

Detailed Information and Preliminary Planning Analysis

Owner: Edenshaw Fairview Developments Inc.

1 Fairview Road East

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1. Site History

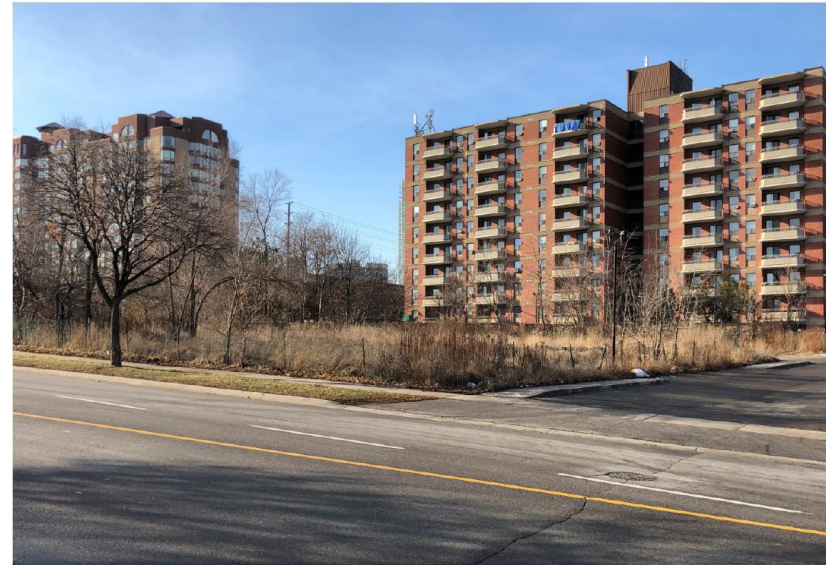
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **O** (Office). **O** permits financial institution, medical office, commercial school and veterinary clinic.
- November 14, 2012 – Mississauga Official Plan came into force. The subject lands are designated Office in the Downtown Fairview Character Area.

2. Site and Neighbourhood Context

Site Information

The property is located within the Downtown Fairview Character Area and along an intensification corridor, at the intersection of Hurontario Street and Fairview Road East. The area contains a mix of residential, commercial and community uses. The site is currently vacant of buildings and structures. The property contains a mix of high branching deciduous and coniferous trees.

The property is within 750 m (0.46 mi.) of the Cooksville GO Station and fronts onto the future Light Rail Transit line along Hurontario Street.



Subject Land – Looking northwesterly along Fairview Road East

Property Size and Use	
Frontages:	
Hurontario Street	35.68 m (117.1 ft.)
Fairview Road East	55.16 m (180.97 ft.)
Depth:	65.27 m (214.14 ft.)
Gross Lot Area:	0.29 ha (0.72 ac.)
Existing Uses:	Vacant

Surrounding Land Uses

North of the subject land is a 10 storey apartment building with a surface parking area and children's play area. To the southeast is a one storey commercial plaza, which contains medical offices, a restaurant and retail uses. To the south is a townhouse development. To the west is a City of Mississauga Fire Station building.

The surrounding land uses are:

North: Apartment buildings
East: Apartment buildings
South: Commercial building and townhomes
West: Fire station



Aerial Photo of 1 Fairview Road East

The Neighbourhood Context

The subject property is located in the Downtown Fairview Character Area. The surrounding area contains a mix of residential and commercial uses located on Hurontario Street. The character area contains a variety of residential building types, including a number of apartment buildings developed in the 1950s, 60s and 70s.

The site is located on the northeast corner of Hurontario Street and Fairview Road East. Hurontario Street is identified as part of an Intensification Corridor in the Mississauga Official Plan that has been approved for higher order transit (HLRT) Construction of the HLRT is to begin in the summer of 2020. The corridor has commercial and retail storefronts fronting Hurontario Street, with a mixture of housing types and tenures also located along the Corridor.

Demographics

Based on the 2016 census, the existing population of the Downtown Fairview Character area is 16,680 with a median age of this area being 39 (compared to the City's median age of 40). 68% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 16% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 19,900 and 20,600 respectively. The average household size is 3 persons with 86% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 2,960 units (45%) owned and 3,655 units (55%) rented with a vacancy rate of approximately 0.9%*. In addition, the number

of jobs within this Character Area is 442. Total employment combined with the population results in a PPJ for Downtown Fairview of 173 persons plus jobs per hectare.

*Please note that vacancy rate data does not come from the census. This information comes from CMHC which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). This specific Character Area is located within the Northeast geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Other Development Applications

The Local Planning Appeals Tribunal has recently approved applications for Official Plan Amendment and Zoning By-law at 3480 Hurontario Street to permit a 36 storey apartment building having 352 dwelling units and 400 m² of ground floor commercial area.

Community and Transportation Services

This application will have minimal impact on existing services in the community.

The area is well served by community facilities such as Stone Brook 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 land. 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.).

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 site is also located along a future Light Rail Transit (LRT) line on Hurontario Street, with a future LRT stop approximately on the north side of Hurontario Street approximately 300 m (984 ft.) from the subject land. The following major Miway bus routes currently service the site running along Hurontario Street:

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

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

3. Project Details

The applications are to permit a 36 storey apartment building consisting of 460 dwelling units and 272.09 m² (2928.75 ft²) of ground floor commercial floor space. The required parking will be accommodated underground. Access to the site will be from a shared access road (with the property to the north) from Fairview Road East.

Development Proposal	
Applications submitted:	Received: January 10, 2020 Deemed complete: February 5, 2020
Developer/ Owner:	Edenshaw Fairview Developments Inc.
Applicant:	Sajecki Planning
Number of units:	460 units
Proposed Gross	29 680 m ² (319,473 ft ²)

Development Proposal		
Floor Area:		
Height:	36 storeys / 115.0 metres (377.3 ft)	
Floor Space Index:	10.23	
Amenity Area:	4.33 m ² (46.6 ft ²) /dwelling unit	
Anticipated Population:	1007* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	575	312
visitor spaces	92	46
Total	667	358

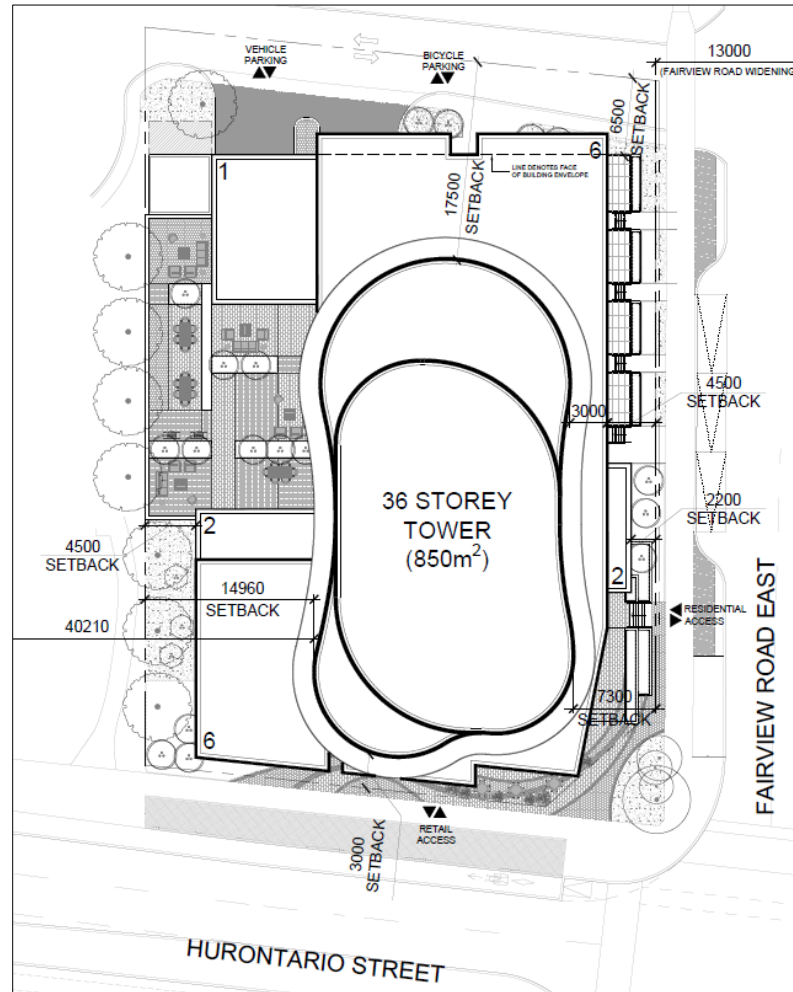
Supporting Studies and Plans

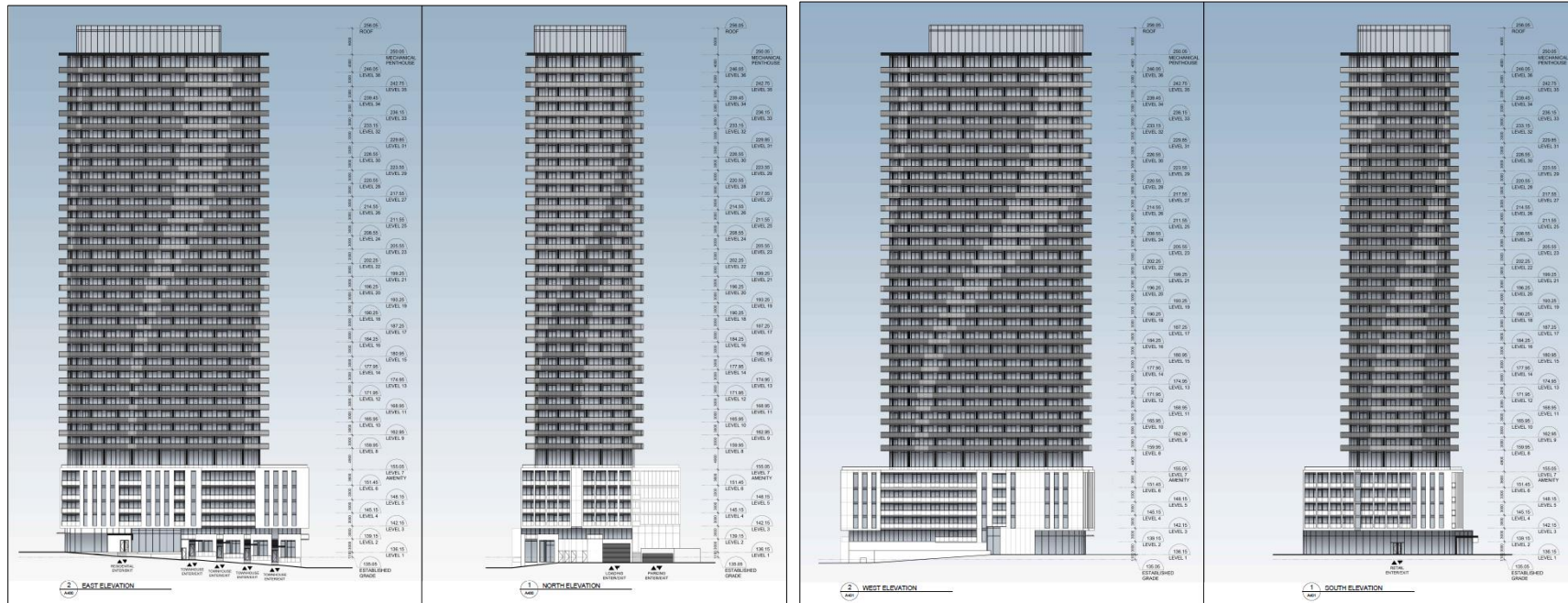
The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Planning Justification Report
- Housing Report
- Concept Plan and Elevations
- Landscape Plan
- Urban Design Brief
- Draft Official Plan and Zoning By-law Amendments
- Traffic Impact Study
- Parking Utilization Study / TDM Strategy
- Sun/Shadow Study
- Pedestrian Wind Study
- Noise and Vibration Feasibility Study
- Functional Servicing Report

- Phase 1 Environmental Site Assessment
- Tree Inventory and Preservation Plan
- Site Servicing and Grading Plans
- Stormwater Management Report
- Trench Location Plans

The application was reviewed by the Urban Design Advisory Panel on January 28, 2020. The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration. Panel's suggestions have been incorporated into staff comments.

**Concept Plan**



Elevations



Applicant's Rendering

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

The site is designated **Office**, which permits office and secondary uses.

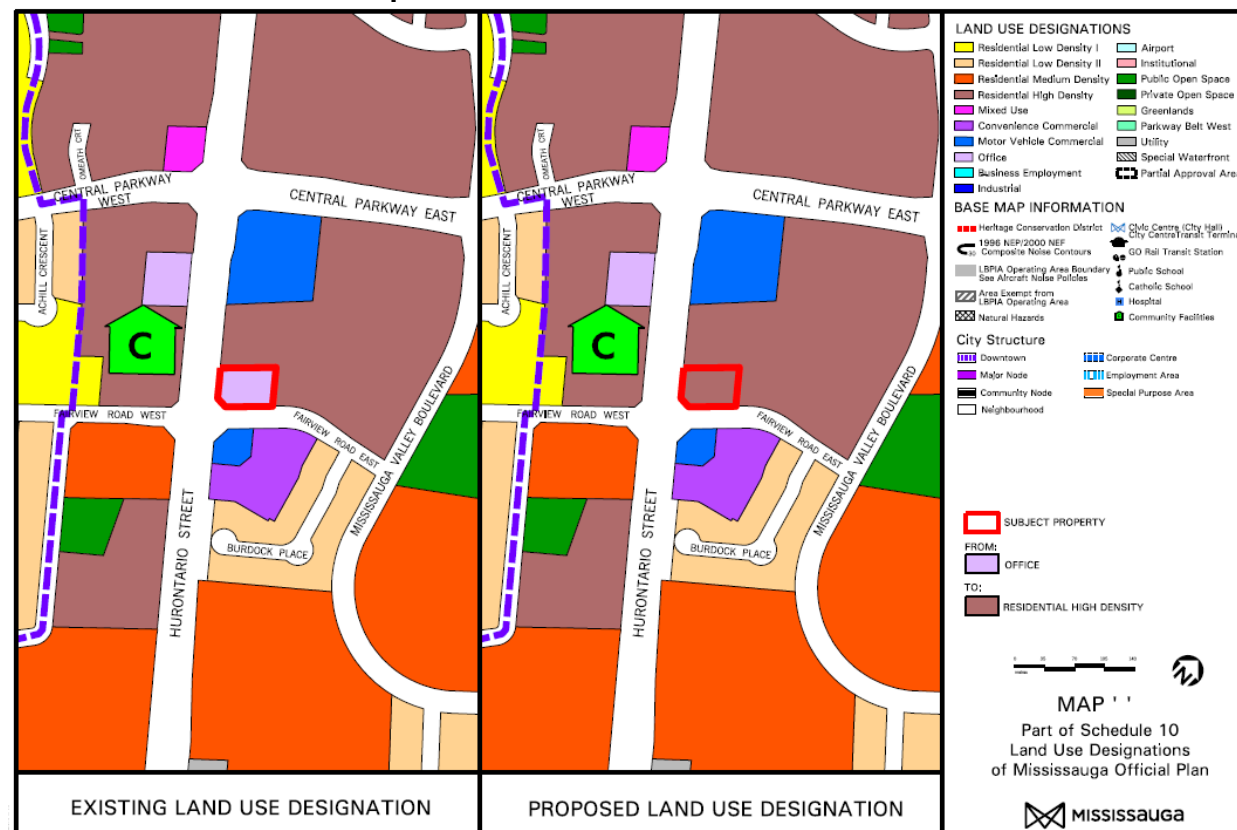
Proposed Designation

Residential High Density – Special Site to permit a maximum height of 36 storeys.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.

Note: Detailed information regarding relevant Official Plan policies are found in Section 5.

Excerpt of Downtown Fairview Character Area



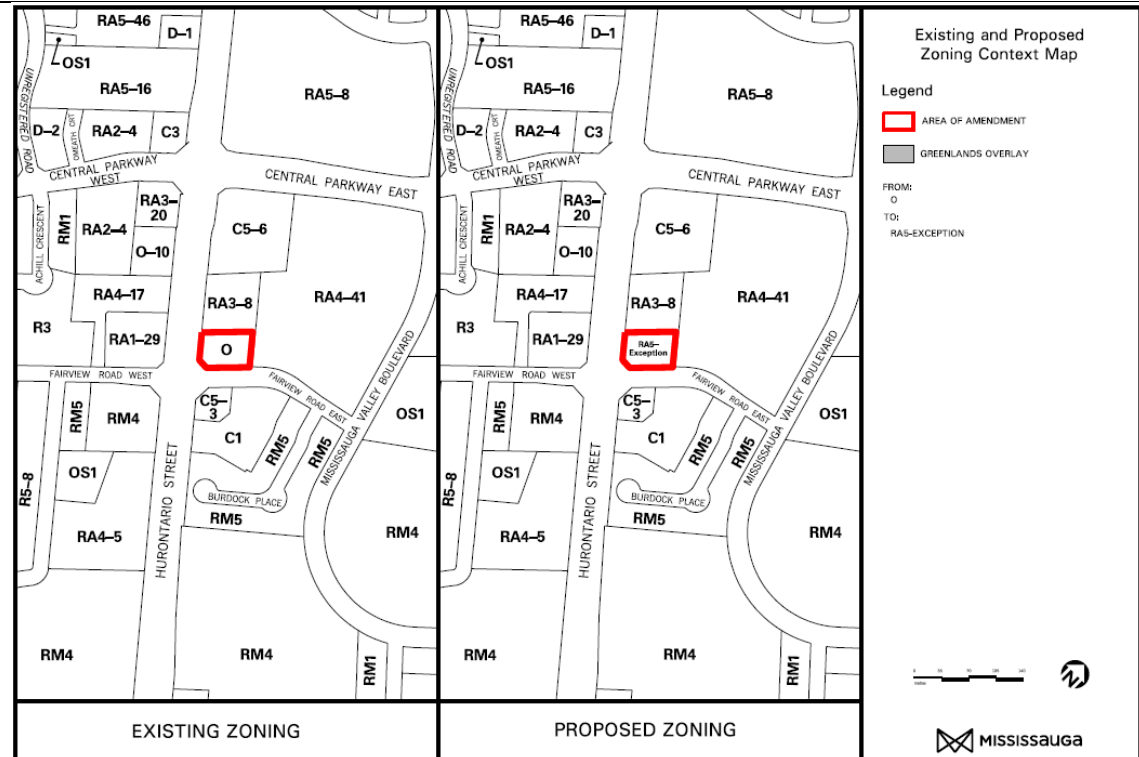
Mississauga Zoning By-law

Existing Zoning

The site is currently zoned **O** (Office), which permits office, financial institution, commercial school and veterinary clinic.

Proposed Zoning

A rezoning is proposed from **O** (Office) to **RA5-Exception** (Apartments), in order to permit a 36 storey and 115.0 m (377.3 ft.) residential condominium apartment building consisting of 460 dwelling units and 272.09 m² (2,928.75 ft²) of ground floor commercial floor space. Through the processing of the applications, staff may recommend a more appropriate zoning to reflect the proposed development in the Recommendation Report



Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
Maximum Floor Space Index (FSI)	2.9	10.23
Maximum Height	77.0 m (252.62 ft.) and 25 storeys	115.0 m (377.3 ft.) and 36 storeys
Minimum Front Yard	7.5 m (24.6 ft.)	1.7 m (5.6 ft.)
Minimum Exterior Side Yard	7.5 m (24.6 ft.)	2.2 m (7.2 ft.)
Minimum Interior Side Yard	6.0 m (19.6 ft.)	4.5 m (14.7 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	6.5 m (21.3 ft.)
Maximum encroachment of a balcony located above the first storey , sunroom, window, chimney , pilaster, cornice, balustrade or roof eaves into a required yard	1.0 m (3.28 ft.)	2.2 m (7.2 ft.)
Maximum encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning, provided that each shall have a maximum width of 6.0 m.	1.0 m (3.28 ft.)	2.2 m (7.2 ft.)
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects.	1.0 m (3.28 ft.)	2.2 m (7.2 ft.)

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations	Amended Zone Regulations
Minimum number of Parking Spaces	1.25 / dwelling unit for one bedroom 1.40 / dwelling unit for two bedroom 0.20 / dwelling unit for residential visitor / commercial use	0.67 / dwelling unit 0.10 / dwelling unit for residential visitor / commercial use	
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)	
Minimum landscaped area	40% of the lot area	25% of the lot area	
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone	4.5 m (14.7 ft.)	0.0 m (0.0 ft.)	
Minimum amenity area	The greater of 5.6 m ² (60.3 ft ²) per dwelling unit or 10% of the site area	4.33 m ² (46.6 ft ²) per dwelling unit	
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.			

5. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary

of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement. (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will be based on densities and a mix of land uses which: efficiently use land, resources, infrastructure, public service facilities and is transit supportive. (PPS 1.1.3.2)</p> <p>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. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)
Region of Peel Official Plan (ROP)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019.

The subject property is located within a Major Transit Station Area (MTSA) as identified in MOP due to its proximity to the future Light Rail Transit stop on Hurontario Street. The Region of Peel and the City are currently developing specific policies that will result in further refinements to the boundaries of MTSA's.

The lands are located within the Downtown Fairview Character Area and are designated **Office**. The **Office** designation permits which permits office and secondary uses.

The applicant is proposing to change the designation to **Residential High Density** to permit a 36 storey residential condominium apartment building. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	Specific Policies	General Intent
Chapter 5 Direct Growth	Section 5.1.4	Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities. (S.5.1.4 and 5.1.6)
	Section 5.1.6	
	Section 5.3.1.3	The Downtown is an Intensification Area. (S.5.3.1.3)
	Section 5.3.1.4	
	Section 5.3.1.6	The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare. (S.5.3.1.4)
	Section 5.3.1.9	
	Section 5.3.1.11	
	Section 5.3.1.13	The Downtown will achieve an average population to employment ratio of 1:1, measured as an average across the entire Downtown. (S.5.3.1.6)
	Section 5.4.2	
	Section 5.4.3	The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses. (S.5.3.1.9)
	Section 5.4.4	
	Section 5.4.8	Development in the Downtown will be in a form and density that achieves a high quality urban
	Section 5.5.7	
	Section 5.5.8	

	Specific Policies	General Intent
		<p>environment. (S. 5.3.1.11)</p> <p>The Downtown will be developed to support and encourage active transportation as a mode of transportation. (S. 5.3.1.13)</p> <p>Where Corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence. (S.5.4.2)</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses orientated towards the Corridor. (S.5.4.3)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. (S.5.4.4)</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building heights or until such time as alternative building heights area determined through planning studies. (S.5.4.8)</p> <p>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these areas will be permitted in all areas. (S.5.5.7)</p> <p>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged. (S.5.5.8)</p>
Chapter 7 Complete Communities	Section 7.1.1 Section 7.1.3 Section 7.1.6 Section 7.2.2	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. (S.7.1.1)</p> <p>In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ul style="list-style-type: none"> a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking; c. encourage environments that foster incidental and recreational activity; and d. encourage land use planning practices conducive to good public health. (S.7.1.3) <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (S.7.1.6)</p>

	Specific Policies	General Intent
		<p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. The development of a range of housing choices in terms of type, tenure and price; b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and, c. The production of housing for those with special needs, such as housing for the elderly and shelters. (S.7.2.2)
Chapter 9 Build A Desirable Urban Form	Section 9.1.2 Section 9.1.5 Section 9.2.1.4 Section 9.2.1.10 Section 9.2.1.17 Section 9.2.1.21 Section 9.2.1.23 Section 9.2.1.24 Section 9.2.1.25 Section 9.2.1.28 Section 9.2.1.29 Section 9.2.1.31 Section 9.2.1.32 Section 9.2.1.37 Section 9.3.5.5 Section 9.3.5.6 Section 9.3.5.7 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.3 Section 9.5.1.9 Section 9.5.1.11 Section 9.5.2.2 Section 9.5.2.5 Section 9.5.3.2	<p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (S.9.1.2)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (S.9.1.5)</p> <p>A high quality, compact urban built form will be encouraged to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of Intensification Areas form surrounding areas. (S.9.2.1.4)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (S.9.2.1.10)</p> <p>Principal streets should have continuous building frontage that provide continuity of built form from one property to the next with minimal gaps between buildings. (S.9.2.1.17)</p> <p>Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. (S.9.2.1.21)</p> <p>Development will face the street and have active facades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections (9.2.1.23, 24 and 25).</p> <p>Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired. (S.9.2.1.28)</p> <p>Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape. (S.9.2.1.29)</p> <p>Development should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk. (S.9.2.1.31 and 32)</p> <p>Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure natural surveillance from public areas. (S.9.2.1.37)</p>

	Specific Policies	General Intent
		<p>Private open space and/or amenity areas will be required for all development. (S.9.3.5.5)</p> <p>Residential developments of a significant size, except freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. (S.9.3.5.6)</p> <p>Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered. (S.9.3.5.7)</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: natural hazards, the size and distribution of building mass and height, front, side and rear yards, the orientation of buildings, structures, and landscapes on a property, views, the local vernacular and architectural character as represented by the rhythm, textures, and building materials, privacy and overlook, and function and use of buildings, structures and landscapes. (S.9.5.1.1 and 2)</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. (S.9.5.1.3)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimate conditions are mitigated. (S.9.5.1.9)</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures that attractiveness of the thoroughfare. (S.9.5.1.11)</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by: a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe; b. fronting walkways and sidewalks with doors and windows and having visible active uses inside; c. avoiding blank walls facing pedestrian areas; and d. providing opportunities for weather protection, including awnings and trees.(S.9.5.2.2)</p> <p>Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by: a. street trees and landscaping, and relocating utilities, if required; b. lighting; weather protection elements; d. screening of parking areas; e. bicycle parking; f. public art; and g. street furniture (S.9.5.2.5)</p> <p>Buildings must clearly address the street with principal doors and fenestrations facing the street in order to: a. ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk; b. provide strong pedestrian connections and landscape treatments that link the building to the street; and c. ensure public safety. (S.9.5.3.2)</p>

	Specific Policies	General Intent
Chapter 10 Foster a Strong Economy	Section 10.2.3	Outside of Employment Areas, secondary office development will be encouraged to locate within Community Nodes and Major Transit Station Areas and Corridors. (S.10.2.3)
Chapter 11 General Land Use Designations	Section 11.2.5 Section 11.2.7	Lands designated Residential High Density will permit an apartment dwelling. (S.11.2.5) Lands designated Office will permit major office, secondary office and accessory uses. (S.11.2.7)
Chapter 12 Downtown	Section 12.1.1.1 Section 12.1.1.4 Section 12.1.1.6 Section 12.1.2.2	Proponents of development applications within the Downtown may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio. (S.12.1.1.1) Lands immediately adjacent to, or within the Downtown, should provide both a transition between the higher density and height of development within the Downtown and lower density and height of development in the surrounding area. (S.12.1.1.4) Within the Downtown, on lands designated Mixed Use, Downtown Core Commercial, Convenience Commercial or Office, ground floor retail or office uses will be provided. (S.12.1.1.6) Notwithstanding the Residential High Density policies of this Plan, the maximum building height for lands designated Residential High Density will not exceed 25 storeys. (S. 12.1.2.2)
Chapter 19 Implementation	Section 19.5.1	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows: <ul style="list-style-type: none"> 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 lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; 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 has been provided by the applicant.

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), *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% (or 46 units in this instance) 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. The applicant has submitted a housing report to indicate how the request for affordable housing is being addressed.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>31 Kindergarten to Grade 6 12 Grade 7 to Grade 8 6 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Thornwood Public School</p> <p>Enrolment: 540 Capacity: 579 Portables: 0</p> <p>The Valleys Public School</p> <p>Enrolment: 474 Capacity: 522 Portables: 0</p> <p>T.L. Kennedy Secondary School</p> <p>Enrolment: 841 Capacity: 1,275 Portables: 0</p>	<p>Student Yield:</p> <p>8 junior kindergarten to Grade 8 7 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Canadian Martyrs Catholic School</p> <p>Enrolment: 472 Capacity: 619 Portables: 0</p> <p>John Cabot Secondary School</p> <p>Enrolment: 693 Capacity: 933 Portables: 0</p>

7. Community Comments

A pre-application community meeting was held by Ward 4 Councillor, John Kovac on December 4, 2019. A total of 8 people attended the meeting.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- Fairview Road East has too much traffic and the proposed development will only make it worse.
- Given the grade change, Fairview Road East is very

slippery in the winter time and more traffic will cause more accidents.

- Concerns that people who own parking spaces in the development may rent them out to people that are not from the area.
- Concerns that the building is too high/dense.
- Concerns that the proposed development may cause additional flooding in the area.

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (April 2, 2020)	A functional servicing report has been reviewed and revisions are required. Front end collection of garbage and recyclable materials will be provided to the residential units.
Dufferin-Peel Catholic District School Board (April 13, 2020) and the Peel District School Board (April 2, 2020)	Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment, and, as such, the school accommodation condition as required by the 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 these development applications.
City Community Services Department – Park Planning Section (February 14, 2020)	The subject site is located within 170m (558 ft.) of Stonebrook Park which contains two unlit public tennis courts, a parking lot and a play site. The park is zoned OS1 (Open Space). The site is also located within 279 m (915 ft.) of Bella Vista Park which contains two basketball courts, multi-pad and a play site. The park is zoned OS1 (Open Space). Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with the City's policies and By-laws.
City Community Services Department – Arborist (March 23, 2020)	The applicant is advised that Tree Removal Permission is required to injure or remove trees on private property depending on the size and number of trees and the location of the property. The applicant is to submit a Tree Removal application for the proposed injury and removal of trees on site. The Tree Removal application will be reviewed in conjunction with the site

Agency / Comment Date	Comments
	<p>plan application.</p> <p>The approval of the Tree Permission application is required prior to the earliest of the Demolition Permit/the Erosion and Sediment Control Permit/Site Plan approval. The Tree Removal application is to be submitted to Urban Forestry, and will be issued when the drawings are approved, securities provided and the protective hoarding installed, inspected and approved by an Urban Forestry representative.</p>
City Economic Development Office (April 6, 2020)	The EDO recommends that office uses be located within the podium of the proposed building.
City Transportation and Works Department (April 1, 2020)	<p>The Transportation and Works Department has received drawings and reports in support of the above noted applications, as follows:</p> <ul style="list-style-type: none"> • Noise and Vibration Study; • Grading, Servicing and Utility Plans; • Transportation Impact Study; • Functional Servicing and Stormwater Management Reports; • Environmental Site Screening Questionnaire and Declaration; and, • Phase 1 ESA. <p>The above aspects will be addressed in detail prior to preparing the Recommendation Report.</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"> • City of Mississauga Community Services – Fire and Emergency Services Division • City of Mississauga Community Services – Heritage • Metrolinx • Canada Post • Rogers Cable • Enbridge Gas <p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • Bell Canada • Trillium Health Partners • Alectra Utilities

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of the Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks and building configuration?
- Are the sun shadow study impacts acceptable?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic impacts?
- Does the proposal help to achieve an average population to employment ratio of 1:1 in the Downtown?
- Is the provision of affordable housing being appropriately addressed?

Development Requirements

There are engineering matters including: grading, environmental, engineering, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

9. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will

report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

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