



Corporate Report

Clerk's Files

Originator's

Files OZ 09/011 W5
T-M09004 W5

PDC APR 16 2012

DATE: March 27, 2012

TO: Chair and Members of Planning and Development Committee
Meeting Date: April 16, 2012

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Official Plan Amendment, Rezoning and Draft Plan of
Subdivision Applications**
**To permit apartments with ground related commercial and
office uses, and townhouses under standard and common
element condominium tenure**
5081 Hurontario Street
East side of Hurontario Street, north of Eglinton Avenue East
Owner: Summit Eglinton Inc.
Applicant: Jim Lethbridge, Lethbridge & Lawson Inc.
Bill 51

Supplementary Report Ward 5

RECOMMENDATION: That the Report dated March 27, 2012, from the Commissioner of Planning and Building recommending approval of the applications under Files OZ 09/011 W5 and T-M09004 W5, Summit Eglinton Inc., 5081 Hurontario Street, east side of Hurontario Street, north of Eglinton Avenue East, 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 - High Density II - Special Site 7" to "Residential - Medium Density I - Special Site", "Residential - Medium Density II - Special Site" and "Residential - High Density II - Special Site" to permit apartments with ground related commercial and office uses, and townhouses under standard and common element condominium tenure, be approved.
3. That the application to change the Zoning from "D" (Development) to "D" (Development), "RM5-Exception" (Street Townhouse and Semi-Detached Dwellings), "RM6-Exception" (Townhouse Dwellings on a CEC-Private Road), "H-RA2-Exception" (Apartment Dwellings) and "H-RA5-Exception" (Apartment Dwellings) to permit apartments with ground related commercial and office uses, and townhouses under standard and common element condominium tenure, in accordance with the City supported zoning standards contained in the staff report, be approved subject to the following conditions:
 - (a) That the draft plan of subdivision be approved.
 - (b) That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development.
 - (c) That the school accommodation condition as outlined in City of Mississauga Council Resolution 152-98 requiring that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and both School Boards not apply to the subject lands.
 - (d) "That in accordance with Council Resolution 160-91, that a minimum of three car spaces per dwelling,

including those in a garage be required on-site and a minimum of 0.25 on-street visitor parking spaces per dwelling be required for dwellings on lots less than 12 m (39.4 ft.) of frontage for the subject development."

4. That the Plan of Subdivision under file T-M09004 W5, be recommended for approval subject to the conditions contained in Appendix S-10, attached to the report dated March 27, 2012, from the Commissioner of Planning and Building.
5. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 36 months of the Council decision.
6. That Legal Services request the Ontario Municipal Board to make appropriate modifications to the new Mississauga Official Plan through the Board approval process to redesignate the lands from "Residential - High Density II - Special Site 7" to "Residential - Medium Density I - Special Site", "Residential - Medium Density II - Special Site" and "Residential - High Density II - Special Site".

REPORT SUMMARY:

The subject lands in their entirety are already designated for high density apartment uses. The approval of these applications will result in a concentration of density along the Hurontario Street frontage, providing for a stronger, transit supportive presence in that location. The incorporation of townhouses provides for an appropriate and improved transition to existing low density development lands to the north. The recommended cap on dwellings is in keeping with the number of dwellings that is permitted under the existing Official Plan apartment designation, for the entire parcel. The comprehensive review of the development proposal and all the studies that were required of the developer, and the modifications made to the proposal in respect of the Official Plan, has resulted in a development that:

- Strengthens the node;
- Is compatible in built form and scale to surrounding development;
- Supports transit;
- Will enhance both the existing and planned community by providing a sophisticated and well designed urban community that will positively contribute to the City's urban fabric.

To address water servicing issues associated with the proposal, the Region of Peel has recommended a Holding Symbol on all apartment lands until these matters have been resolved. It is expected that capacity in the water system will be available by 2013. The developer has agreed to phasing the development over time, which will allow for the construction of higher order transit to be more closely aligned with the build out of this community.

BACKGROUND:

Information on application background, general chronology, and changes to the development form and unit count are contained in Appendix S-1 and S-2 (Information Report).

COMMENTS:**REVISED DEVELOPMENT PROPOSAL**

The applicant is proposing to develop the lands for the following uses (see Appendix S-4 for a full statistical outline of the proposal and Appendix S-5 and S-9 for revised plan):

- Abutting Hurontario Street (Block 1/50) - Apartment dwellings in three separate towers, ranging in height from 24 storeys to 28 storeys, incorporating a maximum of 1,077 dwellings. Ground related uses include office and retail within buildings fronting onto Hurontario Street and Street C. The proposed Floor Space Index (FSI) is 6.13;
- Mid-block, abutting the southern property line (Block 3/49) - a mid-rise, six storey apartment building, containing a maximum of 246 dwellings at an FSI of 2.44;

- Along the northern property line (Block(s) 2/1-47) - a maximum of 45 three-storey on-street freehold townhouse dwellings and 2 semi-detached dwellings;
- In the southeast area of the lands (Block 4/48) - a maximum of 30 three-storey common element condominium townhouse dwellings (with the opportunity for 4 more with development to the south).

COMMUNITY ISSUES

As noted in Appendix S-1, a Community Meeting was held to advise residents of the proposal. In addition, two letters were received from adjoining landowners. A consolidated response to the comments and concerns that have been raised is attached to this report as Appendix S-12. We draw your attention to comments from the Region of Peel, who have requested that a Holding Symbol be placed on the apartment lands pending the resolution of servicing matters, and Transportation and Works who have responded to traffic concerns.

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

Updated comments have been received from City Departments and agencies dealing with school accommodation, servicing, traffic, local street network, and the consideration of future light rapid transit (LRT) along the Hurontario Street corridor. The updated comments are contained in Appendix S-6.

PLANNING COMMENTS

Official Plan

The revised proposal addresses Provincial legislation and the policies of both the Region of Peel and City of Mississauga Official Plans. The applicant has also addressed the technical issues, including traffic and land use compatibility through adjustments to the plan and allocation of units. A review of the

proposal against the policies of the Official Plan are summarized below.

Hurontario Node

The lands are located within the Hurontario Node, as established in the Official Plan. Consistent with the policies for nodes, the development proposal provides for a compact, mixed use and transit supportive development. The proposed limits on building height, FSI and dwellings will ensure that the node does not rival the downtown core.

Land Use Designations

To implement the proposal, the following amendments to the Mississauga Plan Policies for the Hurontario District are required (see Appendix S-7):

- To permit the townhouses, redesignate the lands from "Residential - High Density II - Special Site 7" to "Residential - Medium Density I - Special Site" (common element condominium townhouses) and "Residential - Medium Density II - Special Site" (on-street townhouse and semi-detached dwellings);
- For the apartment block abutting Hurontario Street, to amend the permitted FSI within a "Residential - High Density II - Special Site" designation from 2.9 to a maximum of 6.13;
- To limit the total number of apartment dwellings permitted to a maximum of 1,323 dwellings;
- To allow for a minimum of 2,750 m² (29,601 sq. ft.) and a maximum of 6,300 m² (67,815 sq. ft.) of retail commercial and office space, contained within the first three floors of the apartment buildings block fronting Hurontario Street and Street C.

The use of the lands for a high density residential purposes has already been established in the Official Plan. The transfer of

density to the Hurontario frontage, and the inclusion of townhouses within the development, allows for:

- A more appropriate concentration of density that provides for a stronger design based and transit supportive presence along Hurontario Street;
- A appropriate transition to existing lower density development lands to the north;
- Compatibility with low rise apartment and townhouse land uses to the east.

The cap on dwellings is in keeping with the number that is currently permitted under the existing Official Plan apartment designation, which is consistent with the findings of the traffic studies. Notwithstanding the transfer of density towards Hurontario Street and the addition of townhouses, the lands overall retain the maximum FSI of 2.9 that currently applies. An amendment to the permitted FSI, specific to the apartment block fronting Hurontario Street, is attributable to the development being on public roads (a more desirable condition) rather than private roads, which impacts the final FSI calculations. Minimum floor areas for retail commercial and office space are in keeping with Official Plan goals regarding mixed use communities and achieving residents and jobs density targets (people plus jobs calculations).

Concept Plan

Appendix S-2 provides a summary of the necessity for and details regarding a concept plan for the development (see page 5 under designation description and page 9). The plan has been amended to reflect the following:

- Satisfactory temporary access arrangement to Hurontario Street for Street C, as it connects with Street A;
- An interim condition for the extension of Street C (referred to on the plan as Block 57) as a one way road, pending

development to the south. This will permit development on Block 3/49;

- Revisions to Block 4/48 that will provide for the opportunity of an acceptable continuation of development on the remnant parcel at a future date, taking into account the proper alignment of a future extension of Street C.

In summary, as it applies to the review of the Special Site 7 requirements of the Official Plan, the land uses proposed are compatible with both existing and proposed surrounding land uses, and the proposed road fabric provides for acceptable ingress and egress to the roads identified.

Urban Design Policies

The following are specific design elements that demonstrate how the development is in keeping with the urban design policies of the Official Plan, summarized in Appendix S-2.

- An appropriate distribution of heights to allow the tallest buildings to front Hurontario Street, with a stepping down of heights and building scale towards existing residential development;
- An interconnected system of public roads that provides for efficient permeability and connectivity for pedestrians, cyclists and vehicles to the existing road network, and to transit service;
- Complementary zoning that provides for an appropriate transition in height and scale and allows for front building elevations and functional front entrances to address the streets (see Zoning section for details);
- Inclusion of ground floor retail and office uses, in appropriate locations, to animate the street and support transit and pedestrian activity;
- Provision for appropriate soil depth above parking structures to facilitate the growth of vegetation to maturity;

- For the high density apartments, limited surface parking and access to underground parking and service areas, which will occur mainly from a private service lane.

Transit Supportive Development

The subject lands are well situated to take advantage of a number of transit initiatives, while the road layout promotes improved access to transit services. The major transit initiative that the development will support is the proposed Light Rapid Transit (LRT) line along Hurontario Street. The Hurontario/Main Street Corridor Master Plan was approved by Council on July 7, 2010, identifying LRT as the recommended transit solution for Hurontario Street. Within the Master Plan, the subject lands are located within the Eglinton-Bristol Character Area with the nearest LRT station stop being at the intersection of Eglinton Avenue and Hurontario Street.

The City has selected a consultant team to undertake the Preliminary Design and Transit Project Assessment Process (TPAP). This work is anticipated to be complete by 2013 and will identify any additional related impacts on the subject lands. These impacts may include the need for additional land to facilitate the LRT and associated station or ancillary system requirements. Staff are, therefore, recommending that the apartment block directly abutting Hurontario Street be placed in a Holding Zone until the study has been completed (see Transportation & Works comments in Appendix S-6 and Zoning Section for details).

Criteria for Specific Official Plan Amendment Applications

The Information Report references the Mississauga Plan policies, provisions and criteria for evaluating site specific Official Plan Amendments (see page 7, Appendix S-2). Summarized below is how the proposed applications address the intent of the criteria.

Will the proposal adversely impact or destabilize the goals and objectives of the Official Plan?

As noted above, the proposal meets the goals and objectives for the Hurontario Node and the land use policies of the Official Plan. Portions of lands to the north and south are designated for high density uses but remain undeveloped. Staff are in receipt of an acceptable concept plan as per the Official Plan requirements. Approval will not adversely impact the development and functioning of these lands.

Are the lands suitable for the proposed uses, and are the land uses compatible with the surrounding lands?

The proposed development is consistent with the land use designation and policies of the Official Plan. Consideration was given for the overall massing and scale of the proposed built form, to integrate and relate appropriately with surrounding development, and the compatible use of Hurontario Street for transit usage.

Is there adequate infrastructure and community services to support the development?

The submission of technical studies in support of the applications have confirmed that the development will have limited impacts from an environmental, noise and servicing perspective. The Region of Peel has requested that a Holding Symbol be placed on all apartment lands pending the availability of adequate water and wastewater servicing capacity, which will be addressed through upcoming studies and scheduled construction programs. Matters regarding the impact of traffic are reported in the Transportation and Works Department section of Appendix S-6. Adequate levels of community services, including parks, community centres and libraries, exist in the surrounding community.

New Mississauga Official Plan

Mississauga Official Plan (2011) was adopted by City Council on September 29, 2010 and partially approved by the Region on September 22, 2011. Mississauga Official Plan (2011) has been appealed in its entirety and, as such, the existing Mississauga Plan

(2003) remains in effect. While the existing Official Plan is the plan of record against which the applications are being reviewed, regard should also be given to the new Mississauga Official Plan. Under the new Mississauga Official Plan, the subject lands are designated "Residential - High Density - Special Site". The proposed townhouse and apartment development does not conform to the land use designation contained in the new Mississauga Official Plan and associated policies, as it relates to land use and proposed density. The new Mississauga Official Plan would need to be modified to redesignate the lands to "Residential - Medium Density" and "Residential - High Density - Special Site".

The timing of the approval of the proposed site specific Official Plan Amendment may be affected by the resolution of the appeals to the new Mississauga Official Plan and any potential appeals. Accordingly, public notice under the *Planning Act* has been provided for this meeting to consider the recommendations contained in this report. Furthermore, should these applications be approved by City Council through the adoption of a site specific Official Plan Amendment to the existing Official Plan, the Ontario Municipal Board will be requested to incorporate the appropriate modifications into the new Mississauga Official Plan prior to its approval.

The proposal is in general keeping with the goals, objectives, and policies of the new Mississauga Official Plan. The one exception is the requirement in Major Nodes for a maximum building height of 25 storeys. Staff have no objection to an increase to 28 storeys, as requested by the applicant. This height limit is consistent with both the existing built form (where several buildings to the south are higher), and for what is proposed to the west in the Pinnacle development, where a height of 34 storeys has been endorsed by Council.

Zoning

The zone categories proposed for the lands are "RM5-Exception" (Street Townhouse and Semi-Detached Dwellings), "RM6-Exception" (Townhouse Dwellings on a CEC-Private Road),

"H-RA2-Exception" (Apartment Dwellings), "H-RA5-Exception" (Apartment Dwellings) and "D" (Development) (which only applies to a small remnant parcel at the southeast corner of the property). These zone categories are appropriate to accommodate the proposed development. A draft by-law prepared by staff is attached as Appendix S-8 which provides greater detail (this document may require other provisions to be consistent with Council direction and concept plans). Key elements in this document include the following:

- A range of compatible retail and office uses that will function within the first three floors of the apartment building blocks, fronting Hurontario Street and Street C;
- Caps on maximums for apartment Floor Space Index, number of apartment dwelling units, building and podium heights, and for retail and office space;
- Minimum setbacks, streetwalls and build-to-lines to provide for an appropriate relationship of the building to the street line, while prohibiting parking and laneways between the building face and street;
- Usable front doors on to Hurontario Street;
- Minimum landscape requirements;
- Parking requirements, in keeping with staff recommendations on a submitted parking study;
- Holding Symbol provisions, as discussed in the report.

On-street Townhouse Frontage Requirement

The applicant has proposed that the minimum lot frontage for a "RM5-Exception" (Street Townhouse Dwellings) zone be reduced from 6.8 m (22.3 ft.) to 5.2 m (17.1 ft.). Staff are not in favour of the decrease, and recommend that the standard not be reduced below 6.0 m (19.6 ft.). Reasons for opposition are that such development will:

- Result in a street frontage that is dominated by garage doors that is not properly balanced by other building and design features including front doors and at grade windows;

- Increase the percentage of hard surface (which cannot be adjusted to accommodate minimum driveway widths) versus an appropriate amount of green space, which in turn restricts the ability for trees to mature.

Phasing

The applicant has advised that development will be phased over time, commencing first with the townhouses and then the apartments. The Development Agreement and Site Plan Agreement (if applicable) will contain the necessary provisions regarding phasing including timing, servicing and interim conditions.

Draft Plan of Subdivision and Development Agreement

The proposed plan of subdivision is acceptable subject to certain conditions (see Appendix S-9 and S-10), and amendment to reflect the staff recommendation of 6.0 m (19.7 ft.) townhouses along the north side of Street B. The proposed road network will create several new road connections between existing roads in the area, and contribute to a framework of roads that will assist in servicing the northeast quadrant of Eglinton Avenue and Hurontario Street. Development will be subject to the completion of services and registration of the plan. In addition, both Servicing and Development Agreements will be required. Matters that may be incorporated into these agreements include the following:

- Review and certification of plans from a noise perspective;
- Submission of a satisfactory composite utility plan;
- Submission of satisfactory micro-climate and sun shadow studies, specific to each proposed building;
- Submission of plans that reflect satisfactory streetscape master plans, principal street entrances, location of exhaust vents, landscape areas, gateway features where applicable, soil depths and glazing;
- Environmental features, in keeping with the City's Green Development initiatives (see page 7 of Appendix S-2);

- The location and payment for public art, in accordance with City requirements;
- Provisions that speak to the final disposition of the remnant lands that will remain zoned "D" (Development).

Site Plan Approval

To date, only conceptual plans have been provided, to demonstrate a development form and as a basis for drafting implementing zoning. Site Plan approval will be required for all development. To address certain matters, Site Plan Agreements may be required. Items that will be considered through Site Plan Approval include the following:

- Building design, massing and materials, in particular the relationship of any structure to Hurontario Street;
- Appropriate landscaping and associated environmental features and green standards;
- Design and location of parking and loading areas, vehicular access points, and pedestrian connections;
- Building orientation and entrance location, for purposes of ensuring compliance with emergency services requirements;
- Implementation of the recommendations of the Wind Study. Revised shadow studies in accordance with the City's Revised Standards for Shadow Studies recently adopted by Council will be required of the applicant in advance of the zoning by-law moving being considered by Council.

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 requested to alter the development form proposed for the lands from that originally viewed at the Public Meeting. Staff are recommending that no further public meeting need be held regarding the proposed changes.

The proposed Official Plan Amendment, rezoning and draft plan of subdivision are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal to permit townhouse and semi-detached, apartment, office and commercial development is compatible with the surrounding land uses, for reasons as outlined in the report.
2. The proposed Official Plan and zoning standards, as identified in the report, are appropriate to accommodate the requested uses for the lands.

ATTACHMENTS:

Appendix S-1: Application Background Information
Appendix S-2: Information Report
Appendix S-3: Recommendation PDC-0024-2010
Appendix S-4: Revised Application Development Statistics
Appendix S-5: Revised Concept Plan
Appendix S-6: Updated Department and Agency Comments
Appendix S-7: Revised Excerpt of Existing Land Use Map
Appendix S-8: Draft Zoning By-law
Appendix S-9: Revised Draft Plan of Subdivision
Appendix S-10: Conditions of Draft Plan Approval

Appendix S-11: Revised School Board Accommodation

Appendix S-12: Community Comment and Concerns Response

Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Robert Hughes, Development Planner

Summit Eglinton Inc.

Application Background Information

The following provides for background information, a general chronology of the processing of the subject development applications, and changes since the original filing of the applications.

- June 10, 2009 - Council adopts OPA No. 95, being the conformity amendment to the Provincial Growth Plan. The document notes as a general context to the Official Plan that “development will be directed to appropriate locations to support existing or planned infrastructure and may not be permitted to proceed prior to satisfactory arrangements being made for the provision of the necessary services and infrastructure needed to support growth, such as, engineering services, transit services and community infrastructure. A development proposal may be phased or refused if existing or planned servicing and/or infrastructure is inadequate to support the additional population and employment that would be generated.” OPA 95 in its entirety has been appealed to the OMB, which remains outstanding.
- July 21, 2009 - Subject development applications filed with the City, under files OZ 09/043 W5 and T-M09004 W5, to permit 1,000 apartment dwellings within four buildings ranging in height from 23 to 36 storeys, and 109 townhouse dwellings.
- October 26, 2009 - Revised plans submitted which replaced a townhouse block with a low rise apartment block, and eliminated one tower from the high density block fronting Hurontario Street. The total unit count proposed is 1,323 apartments and 79 townhouse dwellings.
- December 14, 2009 - A Community Meeting was conducted by Councillor Eve Adams. Comments raised at the meeting are noted on Page 9 of Appendix S-2.
- February 1, 2010 - Revised plan submitted which provided for some minor revisions to the development form, with no change to unit count.
- March 31, 2010 - Revised plans submitted which reduced building heights down to a maximum of 28 storeys, and modified building footprint locations and the arrangement of townhouse dwellings. The total unit count proposed is 1,323 apartments and 80 townhouse dwellings.

**Files: OZ 09/011 W5
T-M09004 W5**

Summit Eglinton Inc.

- May 31, 2010 - Public Meeting for the subject applications takes place before the Planning & Development Committee (see Appendix S-2 for the report and Appendix S-3 for recommendation PDC-0024-2010);
- January 27, 2011 - Revised plan submitted which addresses staff technical comments in regards to temporary road alignments for Streets A, C and Blocks 56 through to 59. No change made to the unit count.



Corporate Report

Clerk's Files

Originator's

Files OZ 09/011 W5

T-M09004 W5

PDC MAY 31 2010

DATE: May 11, 2010

TO: Chair and Members of Planning and Development Committee
Meeting Date: May 31, 2010

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Information Report**
Official Plan Amendment, Rezoning and Draft Plan of
Subdivision Applications
To permit apartments with ground floor commercial uses, and
townhouses under standard and common element
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5081 Hurontario Street
East side of Hurontario Street, north of Eglinton Avenue East
Owner: Summit Eglinton Inc.
Applicant: Lethbridge & Lawson Inc.
Bill 51

Public Meeting **Ward 5**

RECOMMENDATION: That the Report dated May 11, 2010, from the Commissioner of Planning and Building regarding the application to amend the Official Plan from "Residential - High Density II - Special Site 7" to "Residential - Medium Density I - Special Site", "Residential - Medium Density II - Special Site" and "Residential - High Density II - Special Site" and to change the Zoning of By-law 0225-2007 from "D" (Development) to "RM5-Exception" (Street Townhouse Dwellings), "RM6-Exception" (Townhouse Dwellings on a CEC-Private Road) and "RA5-Exception" (Apartment Dwellings), to permit apartments with ground floor commercial

uses, and townhouses under standard and common element condominium tenure, under files OZ 09/011 W5 and T-M09004 W5, Summit Eglinton Inc., 5081 Hurontario Street, east side of Hurontario Street, north of Eglinton Avenue East, be received for information.

BACKGROUND:

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

COMMENTS:

The applications submitted by Summit Eglinton are for a large scale, multi-use development with over a million square feet of floor area on approximately twelve acres of land, including just over 1,400 dwellings which would accommodate approximately 3,500 people. Due to the complexity of the applications, an overall summary is provided below. A detail block by block breakdown and associated zoning provisions are provided for in Appendix I-10.

Development Summary Charge	
Applications submitted:	July 21, 2009
Deemed complete:	August 7, 2009
Application revised:	December 17, 2009
Application revised:	February 1, 2010 and March 31, 2010
Total Land Area:	4.82 ha (11.91 ac.)
Total Road Area:	1.38 ha (3.42 ac.)
Net Area:	3.45 ha (8.50ac.)
GFA Residential:	100 285 m ² (1,079,458 sq. ft.)
GFA Retail:	1 200 m ² (12,917 sq. ft.)
GFA All Uses:	101 485 m ² (1,092,375 sq. ft.)
Gross Density:	280 uph/114 upa
Net Density	382 uph/159 upa
Gross FSI:	2.10
Net FSI:	2.95
No. Tower Apt. Units:	1,077 estimated
No. Mid-Rise Apt. Units:	246 estimated

Development Summary Charge	
No. Townhouses:	80 (includes 2 semi-detached dwellings)
No. Total Units:	1,353
Approx. Number of Parking Spaces Proposed:	To be determined, in accordance with zoning standards
Approx. Number of Parking Spaces Required:	Approximately 2,343 spaces
Landscape Area:	To be determined
Anticipated Population:	3,476* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2008 Growth Forecasts for the City of Mississauga.
Supporting Documents:	-Conceptual Development Plans; -Sun/Shadow Studies; -Functional Servicing Report; -Environmental Site Assessment Phase I; -Site Specific Traffic Assessment; -Urban Design Study and Parking Analysis; -Arborist Report - Pedestrian Level Wind Preliminary Assessment

Site Characteristics	
Frontage:	122.5 m (402 ft.) - Hurontario Street 120.5 m (395 ft.) - Thornwood Drive/Forum Drive
Depth:	394.3 m (1,293.6 ft.)
Existing Use:	Largely vacant with an unused temporary sales office and former farm sheds.

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

Neighbourhood Context

The subject lands are located on the east side of Hurontario, north of Eglinton Avenue East and south of Nahani Way. The site generally slopes to the southeast and contains limited vegetation. Lands to the north and east comprise a range of residential densities while lands to the south, designated for high density uses, await development. To the west are lands owned by Pinnacle International (Ontario) Limited, which are subject to development applications for a range of housing types. Information regarding the history of the site is found in Appendix I-1.

Lands surrounding the subject applications are described as follows:

- North: Detached and semi-detached dwellings, with a vacant parcel at the southeast corner of Hurontario Street and Nahani Way zoned for an apartment building.
- East: Uses include detached dwellings, a mix of two and three storey townhouses, and the Mississauga Italian Canadian Benevolent Association Complex which includes a four storey, long term care facility, a seven storey retirement building and other accommodations, Sts. Cyril & Methodius Slovak Roman Catholic Church, St. Jude School, Sandalwood Park and Nahani Way Public School; and a twenty storey apartment building (Elia tower).
- South: Cityside Shopping Centre fronting Hurontario Street, a detached dwelling on a large lot with several outbuildings and sheds, a vacant garden supply centre to the southeast.
- West: Across Hurontario Street, vacant lands owned by Pinnacle and designated for high density residential uses, a ten storey apartment building, row dwellings and Cooksville Creek Public School.

Current Mississauga Plan Designation and Policies for Hurontario District

"Residential - High Density II - Special Site 7" which permits apartment buildings at a Floor Space Index (FSI) of 1.9-2.9. Special Site provisions require that a concept plan address, among other matters, the following: compatibility of building form and scale with existing and proposed surrounding land uses; and, acceptable ingress and egress arrangements for Hurontario Street, Eglinton Avenue East and Thornwood Drive.

The application proposes to retain the "Residential - High Density II" designation for the lands proposed for the apartments and commercial development. The Special Site 7 policies are proposed to be amended for this site only to add specific policies to the proposed land uses, to alter the Floor Space Index (FSI) and maximum height.

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

Hurontario District Plan

The District was initially planned recognizing its proximity to the downtown. Accordingly, a policy framework exists which provides for the establishment of a substantial residential population within a 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 to the lower density communities to the North 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. Nodes 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.

Residential Policies

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. Mississauga Plan also encourages residential intensification provided it meets 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

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, along with building compatibility, streetscape and context.

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:

- street layout allows for the efficient movement of vehicular traffic and encourages walking, cycling and use of public transit;
- landscaped outdoor roof top amenity areas;
- light coloured, high absorbent materials proposed for walkways and exposed roof areas;
- water permeable and light coloured driveways;
- large areas of glazing are incorporated into the dwellings to admit light and reduce interior lighting requirements during daytime hours; and,
- energy star fixtures and appliances.

Proposed Official Plan Designation and Policies

The applicant is proposing to shift the density permitted on the lands so that the eastern portion of the site contains the lowest density. For these lands, the applicant is requesting a down

designation. This density is proposed to be reallocated to the western portion of the site where the taller apartment buildings with some ground floor commercial uses are closest to Hurontario Street. In this location, an increase in the permitted Floor Space Index (FSI) is requested. The proposed land use designations are as follows:

"Residential – Medium Density I - Special Site" to permit townhouse dwellings at a density of 25-50 uph (10-20 upa), with building heights not exceeding 3.5 storeys (Block 3/48).

"Residential – Medium Density II - Special Site" to permit semi-detached dwellings, townhouse dwellings and all forms of horizontal multiple dwellings as well as apartment dwellings at a FSI of 0.4-0.9 (Block 2/Lots 1-47).

"Residential – High Density II - Special Site" to permit apartment buildings at a Floor Space Index (FSI) of 1.9 to 2.9, and to permit retail and service commercial uses (Block 3/49).

"Residential – High Density II - Special Site" to permit apartment buildings at a Floor Space Index (FSI) of 6.2, a maximum height of 28 storeys and a maximum of 1 200 m² (12,917.12 sq. ft.) of retail, service and office commercial uses (Block 1/50).

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 "RM5-Exception" (Street Townhouse Dwellings), "RM6-Exception" (Townhouse Dwellings on a CEC-Private Road) and "RA5-Exception" (Apartment Dwellings). Specific zoning details are contained in Appendix I-10.

COMMUNITY ISSUES

A community meeting was held by Ward 5 Councillor, Eve Adams on December 14, 2009. The following is a summary of issues raised by the Community, which will be addressed in the Department's Supplementary Report:

- The development will result in additional traffic, which will further congest surrounding streets and intersections that are already over capacity, in particular at Hurontario Street and Eglinton Avenue;
- Concern regarding visitor parking from the various buildings infiltrating onto nearby public roads;
- Impact of building shadows on surrounding properties;
- Timing of construction and impacts on the surrounding neighbourhood;
- Concern for the number of vehicular accidents occurring in and around the intersection of Nahani Way and Hurontario Street.

DEVELOPMENT ISSUES

Concept Plan

The Concept Plan shown in Appendix I-5 shows how the lands could be developed, while protecting for future road allowances to be shared between land owners and providing for connections to the future Thornwood Drive. The timing for other landowners to develop, however, is uncertain as there are no applications for properties to the south, nor have the land owners indicated an interest in working with Summit Eglinton on a comprehensive plan. As a result, temporary arrangements will be required to permit access from Hurontario Street to Street B as the applicant does not have sufficient land to construct a full intersection for Streets A and C. The completion of that intersection requires lands from the landowner to the south. Block 3 has frontages on proposed Street A (local road) and Street B (minor collector). Without the construction of the minor collector road, Building E

will not have access to the road and sidewalk until additional lands are developed. Fire and Emergency Services have indicated that it cannot support a site plan where the proposed structure does not have its principle entrance on a building elevation which faces a street or a designated fire route. Finally, a portion of the outdoor amenity area for Block 4 is proposed on adjacent lands which are not subject to development applications, which is not acceptable.

Agency comments are summarized in Appendix I-8 and school accommodation information is contained in Appendix I-9. Based on the comments received and the 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 the Downtown;
- Compatibility and transition of proposed land uses and density to neighbouring residential areas;
- Impacts of development on neighbouring vacant parcels, and on the Node as a whole from a transportation, land use and urban design perspective;
- Building and street relationships, including setbacks, podium heights, and encroachments where applicable;
- Location and function of visitor parking;
- Sun, wind and comfort impacts of development on neighbouring residential lands;
- Analysis of proposed Official Plan and zoning by-law standards;
- Review of preliminary building elevations and materials;
- Submission of detailed development phasing plans, to address traffic and servicing matters;
- Traffic impacts of the proposal on surrounding roads and intersections;
- Review of lands reserved for future road allowances in regards to development impacts and building locations, fire protection, and interim use;
- Road fabric and connections, in particular from a pedestrian and bicycling perspective, including both interim connections and full build-out;

- Street width and design, including pavement and boulevard details and associated cross sections (Streetscape Master Plan);
- Review of the application to ensure the development is transit supportive;
- Relationship of development with the proposed higher order transit along Hurontario Street, both from a land use and urban design perspective.

OTHER INFORMATION

Development Requirements

In conjunction with the proposed development, there are certain other engineering and conservation matters with respect to matters as noted within the staff report, 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 - Concept Plan
Appendix I-6 - Draft Plan of Subdivision
Appendix I-7 - Elevations
Appendix I-8 - Agency Comments

Appendix I-9 - School Accommodation

Appendix I-10 - Detailed Development Block Breakdown and
Zoning Provisions

Appendix I-11 - General Context Map

Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Rob Hughes, Development Planner

Summit Eglinton Inc.

**Files: OZ 09/011 W5
T-M09004 W5**

Site History

- May 5, 2003 - The Region of Peel approved the Mississauga Plan Policies for the Hurontario District, designating the subject lands as "Residential - High Density II - Special Site 7".
- March 17, 2005 - Official Plan Amendment and Rezoning applications were submitted under File OZ 05/010 W5 for 140 semi-detached dwellings under condominium tenure as well as retail commercial and office uses. The applications were revised in March 2006 (see subdivision file below) and cancelled in December 2007.
- March 16, 2006 - A Draft Plan of Subdivision application was submitted under File T-M06001 W5 for 136 semi-detached dwellings on a common element condominium road. The application was cancelled in December 2007.
- April 24, 2006 - An application to create a new lot with frontage on Hurontario Street was submitted under File 'B' 055/06. The Committee of Adjustment approved the application on November 16, 2006, subject to conditions. The City appealed the decision of the Committee of Adjustment to the Ontario Municipal Board. A hearing was held on March 29, 2007 at which the Board ordered that the appeal be allowed and the severance not to be granted.
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. As no appeals have been filed specific to these lands, the provisions of the new By-law apply. The subject lands are zoned "D" (Development).



LEGEND:



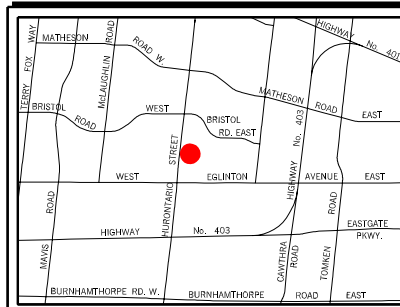
SUBJECT LANDS
5081 HURONTARIO STREET

DATE OF AERIAL PHOTO: APRIL 2009



SUBJECT:

SUMMIT EGLINTON INC.



FILE NO:
OZ 09011 W5

DWG. NO:
09011A

SCALE:
1:4000

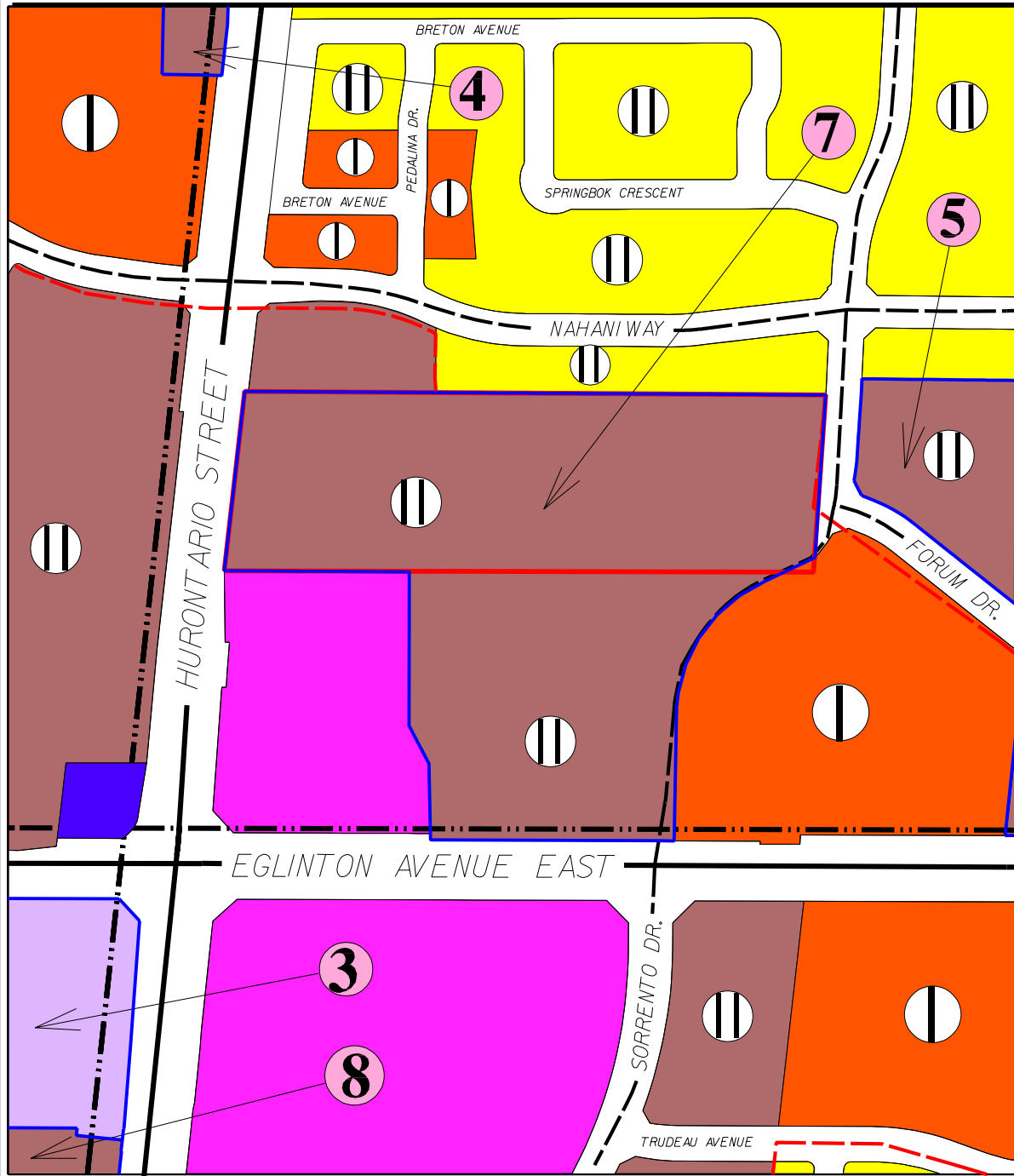
PDC DATE:
2010 05 31

DRAWN BY:
B. KRUGER



Produced by
T&W, Geomatics

APPENDIX 1-2



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

LAND USE DESIGNATIONS

- Residential - Low Density I
- Residential - Low Density II
- Residential - Medium Density I
- Residential - Medium Density II
- Residential - High Density I
- Residential - High Density II
- General Commercial
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Institutional
- Public Open Space
- Private Open Space
- Greenbelt
- Parkway Belt West
- Utility

TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Minor Collector
- Local Road
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- City Centre Transit Terminal
- Major Transit Corridor
- Proposed Grade Separation

LAND USE LEGEND

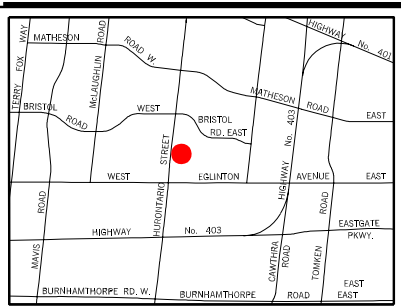
- Regulatory Floodplain
- Node Boundary
- 1996 NEP /2000 NEF Composite Noise Contours
- Golf Course
- Planning District
- Special Site Areas (See Special Site Policies)

Note:
The 1996 Noise Exposure Projection (NEP)/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available.
For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

SUBJECT LANDS



SUBJECT:
SUMMIT EGLINTON INC.



FILE NO: OZ 09011 W5	
DWG. NO: 09011L	
SCALE: 1:4000	
PDC DATE: 2010 05 31	
DRAWN BY: B. KRUGER	

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

APPENDIX I-3



LEGEND:



SUBJECT LANDS

PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL- HIGH DENSITY II - SPECIAL SITE 7" TO "RESIDENTIAL - HIGH DENSITY II-SPECIAL SITE" AND PROPOSED REZONING FROM 'D' (DEVELOPMENT) TO 'RA5 - EXCEPTION' (APARTMENT DWELLINGS) TO PERMIT APARTMENT BUILDINGS AND GROUND FLOOR COMMERCIAL USES.

PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL- HIGH DENSITY II - SPECIAL SITE 7" TO "RESIDENTIAL - MEDIUM DENSITY II - SPECIAL SITE" AND PROPOSED REZONING FROM 'D' (DEVELOPMENT) TO 'RM5 - EXCEPTION' (STREET TOWNHOUSE DWELLINGS) TO PERMIT ON - STREET TOWNHOUSES.

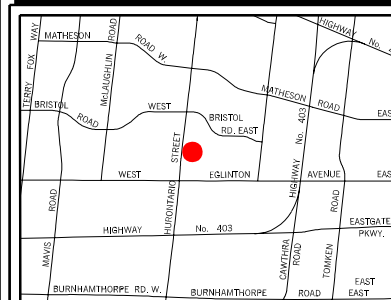
PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL- HIGH DENSITY II - SPECIAL SITE 7" TO "RESIDENTIAL - HIGH DENSITY II - SPECIAL SITE" AND PROPOSED REZONING FROM 'D' (DEVELOPMENT) TO 'RA5 - EXCEPTION' (APARTMENT DWELLINGS) TO PERMIT APARTMENT BUILDINGS.

PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL- HIGH DENSITY II - SPECIAL SITE 7" TO "RESIDENTIAL - MEDIUM DENSITY I - SPECIAL SITE" AND PROPOSED REZONING FROM 'D' (DEVELOPMENT) TO 'RM6 - EXCEPTION' (TOWNHOUSE DWELLINGS ON A CEC - PRIVATE ROAD) TO PERMIT COMMON ELEMENT CONDO TOWNHOUSES.



SUBJECT:

SUMMIT EGLINTON INC.



FILE NO:

OZ 09011 W5

DWG. NO:

09011S

SCALE:

1:4000

PDC DATE:

2010 05 31

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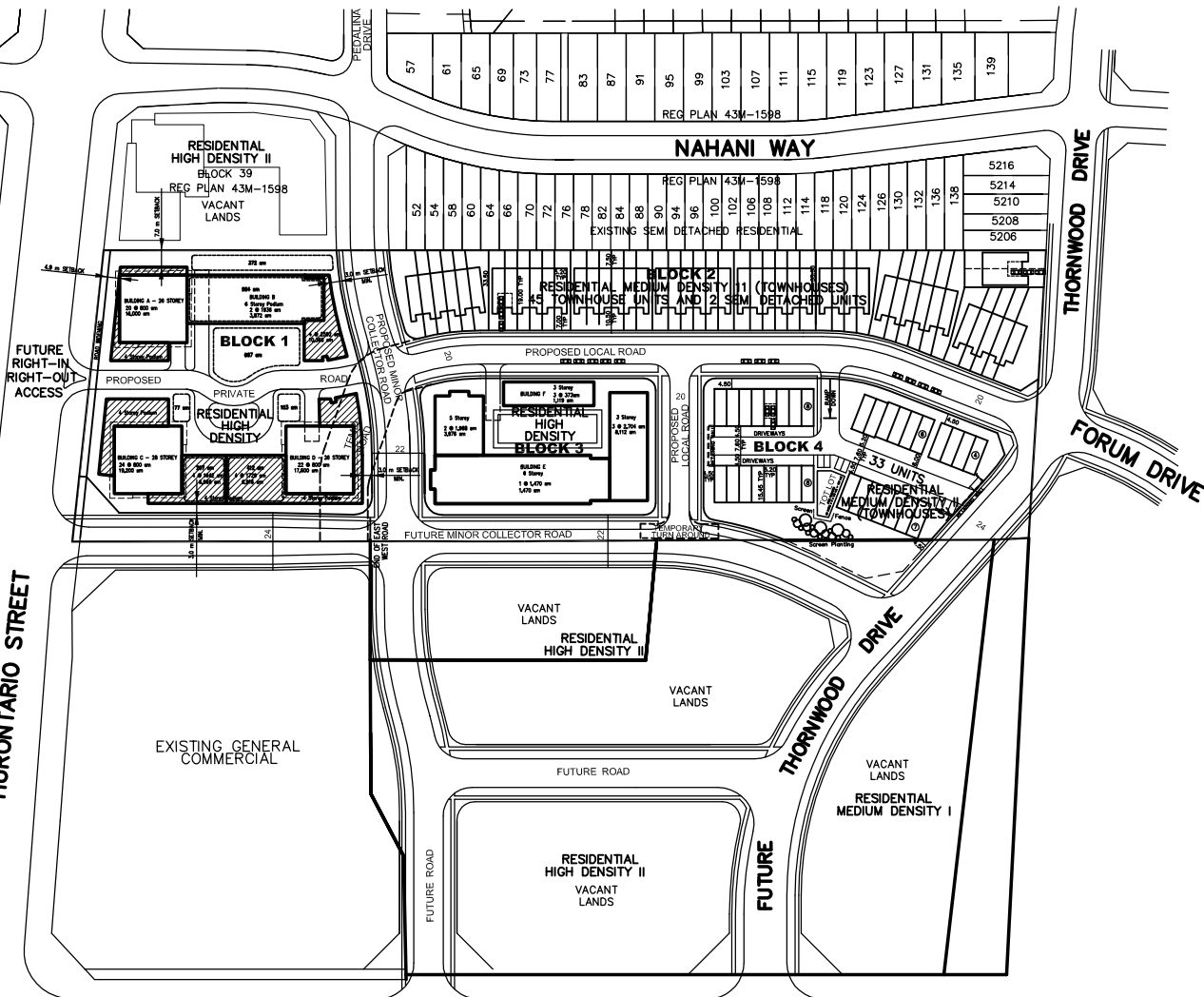
B. KRUGER

MISSISSAUGA
Planning and Building

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T&W, Geomatics

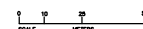
APPENDIX 14

HURONTARIO STREET

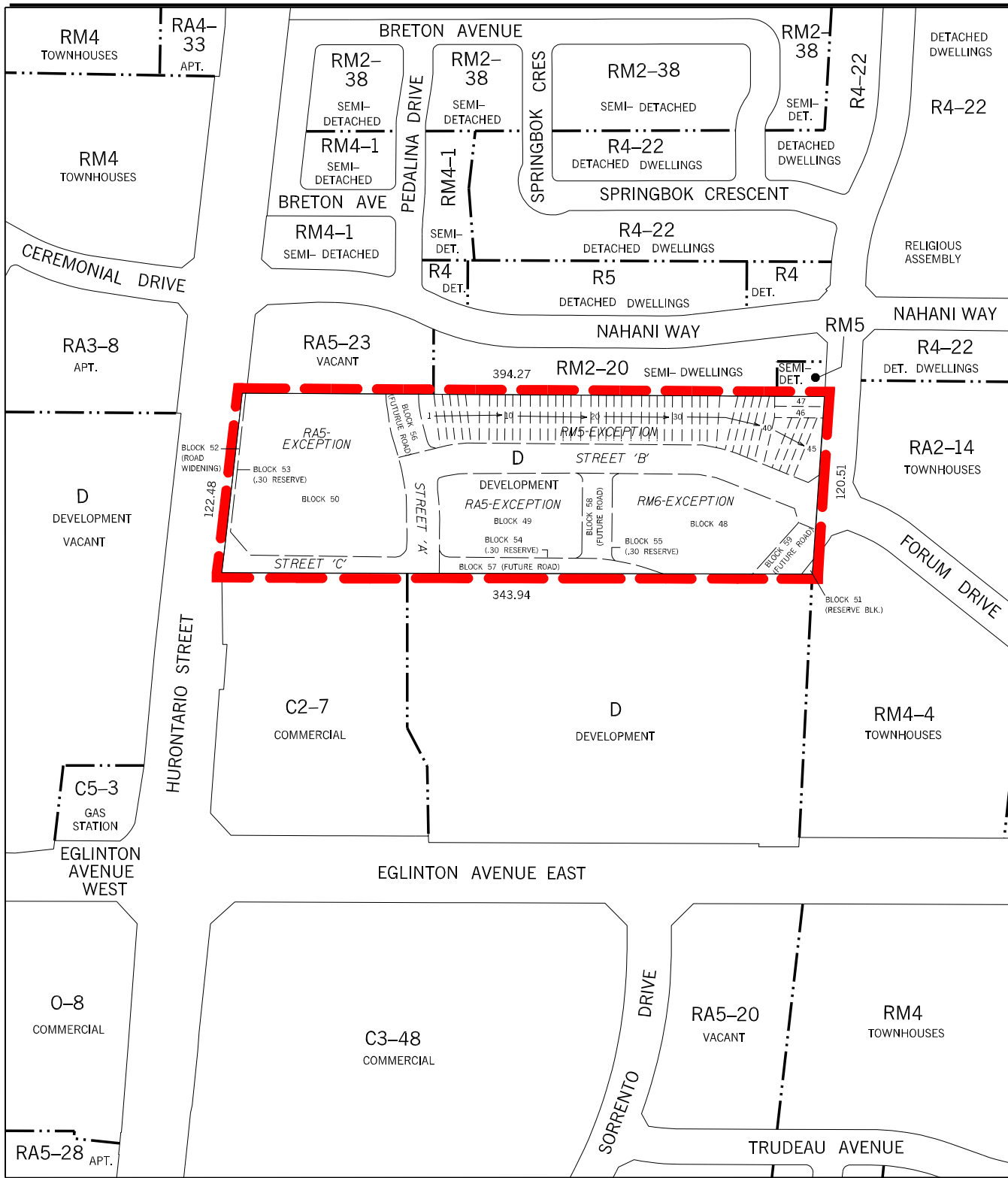


EGLINTON AVENUE EAST

**SORRENTO
DRIVE**



CONCEPT PLAN



LEGEND:

SUBJECT LANDS

SUBJECT:

SUMMIT EGLINTON INC.

	FILE NO: OZ 09011 W5 T- M09004		APPENDIX I-6
	DWG. NO: 09011S		
	SCALE: 1:4000		
	PDC DATE: 2010 05 31		
DRAWN BY: B. KRUGER		Produced by T&W, Geomatics	

APPENDIX I-7a
APARTMENT BUILDING
ELEVATIONS



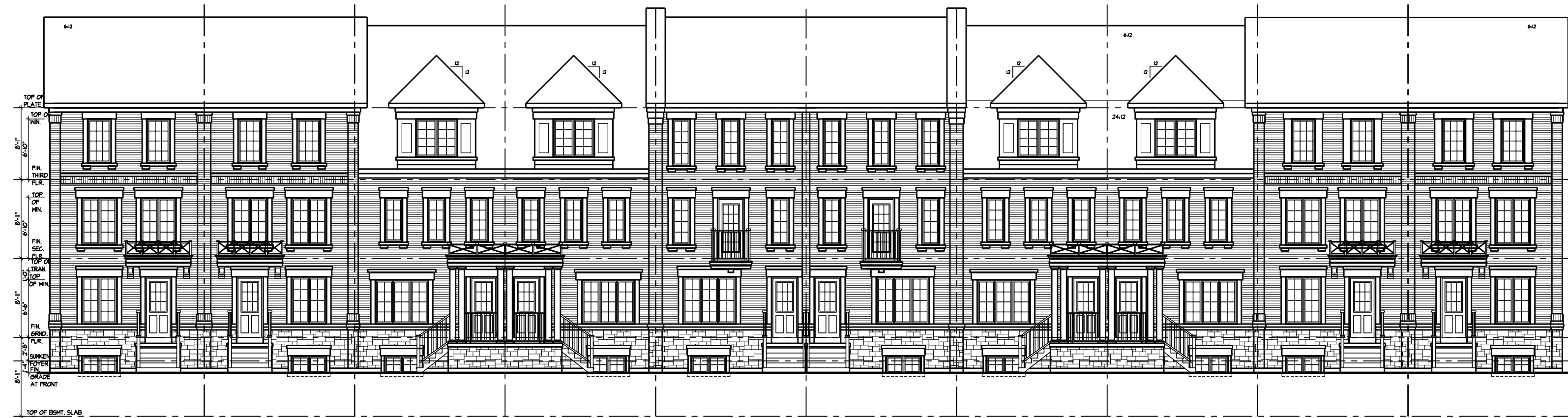


APPENDIX I-7c

STREET TOWNHOUSE ELEVATIONS



BLOCK 2 ELEVATION



BLOCK 3 & 4 - FRONT ELEVATION

Summit Eglinton Inc.

Files: OZ 09/011 W5
T-M09004 W5**Agency Comments**

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

Agency / Comment Date	Comment
GTAA (November 26, 2009)	<p>According to the Airport Zoning Regulations for Toronto Pearson International Airport, development elevations on the subject property are not affected by any airport restrictions related to obstacle or aeronautical facilities. However, as the proposed development is located within 10 kilometers of the nearest runway and based upon the suggested elevations of the proposed four towers (23 to 26 storeys), the development could impact on NAV CANADA's instrument runway approach procedures. In order 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.</p> <p>In order for the GTAA and NAV CANADA to conduct the analysis necessary to determine the impact of the proposed high-rise structures on airport operations and facilities, the following additional information is required: 1) Site plan drawing showing the footprint, building orientation and Finished Floor Elevations in metres above mean sea level of the four towers; 2) Building elevation drawings showing the full height (to top of roof) of the four towers including any rooftop units such as a/c units, ladders, railings, etc.; 3) The geographic coordinates of the four outside corners of each of the four proposed towers. The coordinates would be based upon 6 degrees UTM (Universal Transverse Mercator expressed in metres) (Zone 17); NAD 27 – 1974 adjustment (horizontal); GSC – 1978 Southern Ontario adjustment (vertical); 4) The materials to be used on the outside of the four towers.</p>

Summit Eglinton Inc.

Files: OZ 09/011 W5
T-M09004 W5

Agency / Comment Date	Comment
Region of Peel (October 15, 2009)	<p>Regional Staff have reviewed the applications and provide the following comments:</p> <ul style="list-style-type: none"> • Additional comments cannot be provided until a revised Functional Servicing Report based on the latest population/employment figures, including undeveloped lands, is submitted for review and approval by the Region. • The revised Functional Servicing Report must address the following: <ul style="list-style-type: none"> • The Draft Plan suggests 2,773 persons for this parcel of land (4.8 ha) at a population density of 578 persons/ha (Regional figures). The subject site needs to revise the population numbers in accordance with the latest SGU population numbers provided by the City of Mississauga. • Please ensure that the Functional Servicing Report takes into account the existing and future development surrounding the subject lands. • A sanitary sewer plan showing the suitable outlet for the proposed development is required. • The applicant must submit to the Region a comprehensive water modeling analysis to support a functional servicing report and water servicing plan for the proposed development. The analysis is to include existing and future development surrounding the subject lands. • Municipal sanitary sewer facilities consist of a 250 mm (9.8 in.) diameter sanitary sewer on Forum Drive. • External construction for servicing may be required. • The lands are located in Water Pressure Zone 4. • Municipal water facilities consist of a 300 mm (11.8 in.) diameter watermain on Forum Drive and a

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Files: OZ 09/011 W5
T-M09004 W5

Agency / Comment Date	Comment
	<p>300 mm (11.8 in.) diameter watermain on Hurontario Street.</p> <ul style="list-style-type: none"> • Regional roads are not adversely affected. • According to our current Region of Peel records, there is no indication of the existence of a municipal waste disposal site or hazardous wastes in the vicinity of the subject lands. • With regards to waste collection: Block 1 - The applicant is to demonstrate compliance with Section 2.3 of the Waste Collection Design Standards Manual regarding Multi-Residential complexes. This is to be done at the Site Plan application stage. Block 2 - Curbside collection will be provided by the Region of Peel. Blocks 3 and 4 - A cul-de-sac or a T-turnaround in accordance with the specifications in Appendix 2 or 3, respectively of the Waste Collection Design Standards Manual is required at the end of each condominium roadway.
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (November 12, 2009 and August 24, 2009)</p>	<p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>In addition, if approved, the Peel District School Board and/or the Dufferin-Peel Catholic District School Board also require certain conditions incorporated within any applicable servicing and development agreements.</p>
<p>City Community Services Department – Park Planning Section (April 14, 2010)</p>	<p>This Department notes that Sandalwood Park (P-309) is located approximately 400 m (1,312 ft.) from the subject site and contains a playground. Frank McKechnie Community Centre and the surrounding lands identified as McKechnie</p>

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Files: OZ 09/011 W5
T-M09004 W5

Agency / Comment Date	Comment
	<p>Woods (P-362) are located approximately 600 m (1,969 ft.) from the site, and offer a wide range of recreational activities and facilities including: tennis courts; basketball hoops; a spray pad; and a playground. It should be noted that while land dedication for park purposes is not being pursued as a condition of the subject applications (T-M09004 and OZ 09/011), Community Services will review parkland dedication requirements and options when redevelopment of lands located the south occurs. The area to the south would provide for a centrally located community park within the immediate area, which is desirable from a park planning perspective.</p> <p>In regards to the subject applications, a Streetscape Master Plan shall be prepared by the applicant to the satisfaction of all City Departments. Should these applications be approved, associated securities for these streetscape works will be secured for through the Servicing Agreement, and a cash contribution for street tree planting on all public roads will be required. Further, this Department notes that prior to the issuance of building permits, payment of cash-in-lieu of parkland dedication is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City Policies and By-laws."</p>
City Community Services Department – Fire and Emergency Services Division (January 27, 2010)	<p>Fire has reviewed the OPA/rezoning applications from an emergency response time/water supply perspective, to the area under proposed development, and has no concerns. Emergency response time to these blocks and the water supply available are acceptable.</p> <p>However, information provided to this Department suggests that some of the proposed municipal streets bordering this development area to the south and east may not be constructed</p>

Summit Eglinton Inc.

Files: OZ 09/011 W5
T-M09004 W5

Agency / Comment Date	Comment
	<p>until a later date.</p> <p>This Department will not approve site development plans nor building permit applications for construction where the proposed structures do not have their principle entrances on a building elevation which faces a street as defined in the Ontario Building Code or, in the absence of a municipal road, have fire access routes designed in conformance with Mississauga By-law 1036-81.</p> <p>The developer, in consultation with his Architect, may wish to review the type of proposed buildings, their orientation on the properties, the primary response points for all emergency services and the fire access available for responding emergency vehicles given the potential lack of a dedicated public thoroughfare, in advance of the submission for either site plan or building permit approval.</p>
City Transportation and Works Department (April 30, 2010)	<p>This Department indicated that the Traffic Impact Study by Sernas Transtech dated October 21, 2009, received with the applications, has been reviewed. Preliminary Comments have been provided to the applicant's consultant requesting clarification of certain technical information, development phasing analysis for the lands as it relates to the completion of the road network and signalization requirements. A further analysis dated April 27, 2010, has been provided by the traffic consultant and is currently under review. Functional design details have also been requested for the proposed temporary road and the required building construction access road within Block 50 and detailed comments on these aspects will be provided in the supplementary report.</p> <p>This Department has also requested that the applicant's consulting team address technical concerns with respect to the</p>

Summit Eglinton Inc.

Files: OZ 09/011 W5
T-M09004 W5

Agency / Comment Date	Comment
	<p>development concept proposed for Block 48 and the interim treatment of the future road allowance south and east of Block 49 including the need for pedestrian facilities or a fire route. The applicant has been requested to submit a Phase I Environmental Site Assessment and provide and update the Functional Servicing Report to include the additional storm sewer design information requested by this Department.</p> <p>A revised Environmental Noise Impact Feasibility Study prepared by Aeroustics Engineering on April 7, 2010, has been provided in response to preliminary comments concerning the proposed road traffic and stationary noise mitigation measures. This report is currently under review.</p> <p>Further updated comments and conditions will be provided prior to the Supplementary Meeting, pending the receipt and review of the above noted items.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> -Bell Canada -Canada Post -Development Services, City of Mississauga -Enbridge Gas Distribution Inc. -Enersource Hydro Mississauga Inc.
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> -Conseils Scolaire de District Centre-Sud and Centre-Sud-Ouest -Economic Development Office, City of Mississauga -French District Catholic School Board -Hydro One

Summit Eglinton Inc.

**Files: OZ 09/011 W5
T-M09004 W5**

Agency / Comment Date	Comment
	<ul style="list-style-type: none">-Peel Regional Police-Policy Division, City of Mississauga-Realty Services, City of Mississauga-Rogers Cable

Summit Eglinton Inc.

Files: OZ 09/011 W5
T-M09004 W5**School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																								
<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>133</td><td>Kindergarten to Grade 5</td></tr> <tr> <td>66</td><td>Grade 6 to Grade 8</td></tr> <tr> <td>131</td><td>Grade 9 to Grade 12/OAC</td></tr> </table> School Accommodation: <p>Nahani Way Public School</p> <table> <tr> <td>Enrolment:</td><td>604</td></tr> <tr> <td>Capacity:</td><td>646</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Bristol Road Middle School</p> <table> <tr> <td>Enrolment:</td><td>578</td></tr> <tr> <td>Capacity:</td><td>629</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Applewood Heights Secondary School</p> <table> <tr> <td>Enrolment:</td><td>989</td></tr> <tr> <td>Capacity:</td><td>1,284</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> 	133	Kindergarten to Grade 5	66	Grade 6 to Grade 8	131	Grade 9 to Grade 12/OAC	Enrolment:	604	Capacity:	646	Portables:	0	Enrolment:	578	Capacity:	629	Portables:	0	Enrolment:	989	Capacity:	1,284	Portables:	0	<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>31</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>14</td><td>Grade 9 to Grade 12/OAC</td></tr> </table> School Accommodation: <p>St. Jude</p> <table> <tr> <td>Enrolment:</td><td>380</td></tr> <tr> <td>Capacity:</td><td>334</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>St. Francis Xavier Secondary School</p> <table> <tr> <td>Enrolment:</td><td>2,262</td></tr> <tr> <td>Capacity:</td><td>1,500</td></tr> <tr> <td>Portables:</td><td>16</td></tr> </table> 	31	Junior Kindergarten to Grade 8	14	Grade 9 to Grade 12/OAC	Enrolment:	380	Capacity:	334	Portables:	0	Enrolment:	2,262	Capacity:	1,500	Portables:	16
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Summit Eglinton Inc.

Files: OZ 09/011 W5
T-M09004 W5**Detailed Development Block Breakdown and Zoning Information**

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-# and I-# for block and building reference numbers.

Block 1/50 - Tall Apartment Buildings	
Proposed Zoning:	"RA5-Exception" (Apartment Dwellings)
Proposed Use:	<i>Buildings A and B</i> - 26 storey apartment tower, 4-6 storey podium fronting Hurontario Street and north property line, GFA of 30,240 m ² (325,500 sq. ft.), which includes a max. retail of 500 m ² (5 382 sq. ft.); <i>Building C</i> - 28 storey apartment tower, 4 storey podium fronting Hurontario Street and south minor collector, GFA of 25 768 m ² (277,364 sq. ft.), which includes a max retail GFA of 700 m ² (7,535 sq. ft.); <i>Building D</i> - 26 storey apartment tower, 4 storey podium fronting future minor collector roads, GFA of 24 516 m ² (263,888 sq. ft.).
Land Area:	1.18 ha (2.92 ac.)
FSI:	6.13
Total Units	1,077
Total Residential GFA:	72 472 m ² (780,082 sq. ft.)
Retail GFA:	1 200 m ² (806 sq. ft.)
Total GFA:	72 472 m ² (780,082 sq. ft.)
Landscape Area:	36.6%
Paved Area:	13%

Block 2/Lots 1-47 - Street Townhouses	
Proposed Zoning:	"RM5-Exception" (Street Townhouse Dwellings)
Proposed Use:	47 townhouse units, 3 storeys in height, with a max GFA of 8 742 m ² (94,098 sq. ft.) (2 semi-detached dwellings included)
Land Area:	1.01 ha (2.5 ac.)
FSI:	0.86
Minimum Units Size	186 m ² (2,002 sq. ft.)
Total Units	47
Retail GFA:	Nil
Total GFA:	8 742 m ² (94,098 sq. ft.)

Summit Eglinton Inc.**Files: OZ 09/011 W5
T-M09004 W5**

Block 3/49 - Mid Rise Apartment Buildings	
Proposed Zoning:	"RA5-Exception" (Apartment Dwellings)
Proposed Use:	One 3 storey apartment building, GFA of 1 119 m ² (12,045 sq. ft.) One 3 to 6 storey apartment building, GFA of 13 558 m ² (145,937 sq. ft.)
Land Area:	0.55 ha (1.36 ac.)
FSI:	2.40
Total Units	246
Retail GFA:	Nil
Total GFA:	13 209 m ² (142,180 sq. ft.)

Block 4/48 - Common Element Townhouses	
Proposed Zoning:	"RM6-Exception" (Townhouse Dwellings on a CEC-Private Road)
Proposed Use:	33 townhouse units, 3 storeys in height, with a max GFA of 7 062 m ² (76,014 sq. ft.)
Land Area:	0.70 ha (1.7 ac.)
FSI:	1.0
Minimum Units Size	214 m ² (2,303 sq. ft.)
Total units	33
Retail GFA:	Nil
Total GFA:	7 062 m ² (76,014 sq. ft.)

Summit Eglinton Inc.

Files: OZ 09/011 W5
T-M09004 W5**Detailed Zoning Provisions**

Standard	Required Zoning By-law Standard	Proposed Standard
RA5-Exception - Tall Apartment Buildings Block 1/50		
Maximum Floor Space Index	2.9	6.5
Maximum Height	The lesser of 77.0 m or 25 storeys	28 storeys
Minimum Front and Exterior Side Yard	7.5 m (24.6 ft.) to 10.5 m (34.4 ft.)	3.0 m (9.8 ft.)
Minimum Interior Side Yard	4.5 m (14.7 ft.) to 9 m (29.5 ft.)	7.0 m (22.9 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.) to 15 m (49.2 ft.)	3.0 m (9.8 ft.)
Parking Structure Setback	As per yard requirement	0.3 m (1.0 ft.)
Minimum Landscape Area	40%	30 %
Above Grade Amenity Area	-	10 %
Landscape Buffer Streetline	4.5 m (14.7 ft.)	3.0 m (9.8 ft.) includes walkway
Additional Uses	-	Offices, retail and service commercial uses
RA5-Exception - Mid Rise Apartment Buildings Block 3/49		
Minimum Front and Exterior Side Yard	7.5 m (24.6 ft.) to 10.5 m (34.4 ft.)	3.0 m (9.8 ft.)
Parking Structure Setback	As per yard requirement	0.3 m (1.0 ft.)
Minimum Landscape Area	40%	25%
Above Grade Amenity Area	-	5%
Landscape Buffer Streetline	4.5 m (14.7 ft.)	3.0 m (9.8 ft.)
RM6-Exception - Common Element Condominium Townhouses Block 4		
Minimum Exterior Side Yard - roadway	7.5 m (24.6 ft.)	4.5 m (14.7 ft.)
Minimum Exterior Side Yard - lot line	4.5 m (14.7 ft.)	1.5 m (4.9 ft.)
Setback to CEC Private Road	4.5 m (14.7 ft.)	3.0 m (9.8 ft.)
Minimum Interior Side Yard	1.5 m (4.9 ft.)	1.5 m (4.9 ft.)
Minimum Exterior - Retaining Works	-	0.5 (1.6 ft.)
Setback to Visitor Parking	3.3 m (10.8 ft.)	1.0 m (3.2 ft.)

Summit Eglinton Inc.**Files: OZ 09/011 W5
T-M09004 W5**

Maximum Height	10.7 m (35.1 ft.)	13 m (42.6 ft.)
Maximum Driveway Width	3.0 m (9.8 ft.)	5.2 m (17.0 ft.)
Maximum Deck/porch Encroachment	1.0 m (3.2 ft.)	1.8 m (5.9 ft.)
Minimum Deck Landscape Area	-	25% (includes above grade terraces)
RM5-Exception - Street Townhouses Block 2/Lots 1-47		
Minimum Lot Area - Interior Lot	200 m ² (2,152 sq. ft.)	162 m ² (1,744 sq. ft.)
Minimum Lot Area - Corner Lot	280 m ² (3,013 sq. ft.)	255 m ² (2,745 sq. ft.)
Minimum Lot Frontage - Interior Lot	6.8 m (22.3 ft.)	5.2 m (17.1 ft.)
Maximum Gross Floor Area	0.75 times the lot area	1.2 times the lot area
Maximum Height	10.7 m (35.1 ft.)	12.0 m (39.4 ft.)
Additional Uses	-	Semi-Detached Dwellings



Summit Eglinton Inc.

Recommendation PDC-0024-2010

- "1. That the Report dated May 11, 2010, from the Commissioner of Planning and Building regarding the application to amend the Official Plan from "Residential - High Density II - Special Site 7" to "Residential - Medium Density I - Special Site", "Residential - Medium Density II - Special Site" and "Residential - High Density II - Special Site" and to change the Zoning of By-law 0225-2007 from "D" (Development) to "RM5-Exception" (Street Townhouse and Semi-Detached Dwellings), "RM6-Exception" (Townhouse Dwellings on a CEC-Private Road) and "RA5-Exception" (Apartment Dwellings), to permit apartments with ground floor commercial uses, and townhouses under standard and common element condominium tenure, under files OZ 09/011 W5 and T-M09004 W5, Summit Eglinton Inc., 5081 Hurontario Street, east side of Hurontario Street, north of Eglinton Avenue East, be received for information.
2. That the email dated May 28, 2010, from David Vo expressing concerns about the height of the building (three storey townhouse units) to be built on Block 2 which will cause shadow impact on surrounding properties and negative impact on people living in the neighbourhood, be received."

Summit Eglinton Inc.

Files: OZ 09/011 W5

T-M09004 W5

Revised Application Development Statistics

The following is a detailed description of each development block within the revised proposed Draft Plan of Subdivision, including the requested zoning and land use. Refer to Appendix S-5 and S-9 for building and block reference numbers.

Block 1/50 - Tall Apartment Buildings	
Proposed Zoning:	"RA5-Exception" (Apartment Dwellings)
Proposed Use:	<i>Buildings A and B</i> - 24 storey apartment tower, 4-6 storey podium fronting Hurontario Street and north property line, GFA of 30,240 m ² (325,500 sq. ft.); <i>Building C</i> - 28 storey apartment tower, 4 storey podium fronting Hurontario Street and south minor collector, GFA of 25 768 m ² (277,364 sq. ft.); <i>Building D</i> - 26 storey apartment tower, 4 storey podium fronting future minor collector roads, GFA of 24 516 m ² (263,888 sq. ft.).
Land Area:	1.18 ha (2.92 ac.)
FSI:	6.13
Total Units	1,077
Total Residential GFA:	72 472 m ² (780,082 sq. ft.)
Retail GFA:	1,200 m ² (12,915 sq. ft.)
Total GFA:	72 472 m ² (780,082 sq. ft.)
Landscape Area:	36.6%
Paved Area:	13%

Block 2/Lots 1-47 - Street Townhouses *	
Proposed Zoning:	"RM5-Exception" (Street Townhouse Dwellings)
Proposed Use:	47 townhouse units, 3 storeys in height, with a max GFA of 8 742 m ² (94,098 sq. ft.) (2 semi-detached dwellings included)
Land Area:	1.01 ha (2.5 ac.)
FSI:	0.86
Minimum Units Size	186 m ² (2,002 sq. ft.)
Total Units	47
Retail GFA:	Nil
Total GFA:	8 742 m ² (94,098 sq. ft.)

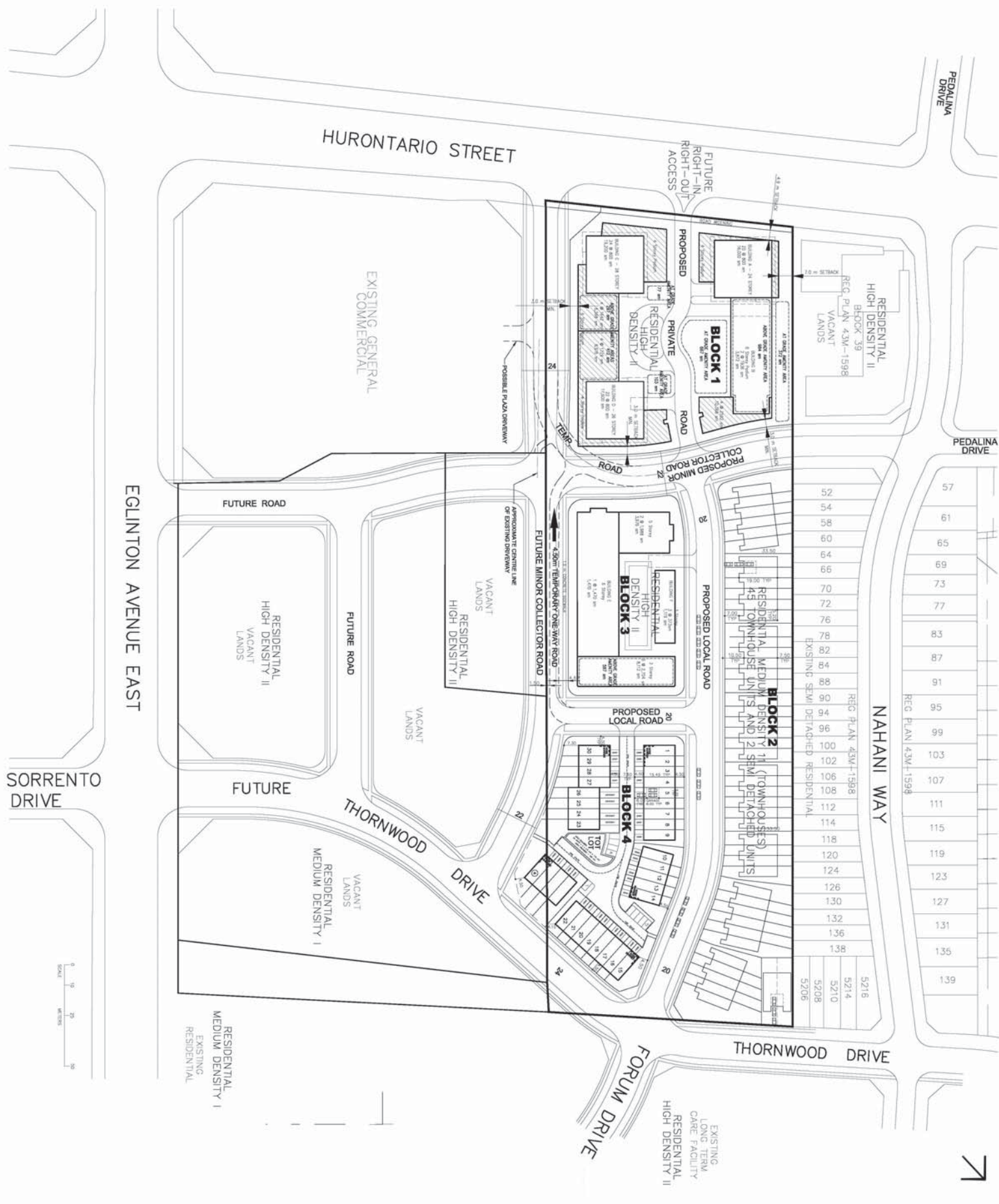
* Number may decrease based on staff recommendation on minimum lot frontage.

Files: OZ 09/011 W5
T-M09004 W5**Summit Eglinton Inc.**

Block 3/49 - Mid Rise Apartment Buildings	
Proposed Zoning:	"RA5-Exception" (Apartment Dwellings)
Proposed Use:	One 3 storey apartment building, GFA of 1 119 m ² (12,045 sq. ft.) One 3 to 6 storey apartment building, GFA of 13 558 m ² (145,937 sq. ft.)
Land Area:	0.55 ha (1.36 ac.)
FSI:	2.44
Total Units	246
Retail GFA:	Nil
Total GFA:	13 209 m ² (142,180 sq. ft.)

Block 4/48 - Common Element Townhouses	
Proposed Zoning:	"RM6-Exception" (Townhouse Dwellings on a CEC-Private Road)
Proposed Use:	30 townhouse units, 3 storeys in height
Land Area:	0.70 ha (1.7 ac.)
FSI:	0.92
Minimum Units Size	214 m ² (2,303 sq. ft.)
Total units	30 (with the ability to construct four additional dwellings with the inclusion of lands to the south)
Retail GFA:	Nil
Total GFA:	6,420 m ² (169,100 sq. ft.)

CONCEPT PLAN



Summit Eglinton Inc.

Updated Department and Agency Comments

School Accommodation

Revised School Board Accommodation calculations for the Peel District School Board and the Dufferin-Peel Catholic District School Board, based on the revised unit and accommodation counts for February 2012, are contained in Appendix S-11. Relevant conditions of Draft Plan Approval are contained in Appendix S-10.

Region of Peel

Comments updated February 2012, state that they have no objection to the approval of the applications. The Region is conducting a study to determine wastewater infrastructure needs in the Hurontario Street Corridor to support planned intensification, including the subject lands. At this time, only the townhouse development (Blocks 2 and 4 on the concept plan) can proceed through the engineering approval process. The Region therefore requests that City staff place the remainder of the development proposal (Blocks 1 and 3 on the concept plan), in a (H) Holding zone until Regional infrastructure is confirmed (s.19.7.2). These Blocks must remain on hold until the above mentioned study is completed, the twinning of the existing 300 mm diameter watermain with a 400 mm diameter watermain along Hurontario Street has been constructed and preliminary acceptance has been granted by the Region, and the above is confirmed by the Commissioner of Peel Region Public Works.

City Transportation and Works Department

Comments updated March 23, 2012, state that this Department has completed a comprehensive review of the submitted traffic impact studies associated with this proposed development. These reports were prepared by Sernas Transtech, Summit Eglinton's Consultant and by iTrans Consulting Inc. on behalf of the City. iTrans was retained by the City to review the development proposal for the Pinnacle International Ltd. draft plan of subdivision T-M07006 located on the west side of Hurontario Street and its potential impact on the existing and planned transportation infrastructure. This study also reviewed the potential development and impacts for the remaining three quadrants surrounding the Hurontario Street and Eglinton Avenue intersection, including the Summit Eglinton development.

The results of the traffic analysis by iTrans 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

Summit Eglinton Inc.

Official Plan will result in an increased strain on nearby roadways and intersections. As the unit count for the Summit Eglinton application is consistent with the current official plan, the traffic proposed to be generated by the development can be accommodated within the surrounding and planned road network.

The applicant has addressed this Department's previous comments and concerns with respect to the internal road pattern. Due to the inability to acquire sufficient lands from the adjacent landowners to the south to complete the intersection of Streets A and C or portions of the east-west collector road across the south limit of the plan, temporary roads are proposed in two locations to maintain connectivity within the development:

- a temporary collector road within the south-east angle of Block 50 to connect Streets A and C,
- a temporary one way street (Block 57) at the south limit of the plan.

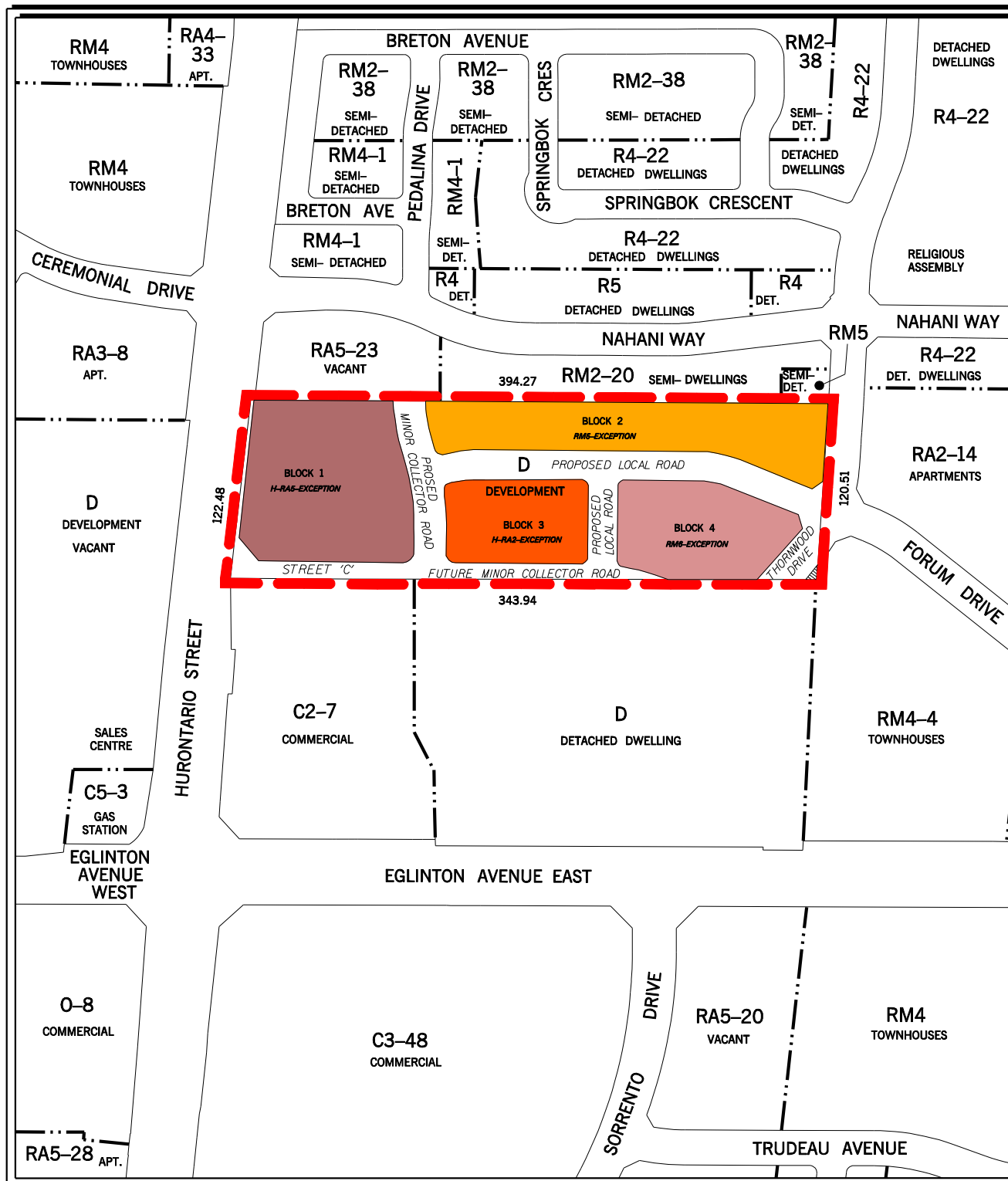
The developer will be required to pay all costs associated with the construction of these temporary public road links and any costs associated with future road closures, removals and reconstruction of those portions within the draft plan, as and when sufficient lands are available for their extension in the future.

A revised Environmental Noise Impact Feasibility Study dated April 7, 2010 was provided by Aeroustics Engineering. Satisfactory measures have been proposed to mitigate the development from road traffic noise associated with Hurontario Street, Eglinton Avenue and Highway 403; air traffic from Pearson International Airport and Stationary noise from the Plaza immediately to the south.

It is our understanding that the applicant will be commencing with the development of townhomes and semi-detached dwellings north of Street B and the Common Element Condominium townhouse development on Block 48. The apartment Block 49 and the high-rise component Block 50 will be subject to an (H) holding provision until sufficient waste water capacity is available to the satisfaction of the Region and will be the final development stages. The City is now entering the preliminary design stage of the Hurontario Higher Order of Transit Study and will be seeking Transit Project Assessment Process (TPAP) approval for the proposed Hurontario Street Light Rapid Transit (LRT) system. The final land requirements and technical impact of the future LRT will not be known until the EA is completed and this will also have an impact on the phasing and staging of the development of the Summit Eglinton lands.

Summit Eglinton Inc.

In the event that these applications are approved by Council, the applicant will be required to enter into a Servicing Agreement to the satisfaction of the City and the Region of Peel for the construction of the municipal services and roads required in support of the development. The Zoning By-law for Block 50 shall include an (H) Holding Provision, which shall remain in place pending finalization of the TPAP approval to determine the final land requirements for the LRT and any relevant technical requirements OR December 31, 2018, whichever shall occur first. Any additional lands or technical issues are to be addressed to the satisfaction of the City prior to lifting of the H. The development agreement is to include an appropriate phasing and staging plan to the satisfaction of the City.



LEGEND:



SUBJECT LANDS

PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL- HIGH DENSITY II- SPECIAL SITE 7" TO "RESIDENTIAL - HIGH DENSITY II-SPECIAL SITE" AND PROPOSED REZONING FROM 'D' (DEVELOPMENT) TO 'H-RA5 - EXCEPTION' (APARTMENT DWELLINGS) TO PERMIT APARTMENT BUILDINGS WITH GROUND RELATED COMMERCIAL AND OFFICE USES.

PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL- HIGH DENSITY II- SPECIAL SITE 7" TO "RESIDENTIAL - MEDIUM DENSITY II- SPECIAL SITE" AND PROPOSED REZONING FROM 'D' (DEVELOPMENT) TO 'RM5 - EXCEPTION' (STREET TOWNHOUSE DWELLINGS) TO PERMIT ON-STREET TOWNHOUSES AND SEMI-DETACHED DWELLINGS.

PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL- HIGH DENSITY II- SPECIAL SITE 7" TO "RESIDENTIAL - HIGH DENSITY II- SPECIAL SITE" AND PROPOSED REZONING FROM 'D' (DEVELOPMENT) TO 'H-RA2 - EXCEPTION' (APARTMENT DWELLINGS) TO PERMIT APARTMENT BUILDINGS.

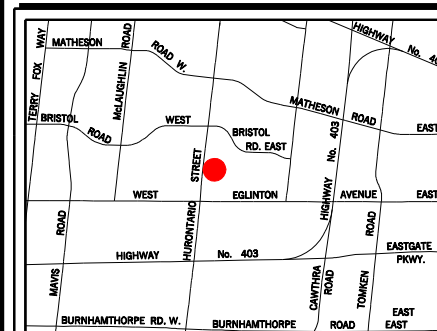
PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL- HIGH DENSITY II- SPECIAL SITE 7" TO "RESIDENTIAL - MEDIUM DENSITY I- SPECIAL SITE" AND PROPOSED REZONING FROM 'D' (DEVELOPMENT) TO 'RM6 - EXCEPTION' (TOWNHOUSE DWELLINGS ON A CEC - PRIVATE ROAD) TO PERMIT COMMON ELEMENT CONDOMINIUM TOWNHOUSES.

NO CHANGE PROPOSED TO CURRENT OFFICIAL PLAN AND ZONING DESIGNATIONS.



SUBJECT:

SUMMIT EGLINTON INC.



FILE NO:
OZ 09011 W5

DWG. NO:
09011S

SCALE:
1:4000

PDC DATE:
2012 04 16

DRAWN BY:
B. KRUGER

APPENDIX S-7

MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

A by-law to amend By-law Number 0225-2007, as amended.

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law;

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

1. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

4.11.2.53	Exception: RM5-53	Map # 36W	By-law:
In a RM5-53 zone the permitted uses and applicable regulations shall be as specified for a RM5 zone except that the following uses /regulations shall apply:			
Additional Permitted Use			
4.11.2.53.1	(1)	Semi-Detached Dwelling	
Regulations			
4.11.2.53.2	Street Townhouse Dwelling:		
	(1)	Minimum lot area - interior lot	162 m ²
	(2)	Minimum lot area - corner lot	255 m ²
	(3)	Minimum lot frontage - interior lot	6.0 m
	(4)	Maximum gross floor area - residential	1.2 times the lot area
	(5)	Maximum projection of a porch or a deck , exceeding 0.61 m in height above grade at any point, from the rear wall of a dwelling	0.0 m
	(6)	Article 4.1.5.2 and/or Article 4.1.5.7 of this By-law shall apply to a porch or deck 0.61 m or less in height above grade at any point	
	(7)	Maximum projection of a balcony from the rear wall of a dwelling	0.0 m

4.11.2.53	Exception: RM5-53	Map # 36W	By-law:
4.11.2.53.3	A semi-detached dwelling shall comply with the RM2 zone regulations contained in Subsection 4.8.1 of this By-law except that:		
(1)	Minimum lot area - interior lot	162 m ²	
(2)	Minimum lot frontage - interior lot	6.0 m	
(3)	Maximum projection of a porch or a deck , exceeding 0.61 m in height above grade at any point, from the rear wall of a dwelling	0.0 m	
(4)	Article 4.1.5.2 and/or Article 4.1.5.7 of this By-law shall apply to a porch or deck 0.61 m or less in height above grade at any point		
(5)	Maximum projection of a balcony from the rear wall of a dwelling	0.0 m	
(6)	Maximum number of semi detached dwellings	2	

2. By-law Number 0225-2007, as amended, is further amended by adding the following Exception Table:

4.12.2.13	Exception: RM6-13	Map # 36W	By-law:
In a RM6-13 zone the permitted uses and applicable regulations shall be as specified for a RM6 zone except that the following uses/regulations shall apply:			
Regulations			
4.12.2.13.1	Maximum number of dwelling units on all lands zoned RM6-13	30	
4.12.2.13.2	Maximum height	13.0 m	
4.12.2.13.3	Trailer and recreational vehicle parking shall not be permitted		
4.12.2.13.4	All site development plans shall comply with Schedule RM6-13 of this Exception (See concept plan of April 16, 2012 Supplementary Report for details)		

3. By-law Number 0225-2007, as amended, is further amended by adding the following Exception Table:

4.15.3.55	Exception: RA2-55	Map # 36W	By-law:
In a RA2-55 zone the permitted uses and applicable regulations shall be as specified for a RA2 zone except that the following uses/regulations shall apply:			
Regulations			
4.15.3.55.1	The southerly lot line shall be deemed to be the front lot line		
4.15.3.55.2	Maximum floor space index - apartment dwelling zone	2.44	
4.15.3.55.3	Maximum number of dwelling units on all lands zoned RA2-55	246	
4.15.3.55.4	Minimum front yard	4.5 m	

4.15.3.55	Exception: RA2-55	Map # 36W	By-law:
4.15.3.55.5	Minimum exterior side yard		4.5 m
4.15.3.55.6	Minimum rear yard		4.5 m
4.15.3.55.7	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to a street line		0.0 m
4.15.3.55.8	Minimum landscaped area		30% of lot area
Holding Provision			
<p>The holding symbol H is to be removed from the whole or any part of the lands zoned H-RA2-55 by further amendment to Map 36W of Schedule B contained in Part 13 of this By-law, upon satisfaction of the following requirements:</p> <p>(1) Confirmation that requirements for municipal servicing (i.e. water and sanitary) have been met to the satisfaction of the Region of Peel.</p>			

4.
- By-law Number 0225-2007, as amended, is further amended by adding the following Exception Table:

4.15.6.44	Exception: RA5-44	Map # 36W	By-law:
In a RA5-44 zone the permitted uses and applicable regulations shall be as specified for a RA5 zone except that the following uses/regulations shall apply:			
Additional Permitted Uses			
4.15.6.44.1	(1) Office (2) Medical Office - Restricted (3) Retail Store (4) Financial Institution (5) Restaurant (6) Take-out Restaurant (7) Personal Service Establishment		
Regulations			
4.15.6.44.2	The provisions of Lines 1.0 and 3.0 in Table 2.1.2.1.1 contained in Article 2.1.2.1, Subsection 2.1.14 and Article 4.1.15.1 of this By-law shall not apply		
4.15.6.44.3	For the purposes of this By-law, all lands zoned RA5-44 shall be considered one (1) lot		
4.15.6.44.4	Maximum number of dwelling units on all lands zoned RA5-44	1,077	
4.15.6.44.5	The uses contained in Sentence 4.15.6.44.1 shall only be located within a building, structure or part thereof used for an apartment dwelling, long-term care dwelling, retirement dwelling , or any combination thereof		
4.15.6.44.6	Minimum total gross floor area - non-residential used for uses identified in Sentence 4.15.6.44.1, on all lands zoned RA5-44	2,750 m ²	
4.15.6.44.7	Maximum total gross floor area - non-residential used for uses identified in Sentence 4.15.6.44.1, on all lands zoned RA5-44	6,300 m ²	

4.15.6.44	Exception: RA5-44	Map # 36W	By-law:
4.15.6.44.8	Uses contained in Clauses 4.15.6.44.1(1) and 4.15.6.44.1(2) shall not be permitted above the third storey		
4.15.6.44.9	Uses contained in Clauses 4.15.6.44.1(3) to 4.15.6.42.1(7) shall not be permitted above the second storey		
4.15.6.44.10	The lot line abutting Hurontario Street shall be deemed to be the front lot line		
4.15.6.44.11	Apartment dwelling units shall not be permitted on the first storey		
4.15.6.44.12	Indoor amenity areas accessory to an apartment dwelling, long-term care dwelling or retirement dwelling , shall not be permitted on the first storey within 10 m of the lot line abutting Hurontario Street		
4.15.6.44.13	Minimum floor space index - apartment dwelling zone on all lands zoned RA5-44	2.9	
4.15.6.44.14	Maximum floor space index - apartment dwelling zone on all lands zoned RA5-44	6.13	
4.15.6.44.15	Minimum height	3 storeys	
4.15.6.44.16	Maximum height	28 storeys	
4.15.6.44.17	Minimum height of a podium along the front lot line	3 storeys	
4.15.6.44.18	Maximum height of a podium along the front lot line	6 storeys	
4.15.6.44.19	Each building or structure shall be located up to the build-to-line identified on Schedule RA5-44 of this Exception		
4.15.6.44.20	Notwithstanding the provisions of Sentence 4.15.6.44.19, a maximum of 20% of the length of a streetwall may be set back beyond the build-to-line identified on Schedule RA5-44 of this Exception, up to 7.5 m		
4.15.6.44.21	Notwithstanding the provisions of Sentences 4.15.6.44.19 and 4.15.6.44.20, a maximum of 5% of the length of a streetwall may be set back beyond the build-to-line identified on Schedule RA5-44 of this Exception		
4.15.6.44.22	Minimum setback from the fourth floor of the exterior face of a podium to the fifth and/or sixth floors of the exterior face of a podium	2.5 m	
4.15.6.44.23	Minimum setback from the exterior face of a podium streetwall to buildings or structures , or parts thereof, located above the podium	2.5 m	
4.15.6.44.24	Minimum setback to a private road identified on Schedule RA5-42 of this Exception	3.0 m	
4.15.6.44.25	Where a building is located within 7.5 m of a street the main front entrance shall face a street		
4.15.6.44.26	Minimum above grade separation between buildings for that portion of the building above six (6) storeys	30 m	
4.15.6.44.27	Minimum exterior side yard	4.5 m	
4.15.6.44.28	Minimum interior side yard	7.0 m	
4.15.6.44.29	Minimum rear yard	4.5 m	

4.15.6.44	Exception: RA5-44	Map # 36W	By-law:
4.15.6.44.30	Minimum setback from a parking structure completely below finished grade to a street line	0.0 m	
4.15.6.44.31	Minimum vertical depth	1.0 m	
4.15.6.44.32	An at-grade driveway, aisle, parking area or loading space shall not be permitted between a wall of a building or structure , or part thereof and the lot line abutting a street		
4.15.6.44.33	Minimum setback from a surface parking space to Hurontario Street	25.0 m	
4.15.6.44.34	Minimum number of resident parking spaces per one-bedroom and two-bedroom condominium apartment dwelling unit	1.1	
4.15.6.44.35	Minimum number of resident parking spaces per three-bedroom condominium apartment dwelling unit	1.2	
4.15.6.44.36	Minimum number of visitor parking spaces per condominium apartment dwelling unit	0.15	
4.15.6.44.37	For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following: the greater of 0.15 visitor spaces per unit or Parking required for all non-residential uses , except restaurant and take-out restaurant Restaurant and take-out restaurant shall not be included in the above shared parking arrangement and shall be provided in accordance with applicable regulations contained in Table 3.1.2.2 of this By-law		
4.15.6.44.38	Minimum number of parking spaces per 100 m ² GFA - non-residential for uses identified in Sentence 4.15.6.44.1, except Clauses 4.15.6.44.1(5) and 4.15.6.44.1(6)	4.3	
4.15.6.44.39	Minimum landscaped area	25 % of lot area	
4.15.6.44.40	Minimum depth of a landscaped buffer abutting a lot line	3.0 m	
4.15.6.44.41	"Podium" means the low-rise base of a building or structure located at or above established grade , that projects from the building		
4.15.6.44.42	"Height of a Podium" means the vertical distance between the established grade and the highest point of the roof surface of the podium		
4.15.6.44.43	"Vertical Depth" means the distance between the lowest grade level of the lands measured to the top of the roof membrane of a below grade parking structure		
4.15.6.44.44	For the purposes of this exception, a build-to-line means a setback at which a streetwall of a building, structure or part thereof, shall be located.		
4.15.6.44.45	All site development plans shall comply with Schedule RA5-44 of this Exception (in accordance with recommendations of April 16, 2012 Supplementary Report)		

4.15.6.44	Exception: RA5-44	Map # 36W	By-law:
Holding Provision			
<p>The holding symbol H is to be removed from the whole or any part of the lands zoned H-RA5-44 by further amendment to Map 36W of Schedule B contained in Part 13 of this By-law, upon satisfaction of the following requirements:</p> <p>(1) The identification of all land requirements in relation to the lands zoned H-RA5-44 for the development of Light Rapid Transit along Hurontario Street, to the satisfaction of the City of Mississauga, provided that such land requirements shall be determined by the City of Mississauga in accordance with the completed and approved Environmental Assessment, through the Transit Project Assessment Process for the Hurontario Light Rapid Transit Project and the corresponding amendment(s) to the official plan is implemented and in full force on or before December 31, 2018.</p> <p>(2) If the land requirements are not identified on or before December 31, 2018 as set out in Paragraph (1), then, and subject to the conditions in (3) below also being satisfied, an application may be made to remove the holding "H" symbol from the lands zoned H-RA5-44.</p> <p>(3) Confirmation that requirements for municipal servicing (i.e. water and sanitary) have been met to the satisfaction of the Region of Peel.</p>			

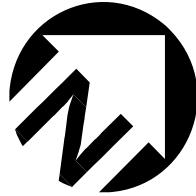
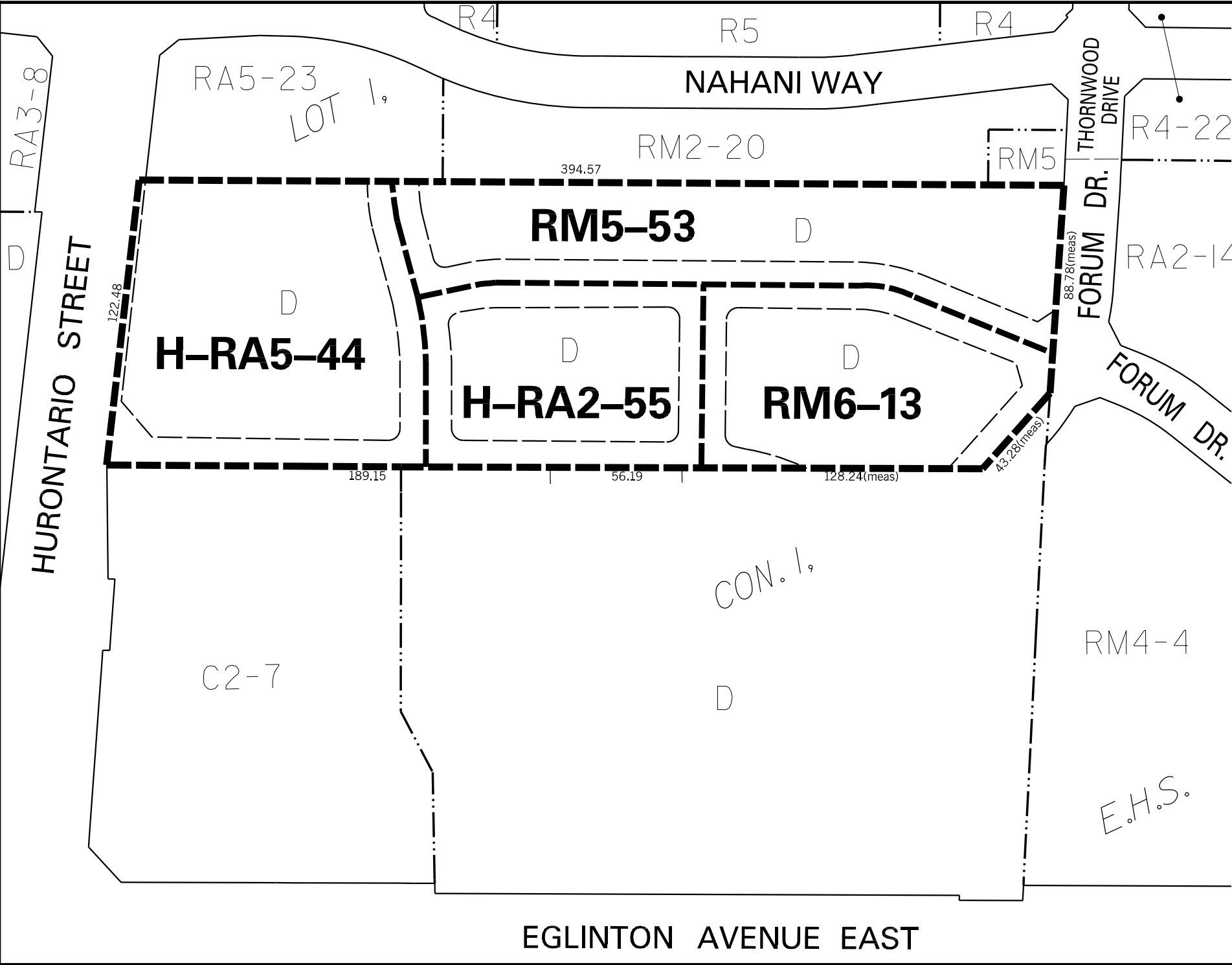
5. Map Number 36W of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "D" to "RM5-53", "RM6-13", "H-RA2-55" and "H-RA5-44", the zoning of Part of Lot 1, Concession 1, East of Hurontario Street, in the City of Mississauga, PROVIDED HOWEVER THAT the "RM5-53", "RM6-13", "H-RA2-55" and "H-RA5-44" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the "RM5-53", "RM6-13", "H-RA2-55" and "H-RA5-44" zoning indicated thereon.

6. This By-law shall not come into force until Mississauga Plan (Official Plan) Amendment Number _____ is in full force and effect.

ENACTED and PASSED this _____ day of _____ 2012.

MAYOR

CLERK



This is not a Plan of Survey. Boundary information has been derived from Plan 43R-29123, Plan 43R-16243 and available office records.

CITY OF MISSISSAUGA

DRAFT

THIS IS SCHEDULE "A" TO

BY-LAW _____

PASSED BY COUNCIL ON

APPENDIX "A" TO BY-LAW NUMBER _____

Explanation of the Purpose and Effect of the By-law

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "D" (Development) to "RM5-53" (Street Townhouse Dwellings), "RM6-13" (Townhouse Dwellings on a CEC-Private Road), "H-RA2-55" (Apartment Dwellings) and "H-RA5-44" (Apartment Dwellings).

"RM5-53" (Street Townhouse Dwellings) permits on-street townhouse dwellings.

"RM6-13" (Townhouse Dwellings on a CEC-Private Road) permits townhouse dwellings on a common element condominium private road.

Upon removal of the "H" provision, "H-RA2-55" (Apartment Dwellings) will permit a mid-rise apartment building.

Upon removal of the "H" provision, "H-RA5-44" (Apartment Dwellings) will permit apartment dwellings, in conjunction with retail commercial and office uses on the lower floors.

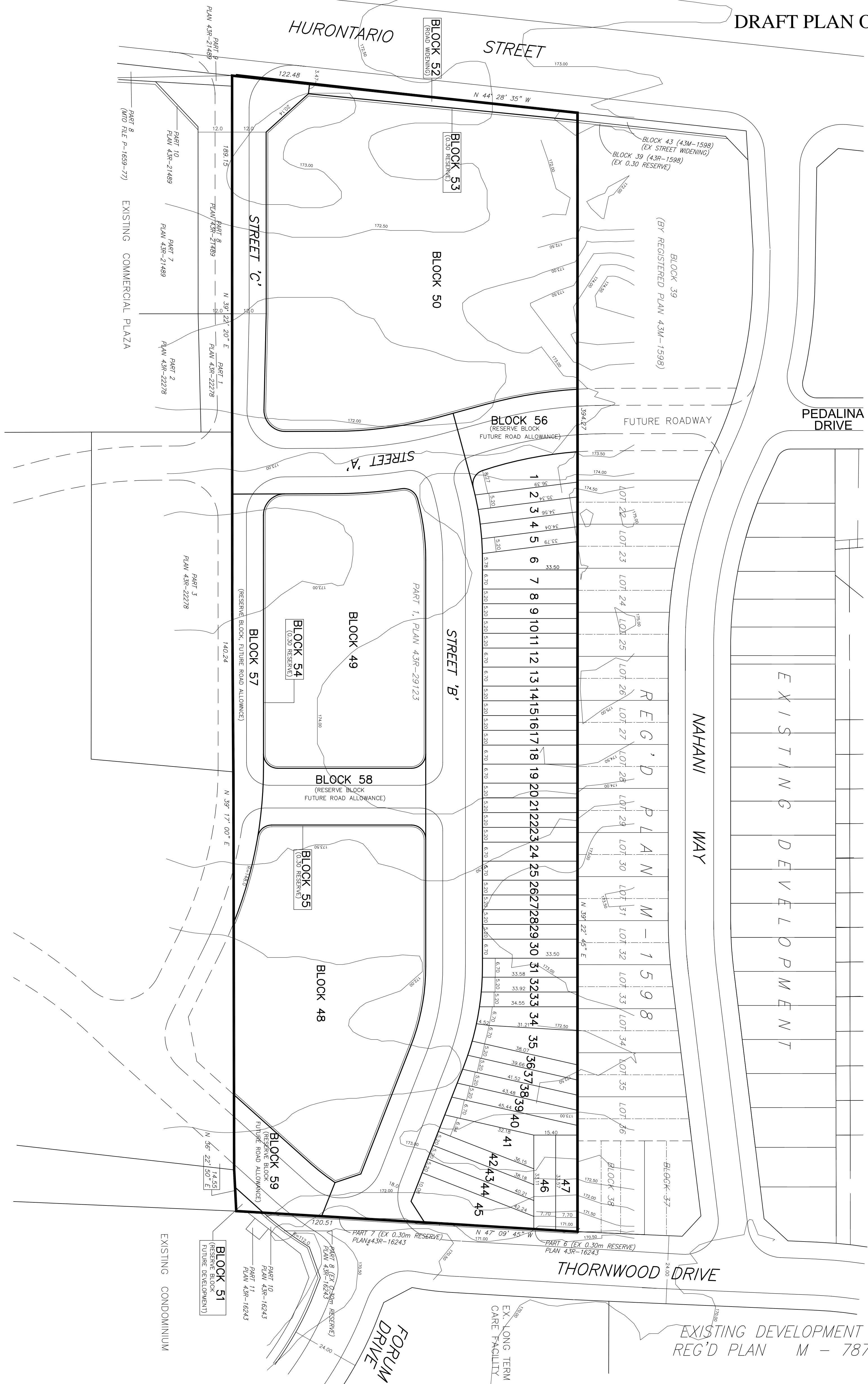
Location of Lands Affected

East side of Hurontario Street, north of Eglinton Avenue East, in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from Rob Hughes of the City Planning and Building Department at 905-615-3200 ext. 5499.

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HURONTARIO STREET





APPENDIX S-10

**SCHEDULE A
CONDITIONS OF APPROVAL**

FILE: **T-M09004 W5**

SUBJECT: **Draft Plan of Subdivision
5081 Hurontario Street
Part of Lot 1, Concession 1
East side of Hurontario Street, north of Eglinton
Avenue East
City of Mississauga
Summit Eglinton Inc.**

Approval of a draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, will be valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

NOTE: City is "The Corporation of the City of Mississauga"
Region is "The Regional Municipality of Peel"

The City has not required either the dedication of land for park or other public recreational purposes, or a payment of money in lieu of such conveyance as a condition of subdivision draft approval authorized by Section 51.1 of the *Planning Act*, R.S.O. 1990, c.P.13 as amended. The City will require payment of cash-in-lieu for park or other public recreational purposes as a condition of development for each lot and block, prior to the issuance of building permits pursuant to Section 42(6) of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and in accordance with the City's policies and by-laws.

- 1.0 Approval of the draft plan applies to the plan dated March 30, 2010, (revised on ____ to reflect staff recommendation of 6.0 m townhouse dwellings on north side of Street B).
- 2.0 That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City and the Region.
- 3.0 That the applicant/owner shall enter into Servicing, Development and any other necessary agreements, satisfactory to the City, Region or any other appropriate authority, prior to ANY development within the plan. These agreements may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widenings, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues, such as cash contributions, levies (development charges), land dedications or reserves, securities, or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals and conservation. THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED

IN COMMENTS IN RESPONSE TO THE CIRCULATION OF THE PLAN FROM AUTHORITIES, AGENCIES, AND DEPARTMENTS OF THE CITY AND REGION WHICH HAVE BEEN FORWARDED TO THE APPLICANT OR HIS CONSULTANTS, AND WHICH COMMENTS FORM PART OF THESE CONDITIONS.

- 4.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.
- 5.0 The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widenings, 0.3 m (1 ft.) reserves, walkways, sight triangles, buffer blocks and utility or drainage easements to the satisfaction of the City, Region or other authority.
- 6.0 The applicant/owner shall provide all outstanding reports, plans or studies required by agency and departmental comments.
- 7.0 That a Zoning By-law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.
- 8.0 That in accordance with CPD Resolution 0121-91, that a minimum of three car spaces per dwelling, including those in a garage be required and a minimum of 0.25 visitor parking space per dwelling be required on the street for the subject development.
- 9.0 The proposed streets shall be named to the satisfaction of the City and the Region. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.
- 10.0 Prior to final approval, the Engineer is required to submit, to the satisfaction of the Region, all engineering drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".
- 11.0 Prior to final approval or preservicing, the developer will be required to monitor wells, subject to the homeowner's permission, within the zone of influence, and to submit results to the satisfaction of the Region.
- 12.0 Prior to final approval, the City 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.
- 13.0 Prior to final approval, the Dufferin-Peel Catholic District School Board is to be satisfied that the applicant has agreed to include in the Development Agreement, Servicing

Agreement and all offers of purchase and sale the following warning clauses for all residential lots until the permanent school for the area has been completed:

- 13.1 Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.
- 13.2 That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.
- 14.0 That the Development and Servicing Agreements shall contain a clause satisfactory to the Dufferin-Peel Catholic District School Board that the developer will erect and maintain signs at all major entrances to the proposed development which shall read: "Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available." These signs shall be to the School Board's specifications and at locations determined by the Board and erected prior to registration.
- 15.0 Prior to final approval, the Peel District School Board is to be satisfied that the following provision is contained in the Development Agreement, Servicing Agreement and all offers of purchase and sale for a period of five years after registration of the plan:
 - 15.1 Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation Department of the Peel District School Board to determine the exact schools.
- 16.0 That the Development and Servicing Agreements shall contain a clause satisfactory to the Peel District School Board that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Board's Transportation Policies. These signs shall be to the School Board's specifications and at locations determined by the Board.
- 17.0 That the owner/applicant agree to provide a temporary location at which Canada Post Corporation may locate community mailboxes during construction, until curbing and sidewalks are in place at the prescribed permanent mailbox locations.

- 18.0 Prior to final approval, confirmation be received from Canada Post Corporation that the applicant has made satisfactory arrangements for the installation of any central mail facilities required in this development.
- 19.0 Prior to preservicing and/or execution of the Servicing Agreement, the developer shall name to the satisfaction of the City Transportation and Works Department the telecommunications provider.
- 20.0 Prior to execution of the Servicing Agreement, the developer must submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.
- 21.0 That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.

Summit Eglinton Inc.

Revised School Board Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																								
<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>133</td><td>Kindergarten to Grade 6</td></tr> <tr> <td>66</td><td>Grade 7 to Grade 8</td></tr> <tr> <td>131</td><td>Grade 9 to Grade 12/OAC</td></tr> </table> School Accommodation: <p>Nahani Way Public School</p> <table> <tr> <td>Enrolment:</td><td>604</td></tr> <tr> <td>Capacity:</td><td>646</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Bristol Road Senior Public School</p> <table> <tr> <td>Enrolment:</td><td>578</td></tr> <tr> <td>Capacity:</td><td>629</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Applewood Heights High School</p> <table> <tr> <td>Enrolment:</td><td>989</td></tr> <tr> <td>Capacity:</td><td>1,284</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> 	133	Kindergarten to Grade 6	66	Grade 7 to Grade 8	131	Grade 9 to Grade 12/OAC	Enrolment:	604	Capacity:	646	Portables:	0	Enrolment:	578	Capacity:	629	Portables:	0	Enrolment:	989	Capacity:	1,284	Portables:	0	<ul style="list-style-type: none"> Student Yield: <table> <tr> <td>31</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>14</td><td>Grade 9 to Grade 12/OAC</td></tr> </table> School Accommodation: <p>St. Jude Elementary School</p> <table> <tr> <td>Enrolment:</td><td>360</td></tr> <tr> <td>Capacity:</td><td>334</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>St. Francis Xavier High School</p> <table> <tr> <td>Enrolment:</td><td>2,200</td></tr> <tr> <td>Capacity:</td><td>1,500</td></tr> <tr> <td>Portables:</td><td>16</td></tr> </table> 	31	Junior Kindergarten to Grade 8	14	Grade 9 to Grade 12/OAC	Enrolment:	360	Capacity:	334	Portables:	0	Enrolment:	2,200	Capacity:	1,500	Portables:	16
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Summit Eglinton Inc.

**Files: OZ 09/011 W5
T-M09004 W5**

Community Comment and Concerns Response

The following is a summary of responses to comments and concerns received at the Community Meeting, Planning and Development Committee Meeting, and from letters received from Sheppard Brown Rosenthal (representing the Nicholas and Maria Danielak, landowners to the south) and Bratty and Partners (representing Alfonso Gallucci General Construction Limited, landowners to the north Nahani Way and Hurontario Street).

Comment

The development will result in additional traffic, which will further congest surrounding streets and intersections that are already over capacity, in particular at Hurontario Street and Eglinton Avenue.

Response

A traffic study in support of the applications was filed and reviewed by Transportation & Works staff. The conclusion of their review was that the traffic anticipated from the development can be accommodated within the existing and future road network. For additional information, see Transportation & Works comments in Appendix S-6.

Comment

Concern regarding visitor parking from the various buildings infiltrating onto nearby public roads and surrounding commercial developments, in particular given reductions in standards have been proposed.

Response

A parking study was provided that justifies the reduced parking numbers, identified in the attached draft by-law (Appendix S-8). These numbers are reflective of the urban environment proposed, and the level of transit service in the vicinity. It is not anticipated that parking will encroach onto adjacent neighbourhood streets, or to surrounding commercial lands.

Files: OZ 09/011 W5
T-M09004 W5

Summit Eglinton Inc.

Comment

Impact of building shadows on surrounding properties, in particular the proposed three storey townhouse dwellings on Block 2.

Response

The applicant had provided sun shadow studies in accordance with the previous City standards. These requirements do not necessitate the evaluation of buildings less than four storeys in height. None the less, the document did take into account the proposed three storey townhouses into consideration in its review. This document indicates there will be limited to no impact on the adjacent existing development. The City has requested that, in advance of the implementing zoning moving forward, a revised study reflecting the latest redistribution of building heights be filed in accordance with the revised standards for shadow studies approved by Council in December 2011.

Comment

Timing of construction and impacts on the surrounding neighbourhood.

Response

The applicant has advised that the first phase of the development will be the townhouse component of the development, which will include the east-west road from Hurontario Street to Thornwood Drive. Timing will be affected by the ability of the applicant to address draft plan of subdivision, site plan and building permit requirements, in addition to their own sales program. Phasing for the development will be addressed through a Development Agreement (see applicable section within report for details). Construction traffic will not be through existing residential streets, where possible.

Comment

There was concern for the number of vehicular accidents occurring in and around the intersection of Nahani Way and Hurontario Street.

Files: OZ 09/011 W5
T-M09004 W5

Summit Eglinton Inc.

Response

Transportation & Works staff have concluded that the approval of the subject application will have no bearing on accident rates at this location.

Comment

Objection to the creation of a road right-of-way directly abutting the high density lands at the immediate corner of Hurontario Street and Nahanni Way.

Response

The proposal for this road connection will contribute to an improved road fabric for the area, allowing for traffic to be appropriately dispersed throughout the neighbourhood. It is not intended that the road will be constructed until development occurs to the north. If it is determined that the lands are ultimately not needed for road purposes, the lands may be appropriate for future development compatible with surrounding uses.

Comment

Unacceptable road network portrayed on submitted concept plan for lands to the south of the subject property.

Response

There are certain fixed road points that the concept plan needs to incorporate, including the extension of Thornwood Drive and its connection with Eglinton Avenue East opposite Sorrento Drive. This Major Collector road extension is identified in the Official Plan. Other routes shown provide for a permeable network of roads for the area, in conjunction with the Summit Eglinton proposal. Any road pattern would be reviewed through the submission of site specific development applications, and associated traffic study documents, for the lands.