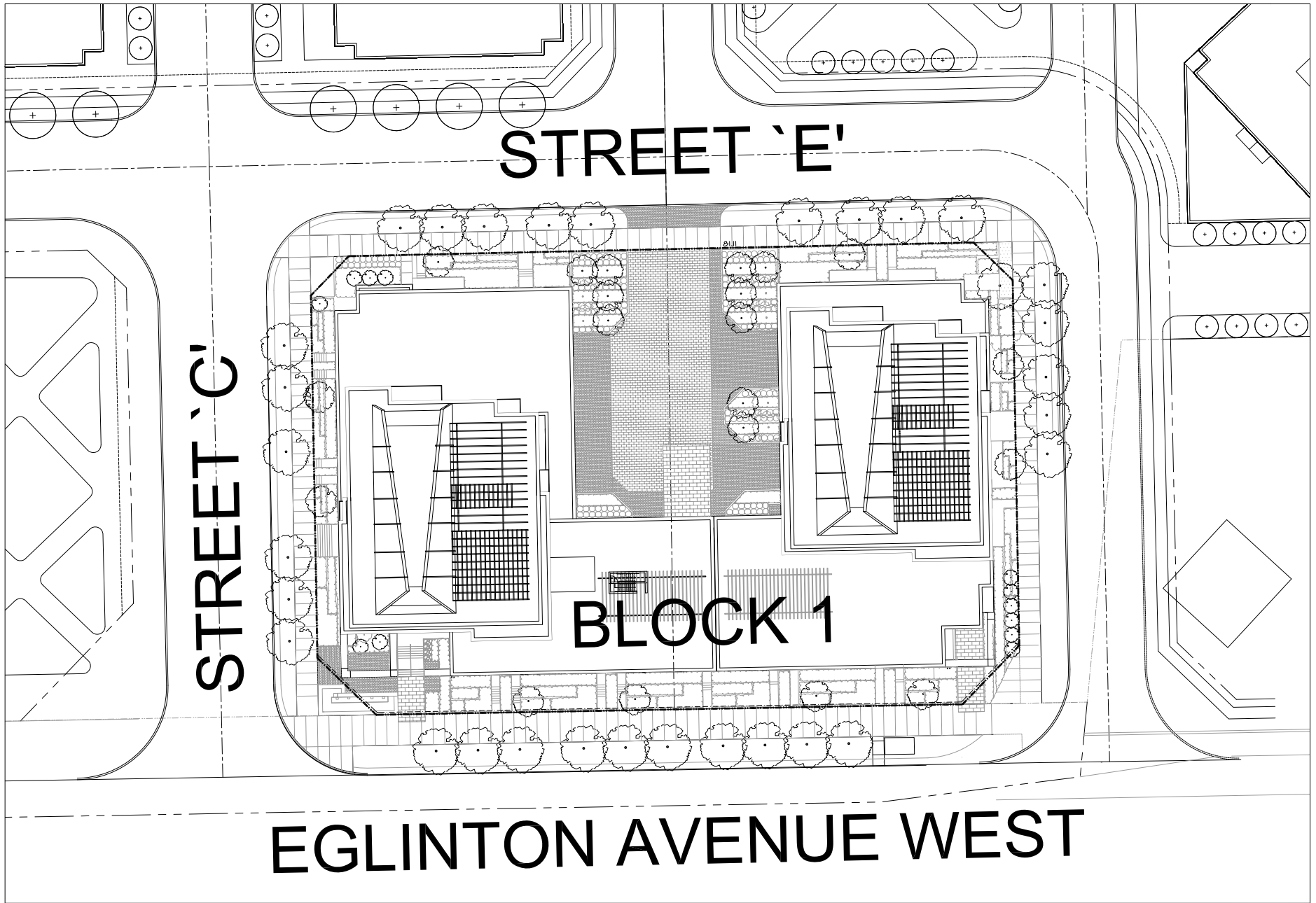
Recommendation PDC-0009-2009

1. That the Report dated December 9, 2008, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan and Zoning By-law, under files OZ 07/024 W5 and OZ 07/025 W5, to permit the development of the lands for a multi-use residential, commercial and office development, in conjunction with parkland uses, as detailed within the staff report, and for a proposed Draft Plan of Subdivision under files T-M07005 W5 and T-M07006 W5 to accommodate approximately 3,883 dwelling units, Pinnacle International (Ontario) Limited, Part of Lot 1, Concession 1, W.H.S., northwest quadrant of Hurontario Street and Eglinton Avenue West, be received for information.
2. That the petition from residents of Salishan Circle, Ceremonial Drive and Nishga Court stating their opposition to the proposed Official Plan Amendment, Rezoning and Draft Plan of Subdivision Applications for the northwest quadrant of Hurontario Street and Eglinton Avenue West under files OZ 07/024 W5, OZ 07/025 W5, T-M07005 W5 and T-M07006 W5, be received.
3. That the e-mail dated January 12, 2009 from Jim Lethbridge of Lethbridge & Lawson Inc. on behalf of his client The Elia Corporation, outlining their concerns regarding the proposed development at the northwest quadrant of Hurontario Street and Eglinton Avenue West, be received.

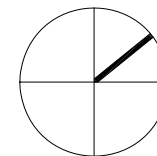


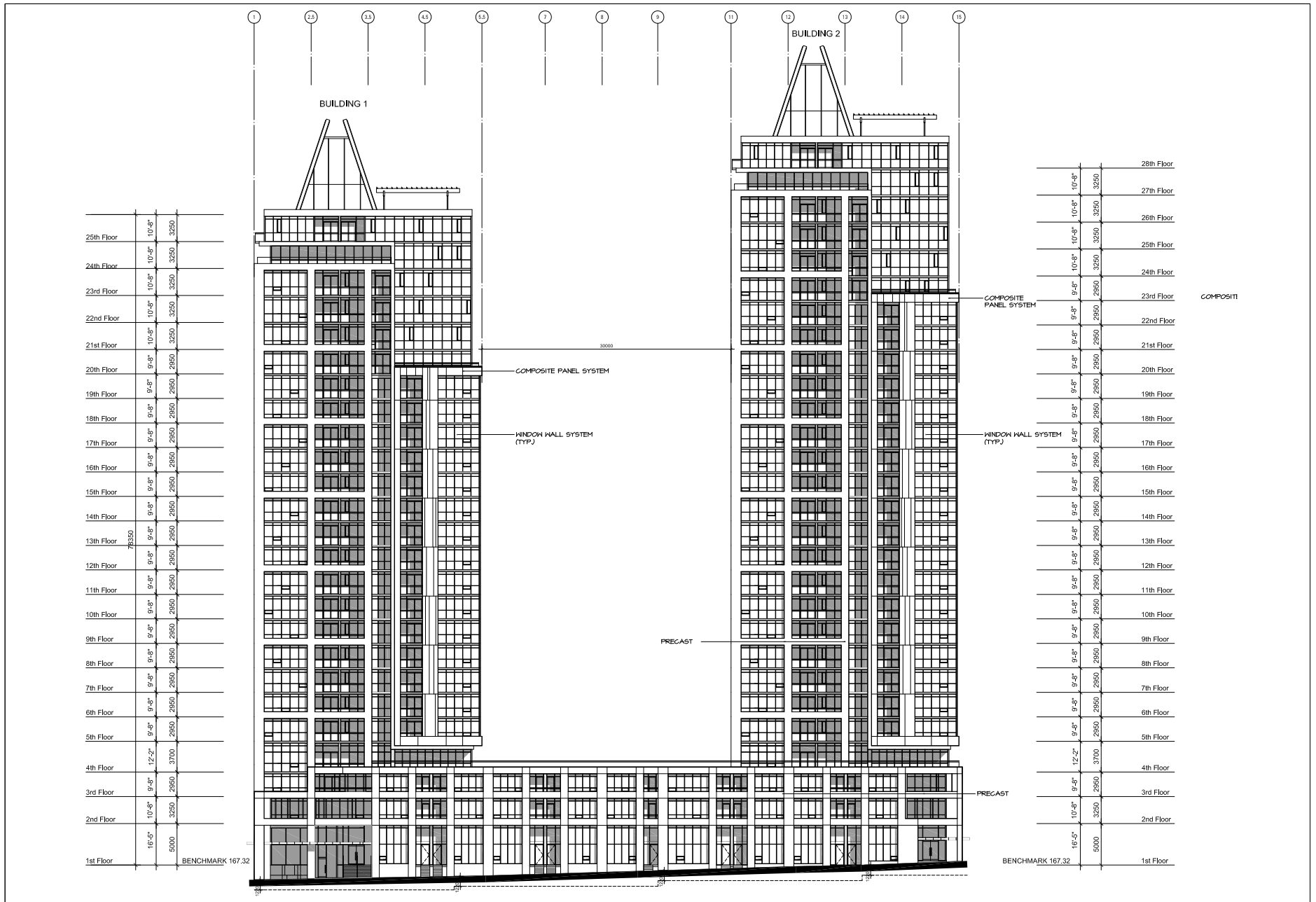
CONTEXT PLAN, PHASE ONE DEVELOPMENT LOCATION



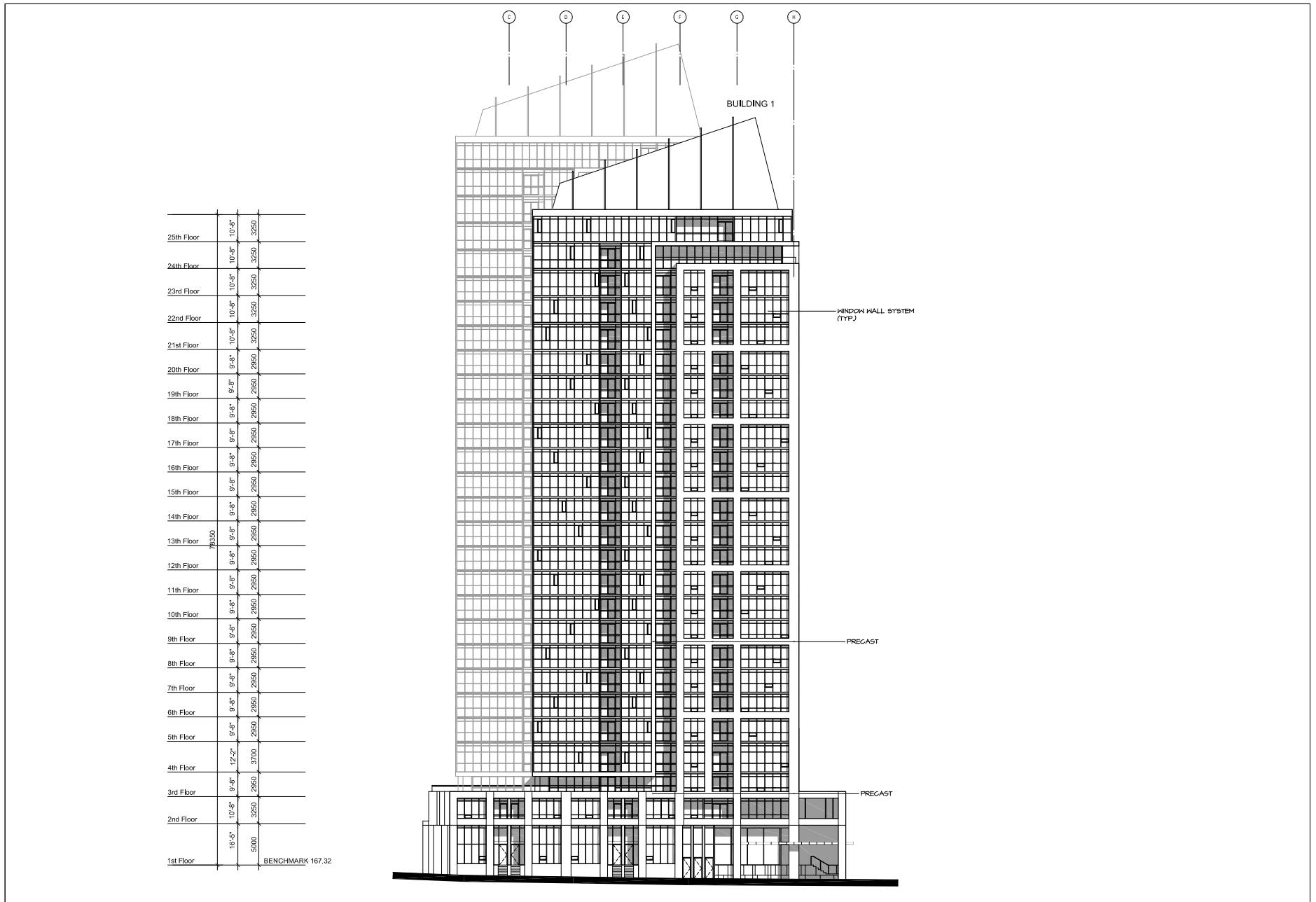


PHASE ONE DEVELOPMENT PROPOSAL





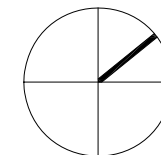
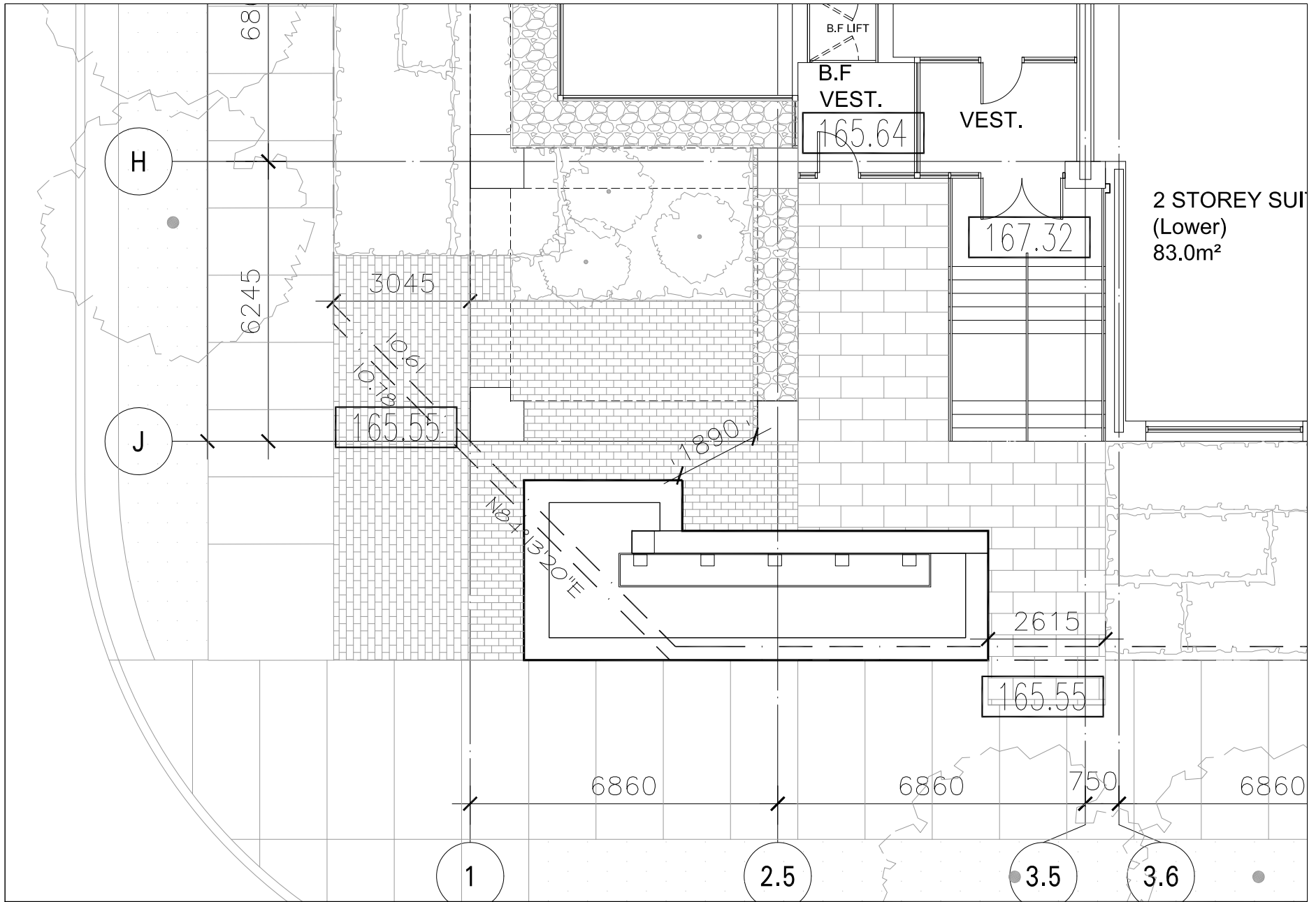
BUILDING ELEVATIONS, FROM EGLINTON AVENUE



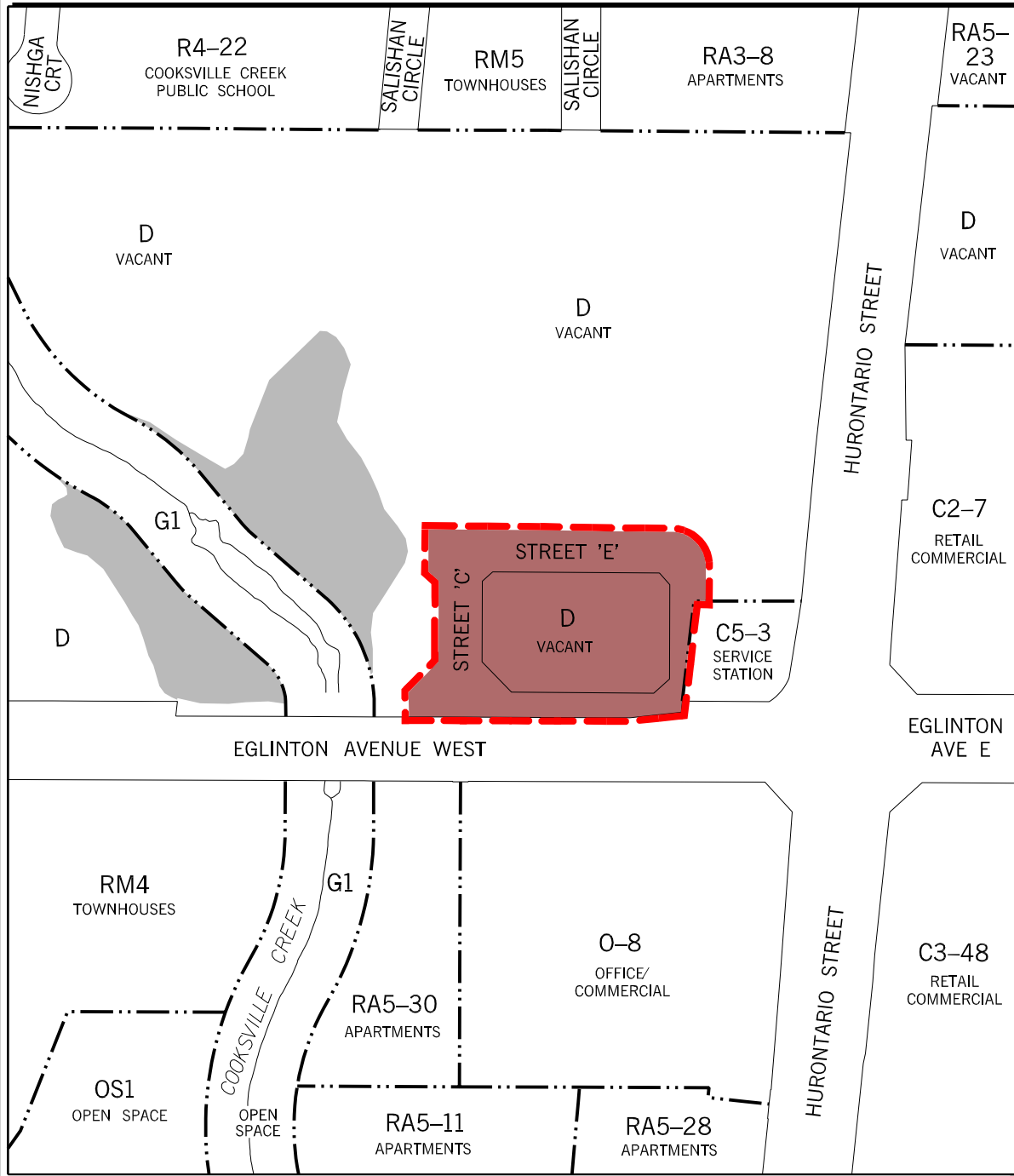
BUILDING ELEVATIONS, FROM COOKSVILLE CREEK



BUILDING ELEVATION RENDERING



PROPOSED FOUNTAIN FEATURE



LEGEND:

 **PHASE ONE SUBJECT LANDS**

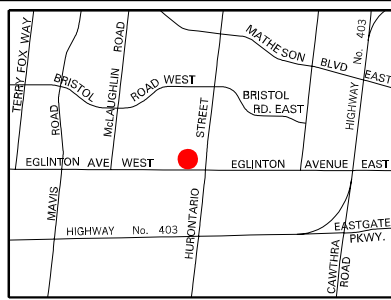
 **PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL - MEDIUM DENSITY I" AND "RESIDENTIAL - HIGH DENSITY II" TO "RESIDENTIAL - HIGH DENSITY II - SPECIAL SITE" AND TO CHANGE THE ZONING BY-LAW FROM "D" (DEVELOPMENT) TO "RA5-EXCEPTION" (APARTMENT DWELLINGS), TO PERMIT THE DEVELOPMENT OF THE LANDS FOR TWO APARTMENT BUILDINGS.**

 **GREENBELT OVERLAY**

NOTE: EXISTING ZONING DELINEATED ON THE PLAN PROPOSED ZONING INDICATED BY SHADING WITHIN THE APPLICATION AREA.



SUBJECT: PINNACLE INTERNATIONAL (ONTARIO) LIMITED

	FILE NO: OZ 07025 W5	APPENDIX S-9
	DWG. NO: 07025R	
	SCALE: 1:3000	
	PDC DATE: 2009 11 30	
DRAWN BY: W. FINLAY		
 Produced by T&W, Geomatics		