

Recommendation Report Detailed Planning Analysis

Owner: Edenshaw Fairview Developments Inc.

1 Fairview Road East

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1. Community Comments

Through the community and public meetings that were held, comments from the public were generally directed toward traffic, height and density. Below is a summary and response to the specific comments that were heard.

Comment

The proposal will result in traffic congestion and safety concerns along Fairview Road East.

Response

In support of the proposed development, a traffic impact study (TIS) was submitted, which analyzed current and projected traffic volumes on the neighbouring street network as a result of the proposed development. The Transportation and Works Department has determined that the traffic volumes on the adjacent road network can be managed and accommodated within the original planned capacity. Further, a road widening is being dedicated to the City along Fairview Road East, as part of the approval of these applications.

Comment

The proposal is too high and too dense.

Response

The original application proposed a 36 storey, 460 dwelling unit apartment building. Through discussions with the applicant, the built form has been revised to reduce the height to 32 storeys and the number of dwelling units to 408. Staff are of the opinion that the proposal maintains the intent of the

official plan policies to provide for a compatible built form while intensifying an underutilized parcel in the Downtown. See Section 7 of this appendix for more detail on this issue.

Comment

The proposal will cause disruption when construction occurs on the project.

It is anticipated that there will be some level of disruption to the area resulting from construction activity occurring on the subject property. A Construction Management Plan may be required prior to building activities onsite. Mud tracking will be managed through the City's Lot Grading and Municipal Services Protection By-law, and construction will also be subject to the City's Noise Control By-law which regulates the period of time when construction equipment can operate in residential areas.

Comment

There is insufficient parking available for the proposed residential uses.

In support of the proposal, a parking supply study was submitted which reviewed the parking supply required for the proposal. Staff reviewed the study and concurred with the parking supply proposed. A review of the parking standards is located in Section 9 of this appendix.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on March 9, 2021. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Comments updated May 3, 2021, state that technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Noise

The evaluation of the noise sources that may have an impact on this development included road and rail traffic. Noise mitigation will be required, including sound barriers for outdoor living areas; the details of which will be confirmed through the site plan and building permit process. Potential noise sources that may be generated by the development, will be mitigated through the detailed design of the building at site plan stage.

Stormwater

The Functional Servicing Report (FSR) and Stormwater Management Report indicate that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving municipal drainage system, on-site stormwater management controls for the post development discharge is required.

The applicant has demonstrated a satisfactory stormwater servicing concept. Re-use of stormwater on site is being pursued to achieve the water balance criteria. Further details related to the groundwater management strategy, stormwater reuse locations, as well as the overall refinement of the stormwater management report can be addressed prior to the lifting of the 'H' Holding Provision.

Traffic

Two traffic impact study (TIS) submissions were provided by LEA Consulting in support of the proposed development. Each submission was reviewed and audited by the City's Transportation and Works Department. Based on the second submission, dated February 2021, the study complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 107 (23 in, 84 out) and 123 (76 in, 47 out) two-way site trips for the weekday AM and PM peak hours respectively, in 2024. The study also considered the site's close proximity to higher order transit future Hurontario LRT (HuLRT).

Even with the additional traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Environmental Compliance

The Phase One Environmental Site Assessment (ESA), (February 11, 2021) and Phase Two ESA (February 11, 2021), both prepared by Grounded Engineers have been received and reviewed. The Phase Two ESA indicates that site does not meet the applicable standards and site remediation is required. Site remediation will be addressed as part of the lifting of the 'H' application.

School Accommodation:

On May 27, 1998, Council adopted Resolution 152-98 which, among other things, requires that a Bill 20 development application include the following as a condition of approval:

Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for the subject development.

In comments, dated February 13, 2020, the Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current

provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.

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

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

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

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

4. Consistency with PPS

Section 1.1.3.3 of the PPS states that “planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment” and Section 1.1.3.4 of the PPS states that “appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety”.

The PPS is implemented through the City's official plan policies. Specifically as it relates to this proposal, Section 5.3.1.3 of Mississauga Official Plan (MOP) (Downtown) states that Downtown is an Intensification Area. Section 5.3.1.9 of MOP states that the Downtown will develop as a major regional centre and is the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses.

Section 9.2.1 of MOP (Intensification Areas) indicates that intensification areas such as Downtown are a major building block of the city pattern and, as such, will be expected to exhibit high standards of urban design that will result in vibrant and memorable urban places. They are intended to create order and a sense of place, with a scale that varies with their intended purpose and role in the urban hierarchy.

In order to achieve the vision for Intensification Areas as vibrant, mixed use areas, serviced by multi-modal

transportation, the physical form, relationship among buildings and spaces and the quality of the built environment will be critical in making these areas successful.

The applications seek to permit a 32 storey apartment building having 408 dwellings and 305.4 m² (3,287 ft²) of ground floor commercial space. The development is located along a future light rail transit line on Hurontario Street (HuLRT) and within 750 m (.46 miles) of the Cooksville GO station. The proposal will contribute to the vibrancy of the Downtown Fairview Character Area through the intensification of an underutilized parcel of land with an active façade on Hurontario Street and an attractive public realm.

5. Conformity with Growth Plan

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

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

The relevant MOP policies in this report conform to the Growth Plan for the Greater Golden Horseshoe. The proposed development conforms to the Growth Plan as it is contributing to the neighbourhood fabric in a built up area, utilizing existing infrastructure.

6. Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System to achieve an urban structure, form and densities which are pedestrian oriented, transit supportive and context appropriate.

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

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan. The proposed development conforms to ROP as it is an appropriate development that efficiently uses land to contribute to the development of the Downtown.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan policies for the Downtown Fairview Character Area Character Area, to permit a 32 storey apartment building. Section 19.5.1 of MOP provides the following criteria for evaluating site specific official plan amendments:

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

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

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

Directing Growth

The subject site is located in the Downtown Fairview Character Area and is currently vacant of buildings and structures. The anticipated population is well within the forecasted growth for the character area.

The subject site is designated **Office**. The **Office** designation permits office and secondary uses. The proposed **Residential High Density** designation permits apartments. The applications propose to redesignate the site to **Residential High Density – Special Site** to permit a 32 storey apartment building with ground floor commercial floor space. The proposal is meeting the objectives of intensification in the Downtown Fairview Character Area of the City. Although staff would like to preserve employment opportunities in the Downtown, there is no objection to the removal of the office designation as the subject property is vacant and does not contain any existing office uses. Further, the office designation is not included in the City's employment lands inventory and is not considered a conversion of employment lands pursuant to the Provincial Policy Statement.

Compatibility with the Neighbourhood

The site is located within the Downtown Fairview Character Area, which is an Intensification Area. A range of uses are permitted in the Downtown including residential and commercial uses. The surrounding lands include high density

residential to the north, a commercial plaza and low rise residential uses to the east, medium density residential to the south and a fire station to the west. The proposed amendment is compatible in built form and scale to surrounding development and is sensitive to the existing and planned context of the surrounding area.

Services and Infrastructure

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

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

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

- Route 19 – Hurontario
- Route 19A - Hurontario-Britannia
- Route 53 - Kennedy
- Route 103 – Hurontario Express

The site is also located along a future light rail transit (HuLRT) line on Hurontario Street, with a future LRT stop on the north side of Hurontario Street approximately 300 m (984 ft.) from the subject lands.

The site is within 750 m (.46 miles) of the Cooksville GO station, which provides two-way peak train service and two-way off-peak bus service.

The area is well served by community facilities such as Stonebrook Park, a future park at the southeast corner of Kariya Drive and Elm Drive West, and the Mississauga Hanson Road YMCA Child Care Centre, all within an 800 m (2,625 ft.) radius of the subject lands. The Cooksville library is located approximately 1.1 km (0.68 mi.) away. The Mississauga Valley Community Centre is also approximately 1.5 km (0.93 mi.) from the site.

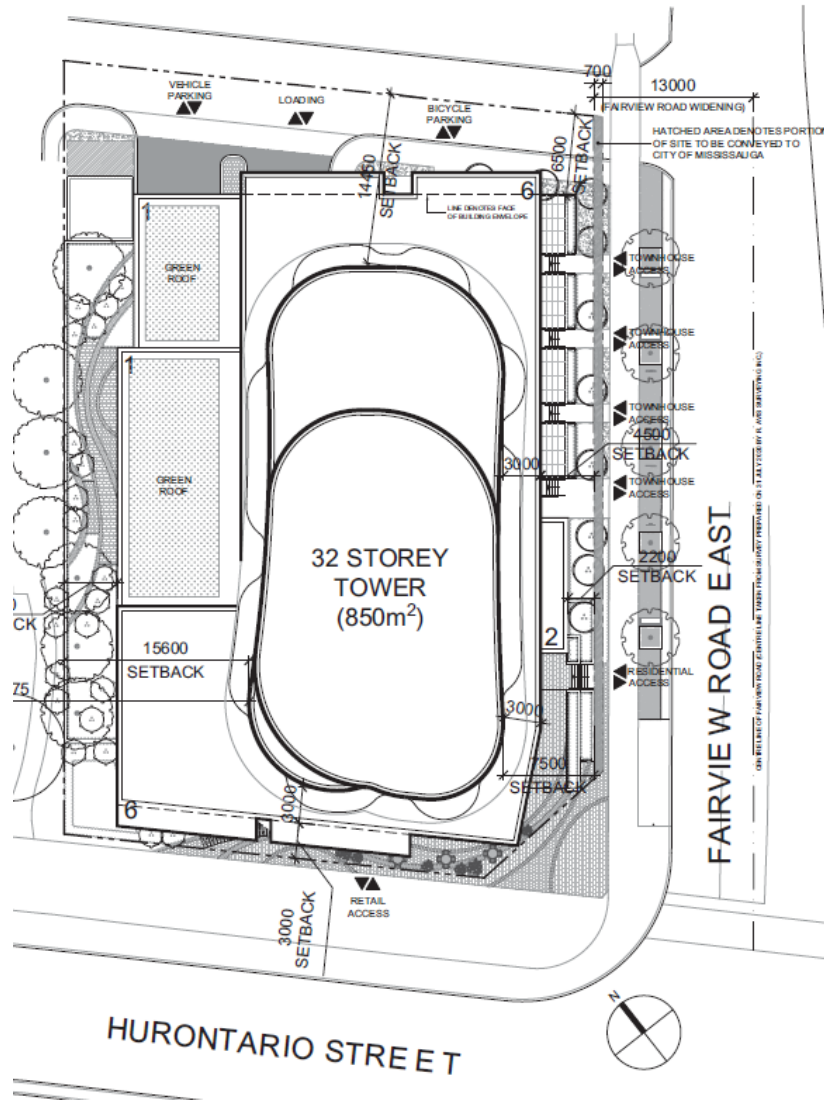
There is a primary on-road bicycling route on Hurontario Street.

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

8. Revised Site Plan and Elevations

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





9. Zoning

The site is currently zoned **O** (Office). A zoning by-law amendment is required to rezone the lands from **O** (Office) to **H-RA5-Exception** (Apartments – Exception) to accommodate the 32 storey apartment building. In addition, a number of commercial uses are proposed within the podium.

The proposal is characteristic of a **RA5** (Apartments) zone. The proposed **H-RA5-Exception** (Apartments - Exception) is appropriate to accommodate the proposed development of the site.

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

Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
Maximum Floor Space Index (FSI)	1.8	9.5
Maximum Height	77.0 m (252.6 ft.) and 25 storeys	103.1 m (338.3 ft.) and 32 storeys
Minimum Front Yard	7.5 m (24.6 ft.) to 10.5 m (34.4 ft.)	3.0 m (9.8 ft.)
Minimum Exterior Side Yard	7.5 m (24.6 ft.) to 10.5 m (34.4 ft.)	2.2 m (7.2 ft.)
Minimum Interior	4.5 m (24.6 ft.) to	4.5 m (14.8 ft.)

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
Side Yard	9.0 m (29.5 ft.)	
Minimum Rear Yard	7.5 m (24.6 ft.) to 15.0 m (49.2 ft.)	5.7 m (18.7 ft.)
Maximum encroachment of a balcony above the first storey into a required yard	1.0 m (3.3 ft.)	2.2 m (7.2 ft.)
Minimum setback from parking structure completely below finished grade to any lot line	3.0 m (9.8 ft.)	0.7 m (2.3 ft.)
Minimum landscaped area	40% of lot area	17% of lot area
Minimum depth of a landscape buffer abutting a lot line that is a street line	4.5 m (14.8 ft.)	0.0 m (0.0 ft.)
Minimum amenity area	5.6 m ² (60.3 ft ²)	4.6 m ² (49. ft ²)
Minimum percentage of total required amenity area to be provided in one contiguous	50%	0%

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
area		
Minimum amenity area to be provided outside at grade	55.0 m ² (592 ft ²)	0.0 m ² (0.0 ft ²)
Minimum number of parking spaces	1.25 resident spaces per one-bedroom unit 1.40 resident space per two-bedroom unit 0.20 visitor spaces per unit	0.9 resident spaces per one-bedroom unit 1.0 resident spaces per two-bedroom unit 0.15 visitor spaces per unit
Affordable housing parking spaces	N/A	50% reduction of required parking based on unit type
Minimum number of bicycle parking	N/A	0.7 space per dwelling unit (long term) 0.08 spaces per dwelling unit (short term) 0.10 space per 100 m ² of gross floor area non-residential (long term) 0.10 space per 100 m ² of gross floor area - non-residential (short term)

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
Shared Parking between non-residential uses and visitor parking spaces	Not permitted to be shared	Required parking for non-residential uses shall be shared with residential visitor spaces. The greater required parking between non-residential uses and visitor parking spaces shall apply.

In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.

10. Bonus Zoning

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

The subject lands are currently zoned **O** (Office) which permits office, a financial institution, a commercial school and veterinary clinic. The **O** zone allows a maximum height of 19 m

(62.3 ft.) and 6 storeys and a maximum floor space index (FSI) of 0.5. The applicant is seeking to permit a 32 storey apartment building with an FSI of 9.5. This proposal meets the minimum threshold for a Section 37 contribution.

Through the bonusing provision, the Councillor has requested that a portion of the monies secured through Section 37 will be dedicated to parkland improvements in Ward 4.

11. "H" Holding Symbol

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

- The execution of a Section 37 (Community Benefits) Agreement to the satisfaction of the City;
- Upgraded streetscape works;
- Execution of a Development Agreement with municipal infrastructure schedules in a form satisfactory to the City of Mississauga, the Region of Peel, or any other appropriate authority;
- Provision of any outstanding or updated technical reports, documents, drawings / plans in support of any required land dedication, easement, municipal works or servicing proposal, to the satisfaction of the City of Mississauga;
- Land dedication to achieve the ultimate 26 metre (85.3 ft.) right-of-way of Fairview Road East as identified in the official plan;
- Traffic signal upgrades including any required securities;
- A remedial action plan and clean-up report;
- Environmental confirmation related to the land dedication;

- Confirmation of satisfactory arrangements with the owner of the property to the east (15 Fairview Road East) for any required improvements to the shared private road and its use.

12. Site Plan

Staff have worked with the applicant throughout the rezoning process to design a built form that responds to the specific Hurontario Street and Fairview Street East context. The building incorporates a number of important design features that mitigates negative impacts on the surrounding uses; acknowledges the importance of the future HuLRT; meets the intensification policies of MOP; creates a pedestrian friendly podium and activates the Hurontario Street frontage with retail uses.

The tower has a slender proportion and its massing is different from the typical bulkier or slab-like buildings found in the area. A slender tower will have less shadow impacts on the surrounding residential uses east and south of the site. The tower has a curved form and incorporates a vertical alignment of balconies, which creates a slender, less visually impactful appearance.

The 5 storey podium provides a human-scaled streetwall along Hurontario Street while allowing for appropriate sun access to the amenity area on the property to the north. The tower is setback from the podium, which breaks up the building's structure, helps mitigate wind impacts and contributes to the

open sky view angle from both Hurontario Street and Fairview Road.

Retail uses are designed to spill out and activate the Hurontario Street streetscape. The main residential entrance is conveniently located at the street intersection to support and encourage transit usage. Residential units are located along Fairview Road East in a townhouse form, to continue the area's residential character east of the site. The units are designed to contribute and activate the streetscape but incorporate individual raised terraces for resident privacy.

Prior to development of the lands, the applicant will be required to obtain site plan approval. The above architectural features proposed by the applicant will be secured through the site plan approval process. A site plan application has not yet been submitted for the proposed development.

13. Green Development Initiatives

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

- Reduced vehicular parking standard;
- Secure bicycle storage;
- Soil cell / Silva cells, supporting the proposed planting of at-grade vegetation on upgraded boulevards.

14. Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

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

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

Based on the above requirement, the applicant has committed to provide 18 affordable housing units within the development, which represents 4.4% of the total unit count or 5% of the number of units proposed over 50. The provision of affordable housing units will be secured by way of a Development Agreement, a portion through a Section 37 agreement, and voluntary statutory declaration. All of the above will be required as part of the holding symbol applied to the land.

In order to encourage applicants to provide affordable housing within their development, staff are supportive of providing a 50% reduction to the parking rate that would be required for the affordable dwelling units.

15. Conclusions

In conclusion, City staff has evaluated the applications to permit a 32 storey apartment building containing 408 dwellings and 305.4 m² (3,2875 ft²) of ground floor commercial space against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The applications are seeking to intensify a vacant parcel within the Downtown Fairview Character Area. The proposal is compatible with adjacent uses and provides for a built form that is transit supportive and supports a mix of housing choices in the City. The proposed building will provide an active façade on Hurontario Street and upgraded boulevards that will contribute to the walkability in the Downtown area.

Staff are of the opinion that the applications are consistent with and conform to Provincial, Regional and City planning instruments. Staff has no objection to the approval of this application, subject to the recommendations provided in the staff report.