

Recommendation Report Detailed Planning Analysis

Owner: Solmar (Edge 3) Corp.

16, 34 and 36 Elm Drive West

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1. Community Comments

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

Comment

The approval will cause traffic congestion along Elm Drive West.

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 has been dedicated to the City along Elm Drive West, as part of the approval of previous applications affecting these lands.

Comment

The proposal is too high and too dense.

Response

The previous rezoning application (OZ 13/022 W7) permitted, three apartment buildings of 35, 40 and 50 storeys with 1283 dwelling units. Since the application was approved, the applicant purchased two additional lots along Hurontario Street on the south side of the subject land. This application is seeking to rezone the two lots to permit a 12 storey apartment building

on the subject land, which will be attached to the 50 storey apartment building permitted on the adjacent property to the north. An additional 92 dwelling units and ground floor commercial uses are proposed within the 12 storey tower. Staff consider this apartment tower to be an appropriate built form along Hurontario Street and compatible with the adjacent uses.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The application was initially circulated to all City departments and commenting agencies on October 13, 2020. A resubmission was received and circulated to all on July 15, 2021. A summary of the comments is contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Comments updated October 6, 2021, state that technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Noise

A Noise and Vibration Feasibility Study prepared by HGC Engineering (Ltd), dated June 15, 2021 was submitted for review. The Noise and Vibration Study evaluates the potential impact both to and from the proposed development and recommends mitigation measures required to meet the Ministry of Environment, Conservation and Parks sound levels. Noise sources that may have an impact on this development include road and future HuLRT traffic. Noise mitigation will be required, including air conditioning in all units and upgraded materials for the building façade, the details of which will be confirmed through the Site Plan and Building Permit processes.

Stormwater

A Storm Management Report and Functional Servicing Report both prepared by Schaeffers Consulting Engineers, and dated June 2021, were submitted in support of the proposed development. The purpose of the reports is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure, and/or on-site stormwater management controls, i.e. infiltration trenches, stormwater re-use for landscape irrigation and/or permeable pavers.

The applicant is proposing a storm sewer connection to Elm Drive West to service the development lands, with an outlet to

the Cooksville Creek, as well as on-site stormwater management controls for the post-development discharge. The applicant will provide further details during the Site Plan process about how the groundwater will be managed on-site.

Traffic

An update to the Transportation Impact Study (TIS) has been requested, and any additional conditions arising from the updated study will be required for inclusion in the development agreement prior to the passing of the Zoning By-law for this development. Any mitigation measures, if required, could be included in the future Site Plan Agreement for the Phase 3 lands.

Environmental Compliance

The Phase One ESA (1906-E138) dated November 4, 2019, prepared by Soil Engineer, indicates that no further investigation is required. The site meets applicable Ministry of Environment, Conservation and Parks standards and is suitable for the intended land use.

Transportation and Works is satisfied that the information reviewed to date is sufficient to proceed with the Recommendation Report to the Planning and Development Committee, and in accordance with City requirements. Additional requirements and clauses related with the development of the lands will be captured in the related Development Agreement prior to By-Law enactment. Any outstanding items required to facilitate the implementation of the

zoning by-law including, but not limited to, municipal infrastructure design and construction, servicing, land dedications, easements and road works will be dealt with through the Site Plan and Building Permit review processes.

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 October 16, 2020, the Dufferin-Peel Catholic District School Board responded that it is satisfied with the current provision of educational facilities for the catchment area and, as such, in accordance with the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to Bill 20, 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

The Public Meeting Report dated December 18, 2020 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

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

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

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

The subject site and proposal represents an opportunity to modestly intensify and increase the range of housing in the area. The proposed development represents an efficient land use pattern that avoids environmental health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

5. Conformity with Growth Plan

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

- The Vision for the Growth Plan now includes the statement

that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.

- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

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.

The proposed development conforms to the Growth Plan as it is completing the development pattern on two remnant parcels of land by incorporating these into an existing high density site along an intensification corridor and utilizing existing municipal infrastructure.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to this application.

6. Region of Peel Official Plan

As summarized in the public meeting report dated December 18, 2020 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The

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

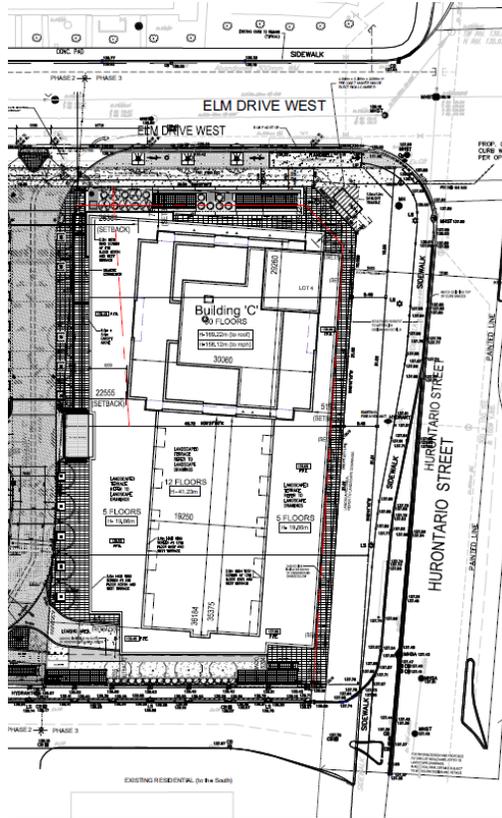
The proposed development conforms to ROP as it is an appropriate development that efficiently uses land to contribute to the development of the Downtown.

7. Mississauga Official Plan (MOP)

The proposal does not require an amendment to the Mississauga Official Plan policies for the Downtown Fairview Character Area. Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP during the review of the subject development application.

8. Revised Site Plan and Rendering

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



9. Zoning

The subject site is currently zoned **RA5-46** (Apartments - Exception) and **D-1** (Development - Exception). A zoning by-law amendment is required from **RA5-46** (Apartments) and **D-1** (Development) to an amended **RA5-46** (Apartments) zone, to permit a 12 storey apartment building on the subject property, which will be attached to a permitted 50 storey apartment building on the northerly half of the lands. An additional 92 dwelling units and ground floor commercial uses are proposed.

The proposal is characteristic of a **RA5** (Apartments) zone. The amended **RA5-46** (Apartments) zone is appropriate to accommodate the proposed development of the site.

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

Proposed Zoning Regulations

Zone Regulations	RA5-46 Zone Regulations	Proposed Amended RA5-46 Zone Regulations
Additional permitted uses	Retail Store Day Care	Retail Store Day Care Financial Institution Service Establishment Office
Maximum number of dwelling units	In Buildable Area 'A' identified on Schedule RA5-46: 350	In Buildable Area 'A' identified on Schedule RA5-46: 350

Zone Regulations	RA5-46 Zone Regulations	Proposed Amended RA5-46 Zone Regulations
	In Building Area 'B' identified on Schedule RA5-46: 411 In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 522	In Building Area 'B' identified on Schedule RA5-46: 411 In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 522 In new Buildable Area 'C3' to be identified on Schedule RA5-46: 92
Maximum total gross floor area – apartment zone	In Buildable Area 'A' identified on Schedule RA5-46: 24 450 m ² (263,177.6 ft ²) In Building Area 'B' identified on Schedule RA5-46: 28 500 m ² (306,771.4 ft ²) In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 36 000 m ² (387,500.8 ft ²)	In Buildable Area 'A' identified on Schedule RA5-46: 24 450 m ² (263,177.6 ft ²) In Building Area 'B' identified on Schedule RA5-46: 28,500 m ² (306,771.4 ft ²) In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 36,000 m ² (387,500.8 ft ²) In new Buildable Area 'C3' to be identified on Schedule RA5-46: 6 500 m ² (69,965.4 ft ²)

Zone Regulations	RA5-46 Zone Regulations	Proposed Amended RA5-46 Zone Regulations
Maximum gross floor area – non-residential	For a retail store : 675 m ² (7,265.6 ft ²)	Regulation removed
Maximum Tower Floor Plate	In Building Area 'C1' on Schedule RA5-46: 750 m ² (8,072.9 ft ²)	In Building Area 'C1' on Schedule RA5-46: 803.9 m ² (8,653.1 ft ²)
Maximum Building Height	In Buildable Area 'A' identified on Schedule RA5-46: 118 m (387.1 ft.) and 35 storeys In Building Area 'B' identified on Schedule RA5-46: 134 m (439.6 ft.) and 40 storeys In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 176.4 m (578.7 ft.) and 50 storeys	In Buildable Area 'A' identified on Schedule RA5-46: 118 m (387.1 ft.) and 35 storeys In Building Area 'B' identified on Schedule RA5-46: 134 m (439.6 ft.) and 40 storeys In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 176.4 m (578.7 ft.) and 50 storeys In new Buildable Area 'C3' to be identified on Schedule RA5-46: 47 m (154.2 ft.) and 12 storeys
Minimum Height of Podium	In Building Area 'C2' on Schedule RA5-46: 9.1 m (29.9 ft.) and 2 storeys	In Building Area 'C2' and new Building Area 'C3' on Schedule RA5-46: 20.0 m (65.6 ft.) and 5 storeys

Zone Regulations	RA5-46 Zone Regulations	Proposed Amended RA5-46 Zone Regulations
Maximum Height of a Podium	In Building Area 'C2' on Schedule RA5-46: 20 m (65.6 ft.) and 5 storeys	In Building Area 'C2' and new Building Area 'C3' on Schedule RA5-46: 20.7 (67.9 ft.) and 5 storeys
Minimum Exterior Side Yard	3.0 m (9.8 ft.)	2.0 m (6.5 ft.)
Minimum rear yard	7.5 m (24.6 ft.)	5.0 m (16.4 ft.)
Maximum landscape area	35% of lot area	33% of lot area
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. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. A site plan application was submitted concurrently with the rezoning application.

This is the third and final phase of a larger development proposal, the first two phases were already approved through a separate rezoning application. During the initial stage of development, staff worked with the applicant to obtain land for a much needed public park at the west end of the property. The remainder of the land is to accommodate three development

parcels, two of which are under construction and this rezoning application represents the final phase of the development.

Staff have worked with the applicant throughout the rezoning process to design a built form that meets the intent of the original zoning and incorporates important design principles but responds to the specific Hurontario Street and Elm Drive West context. These design principles mitigate negative impacts on the surrounding uses; acknowledge the importance of the future HuLRT; meet the intensification policies of MOP; and create a pedestrian friendly podium that activates the Hurontario Street frontage with retail uses.

The tower maintains a slender proportion that lessens shadow impacts on the surrounding residential uses, amenity areas and park spaces. The tower is set back from the five storey podium and this provides a pedestrian friendly streetwall along Hurontario Street and Elm Drive West. The proposal incorporates a seven storey mid-rise building above the podium. The tower element is set back from the podium in order to reduce its visual impact. With the tower and mid-rise building setback, the podium serves to break-up the building's massing, mitigate wind impacts, and contribute to the open sky view-angle from both Hurontario Street and Elm Drive West.

The building's main façades are set back from both the Hurontario Street and Elm Drive West street lines and this will accommodate a continuous glass canopy. The canopy will encourage and support the ground floor retail uses, assist in pedestrian comfort and mitigate wind impacts. The retail uses are designed to spill out and activate the Hurontario Street and

the Elm Drive West streetscapes. The main residential entrance is conveniently located along the Elm Drive West frontage to support and encourage transit usage while not interrupting the continuous retail frontages.

Staff will continue to work with the applicant through the site plan approval process to: ensure a building expression that highlights its prominent location; include a corner podium feature to acknowledge the important intersection; and, ensure a pedestrian friendly Elm Drive West podium elevation and a streetscape design that maximizes pedestrian walkability.

11. 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 approximately 10 affordable housing units within the development, which represents 10% of the total additional unit count. The provision of affordable housing units will be secured by way of a Development Agreement and voluntary statutory declaration. All of the above will be required prior to the passing of the amending zoning by-law.

12. Conclusions

In conclusion, City staff have evaluated the application to permit a 12 storey apartment building on the subject lands, which will be attached to a 50 storey apartment building permitted on the adjacent property to the north, against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The application is 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.