

## **Detailed Information and Preliminary Planning Analysis**

**Owner: Solmar (Edge 3) Corp.**

**16, 34 and 36 Elm Drive West**

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## 1. Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **D-1** (Development). **D-1** permits legally existing uses within existing buildings on the land.
- November 12, 2012 – Mississauga Official Plan came into force. The subject lands were designated **Residential High Density** in the Downtown Fairview Character Area.
- January 9, 2017 – Mississauga Official Plan Amendment No. 33 came into force. The subject lands were designated **Residential High Density – Special Site 1** in the Downtown Fairview Character Area.
- January 11, 2017 – Zoning By-law 0155-2016 came into force. The majority of the subject lands were zoned **RA5-46** (Apartments), which permits an apartment, long-term care building, retirement building, day care and retail stores. Maximum building heights of 35, 40 and 50 storeys are permitted.

## 2. Site and Neighbourhood Context

### Site Information

The property is located within the Downtown Fairview Character Area and within the Urban Growth Centre of the City, on the southwest corner of Elm Drive West and Hurontario Street. The built form in this area is predominantly

apartment buildings with a mix of commercial uses along Hurontario Street. The site is currently occupied by a one storey sales centre building and two apartment buildings (35 and 40 storeys) that are under construction.



Image of existing conditions facing south

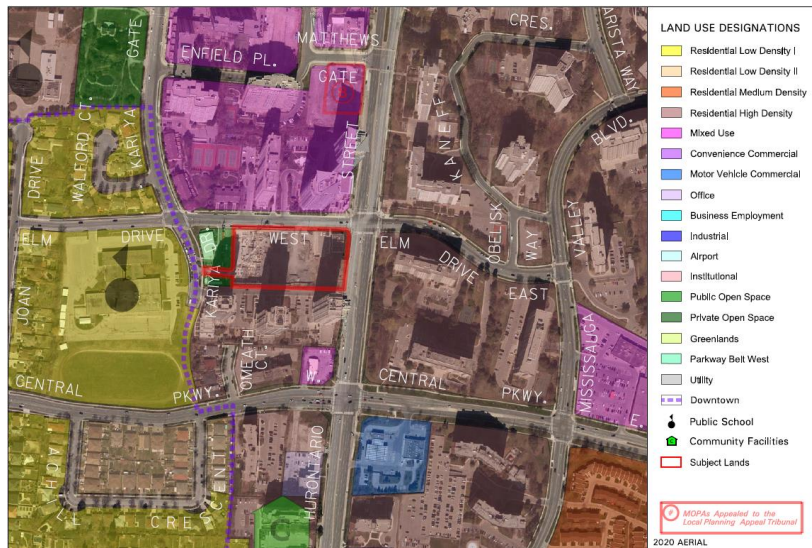
Property Size and Use	
Frontages:	38.0 m (124.7 ft.)
Depth:	84.0 m (275.6 ft.)
Gross Lot Area:	0.4 ha (0.9 ac.)
Existing Uses:	One storey sales centre building and two apartment buildings (under construction).

## Surrounding Land Uses

North of the subject lands is a 31 storey apartment building. To the east are two apartment buildings that are 19 and 24 storeys in height. To the south are three apartments ranging in height from 31 to 33 storeys. To the west is an elementary school that is under construction.

The surrounding land uses are:

North: Apartment building  
East: Apartment buildings  
South: Apartment buildings  
West: Elementary school



Aerial Photo of 16, 34 and 36 Elm Drive West

## The Neighbourhood Context

The subject lands are located in the Downtown Fairview Character Area. The surrounding area contains a number of 19 to 33 storey apartment buildings with a mix of ground related commercial uses along Hurontario Street.

## 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 (427 persons plus jobs per acre).

\*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

There are five active planning applications in the vicinity of and on the subject lands, as follows:

- SP 13/219 W7 – 30, 38, 44, 50, 58 and 64 Elm Drive West – 35 storey apartment building with ground floor day care use (under construction)
- SP 19/86 W7 – 34 Elm Drive West – 40 storey apartment building (under construction)
- OZ 20/007 W7 – 3575 Kaneff Crescent – official plan and zoning by-law amendment applications to permit a 29 storey apartment building
- OZ 20/001 W7 – 1 Fairview Road East – official plan and zoning by-law amendment applications to permit a 34 storey apartment building
- HOZ 13/006 W7/SP18-96 W7 – 185 Enfield Place – lifting of 'H' provision and site plan for 36 storey rental apartment building

An official plan and zoning by-law amendment was recently approved to permit a 36 storey apartment building at 3480 Hurontario Street.

### 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 Stonebrook Park, Kariya Park and a future park at the southeast corner of Kariya Drive and Elm Drive West,

Mississauga Valley Park and the Mississauga Valley YMCA Child Care Centre, all within a 0.9 km (0.6 miles) radius of the subject land. The Mississauga Valley Community Centre is also approximately 1.2 km (0.7 miles) from the subject land.

The site is approximately 1.0 km (0.6 miles) from the Cooksville GO station, which provides two-way peak train service and two-way off-peak bus service to downtown Toronto. The site is also located along a future Light Rail Transit (HLRT) line on Hurontario Street, with a future LRT stop approximately 0.5 km (0.3 miles) from the subject land. The following major Miway bus routes service the site:

- Route 2 – Hurontario
- Route 3 – Bloor
- Route 8 - Cawthra
- Route 19 – Hurontario
- Route 19A - Hurontario-Britannia
- Route 103 – Hurontario Express

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

## 3. Project Details

The application is to permit a 12 storey apartment building on the subject land, which will be attached to a permitted 50 storey apartment building on the adjacent property to the north. Both properties are owned by the applicant. 102 additional dwelling units and ground floor commercial uses are proposed.

<b>Development Proposal</b>	
Application submitted:	Received: September 11, 2020 Deemed complete: October 13, 2020
Developer/ Owner:	Solmar (Edge 3) Corp.
Applicant:	SGL Planning and Design Inc.
Number of additional units:	102 units
Proposed additional Gross Floor Area:	8 000 m <sup>2</sup> (86,111.28 ft <sup>2</sup> )
Height:	12 storeys / 42.6 m (139.9 ft.)
Anticipated Population:	245* *Average household sizes for all units (by type) based on the 2016 Census
Green Initiatives:	<ul style="list-style-type: none"> <li>• Stormwater Retention</li> <li>• Bicycle parking</li> <li>• Green roofs</li> </ul>

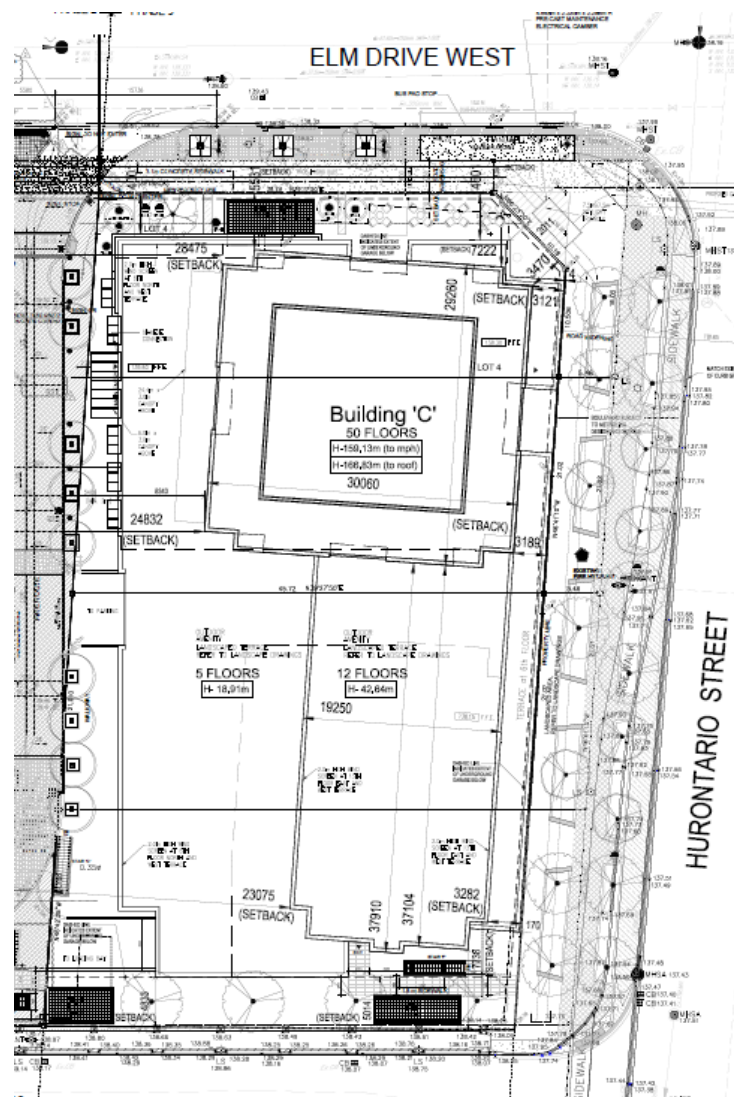
### Supporting Studies and Plans

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>:

- Architectural Plans
- Planning Justification Report

- Arborist Report and Tree Preservation Plan
- Electrical Plans
- Functional Servicing and Grading Plans
- Stormwater Management Report
- Housing Report
- Landscape Plans
- Noise and Vibration Study
- Phase 1 Environmental Site Assessment
- Shadow Study
- Survey
- Traffic Impact Study
- Operations and Safety Assessment
- Transportation Demand Management
- Urban Design Brief
- Wind Study

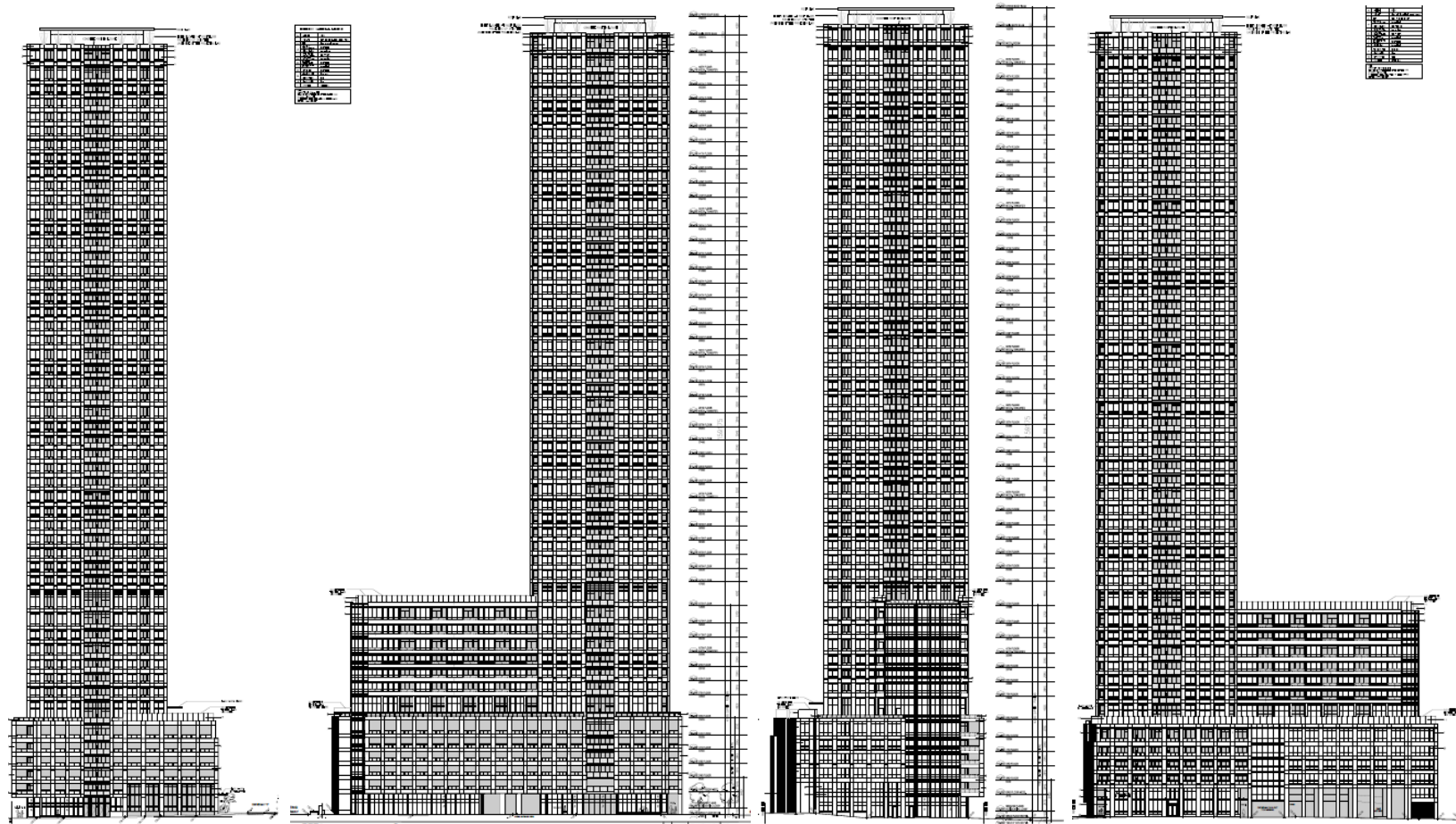
The application was reviewed by the Urban Design Advisory Panel (UDAP) on October 29, 2019 and scheduled to return in early 2021. The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration. Panel's suggestions have been incorporated into staff comments.



Concept Plan





**Elevations**





**Applicant's Rendering**

## 4. Land Use Policies, Regulations & Amendments

### Mississauga Official Plan

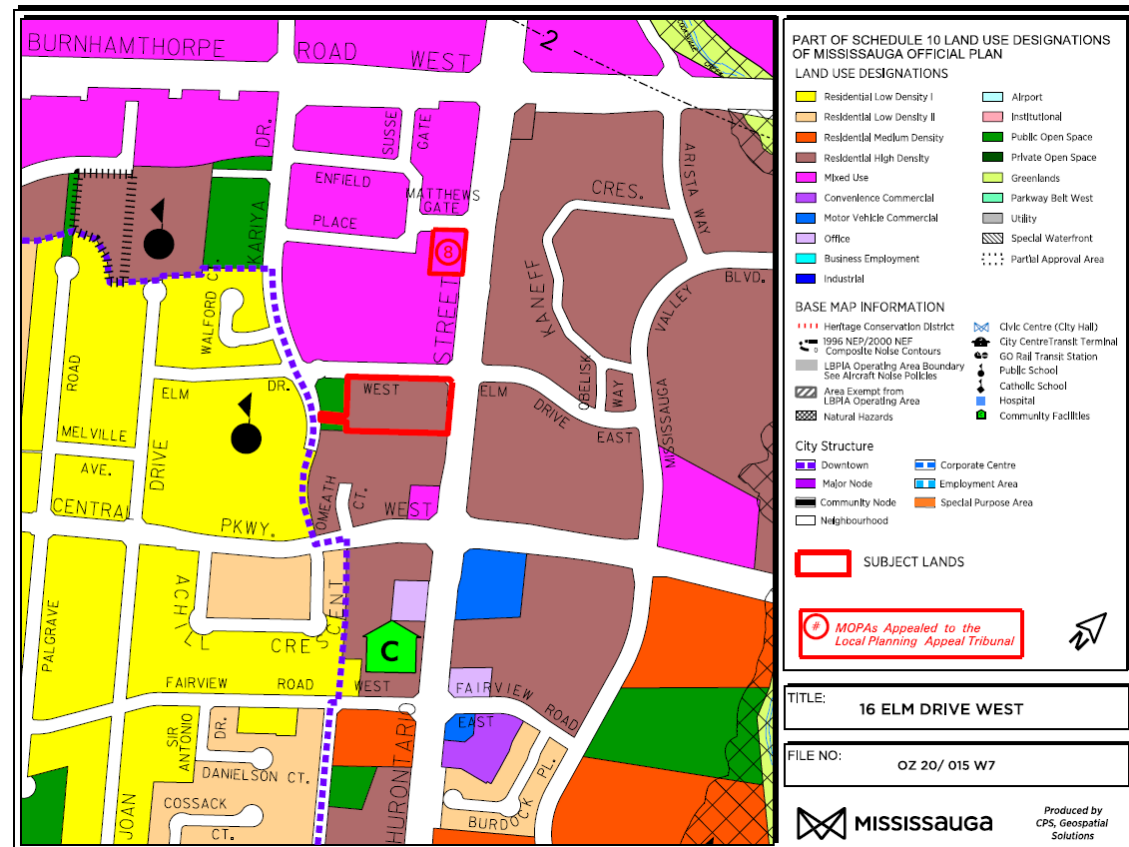
#### Existing Designation

The site is designated **Residential High Density – Special Site 1**, which permits 3 apartment buildings with maximum heights of 35, 40 and 50 storeys and a total FSI of 8.2. Commercial uses are also permitted. Access to the site will only be permitted from Kariya Drive and Elm Drive West.

An official plan amendment application is not required.

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

#### Excerpt of Downtown Fairview Character Area



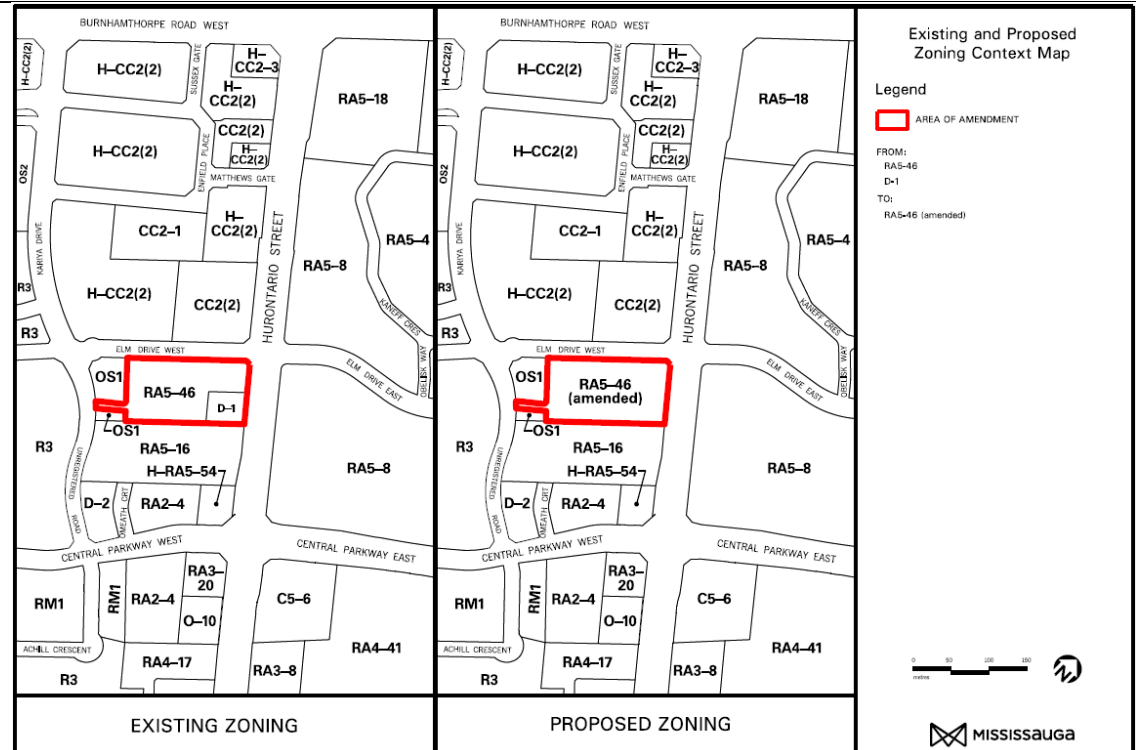
## Mississauga Zoning By-law

**Existing Zoning**

The subject property is currently zoned **RA5-46** (Apartments) and **D-1** (Development). The **RA5-46** zone permits apartment, long-term care building, retirement building, day care and retail stores. Maximum building heights of 35, 40 and 50 storeys are permitted. The **D-1** zone permits legally existing uses within existing buildings on the land.

**Proposed Zoning**

A rezoning is proposed 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. 102 additional dwelling units and ground floor commercial uses are proposed.



**Proposed Zoning Regulations**

<b>Zone Regulations</b>	<b>RA5-46 Zone Regulations</b>	<b>Proposed Amended RA5-46 Zone Regulations</b>
Additional permitted uses	<b>Retail Store</b> <b>Day Care</b>	<b>Retail</b> <b>Day Care</b> <b>Financial Institution</b> <b>Personal Service</b> <b>Establishment</b> <b>Office</b>
Maximum number of <b>dwelling units</b>	In Buildable Area 'A' identified on Schedule RA5-46: 350  In Building Area 'B' identified on Schedule RA5-46: 411  In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 522	In Buildable Area 'A' identified on Schedule RA5-46: 350  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: 102
Maximum total <b>gross floor area – apartment zone</b>	In Buildable Area 'A' identified on Schedule RA5-46: 24 450 m <sup>2</sup> (26,3177.6 ft <sup>2</sup> )  In Building Area 'B' identified on Schedule RA5-46: 28 500 m <sup>2</sup> (306,771.4 ft <sup>2</sup> )	In Buildable Area 'A' identified on Schedule RA5-46: 24 450 m <sup>2</sup> (26,3177.6 ft <sup>2</sup> )  In Building Area 'B' identified on Schedule RA5-46: 28,500 m <sup>2</sup> (306,771.4 ft <sup>2</sup> )

<b>Zone Regulations</b>	<b>RA5-46 Zone Regulations</b>	<b>Proposed Amended RA5-46 Zone Regulations</b>
	In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 36 000 m <sup>2</sup> (387,500.8 ft <sup>2</sup> )	In Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46: 36,000 m <sup>2</sup> (387,500.8 ft <sup>2</sup> )  In new Buildable Area 'C3' to be identified on Schedule RA5-46: 8 000 m <sup>2</sup> (86,111.3 ft <sup>2</sup> )
Maximum <b>gross floor area – non-residential</b>	For a <b>retail store</b> : 675 m <sup>2</sup> (7,265.6 ft <sup>2</sup> )	For a <b>retail store, financial institution, personal service establishment and office</b> : 675 m <sup>2</sup> (7,265.6 ft <sup>2</sup> )
Maximum Tower Floor Plate	In Building Area 'C1' on Schedule RA5-46: 750 m <sup>2</sup> (8,072.9 ft <sup>2</sup> )	In Building Area 'C1' on Schedule RA5-46: 865 m <sup>2</sup> (9,310.8 ft <sup>2</sup> )
Minimum Height of Podium	In Building Area 'C2' on Schedule RA5-46: 9.1 m (29.9 ft.) and <b>2 storeys</b>	In Building Area 'C2' and new Building Area 'C3' on Schedule RA5-46: 20.0 m (65.6 ft.) and <b>5 storeys</b>
Maximum Height of a Podium	In Building Area 'C2' on Schedule RA5-46: 20 m (65.6 ft.) and <b>5 storeys</b>	In Building Area 'C2' and new Building Area 'C3' on Schedule RA5-46: 45 m (147.6 ft.) and <b>12 storeys</b>
Maximum <b>landscape area</b>	35% of <b>lot area</b>	30% of <b>lot area</b>
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the application is further refined.		

## 5. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform to the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect this application have been reviewed and summarized in the table below. Only key policies relevant to the application 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
<b>Provincial Policy Statement (PPS)</b>	<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 achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	<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 to 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 other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<b>Region of Peel Official</b>	The Region of Peel approved MOP on September	The ROP identifies the subject lands as being located within Peel's Urban

Policy Document	Legislative Authority/Applicability	Key Policies
Plan (ROP)	<p>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>	<p>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 to 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 and Amendment No. 1 (2020).

The subject property is located within a Major Transit Station Area (MTSA).

The lands are located within the Downtown Fairview Character Area and are designated **Residential High Density – Special**

**Site 1.** The **Residential High Density – Special Site 1** designation permits 3 apartment buildings with maximum heights of 35, 40 and 50 storeys with a total maximum Floor Space Index (FSI) of 8.2, and commercial uses.

The applicant will need to demonstrate consistency with the intent of MOP and shall have regard 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 this application. 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	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 5.3.1.13	
	Section 5.4.2	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 5.4.3	
	Section 5.4.4	Development in the Downtown will be in a form and density that achieves a high quality urban environment. (S. 5.3.1.11)
	Section 5.4.8	
	Section 5.5.7	The Downtown will be developed to support and encourage active transportation as a mode of
	Section 5.5.8	

	Specific Policies	General Intent
		<p>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>
<b>Chapter 7 Complete Communities</b>	<p>Section 7.1.1</p> <p>Section 7.1.3</p> <p>Section 7.1.6</p> <p>Section 7.2.1</p> <p>Section 7.2.2</p>	<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"> <li>a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;</li> <li>b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;</li> <li>c. encourage environments that foster incidental and recreational activity; and</li> <li>d. encourage land use planning practices conducive to good public health. (S.7.1.3)</li> </ul> <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> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of</p>

	Specific Policies	General Intent
		<p>Mississauga residents. (S.7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> <li>a. The development of a range of housing choices in terms of type, tenure and price:</li> <li>b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and,</li> </ul> <p>The production of housing for those with special needs, such as housing for the elderly and shelters. (S.7.2.2)</p>
<b>Chapter 9 Build A Desirable Urban Form</b>	<p>Section 9.1.2</p> <p>Section 9.1.5</p> <p>Section 9.2.1.4</p> <p>Section 9.2.1.10</p> <p>Section 9.2.1.17</p> <p>Section 9.2.1.21</p> <p>Section 9.2.1.23</p> <p>Section 9.2.1.24</p> <p>Section 9.2.1.25</p> <p>Section 9.2.1.28</p> <p>Section 9.2.1.29</p> <p>Section 9.2.1.31</p> <p>Section 9.2.1.32</p> <p>Section 9.2.1.37</p> <p>Section 9.3.5.5</p> <p>Section 9.3.5.6</p> <p>Section 9.3.5.7</p> <p>Section 9.5.1.1</p> <p>Section 9.5.1.2</p> <p>Section 9.5.1.3</p> <p>Section 9.5.1.9</p> <p>Section 9.5.1.11</p> <p>Section 9.5.2.2</p> <p>Section 9.5.2.5</p> <p>Section 9.5.3.2</p>	<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</p>

	Specific Policies	General Intent
		<p>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> <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</p>

	Specific Policies	General Intent
		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)
<b>Chapter 11 General Land Use Designations</b>	Section 11.2.5	Lands designated Residential High Density will permit an apartment dwelling. (S.11.2.5)
<b>Chapter 12 Downtown</b>	Section 12.1.1.1 Section 12.1.1.4 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)  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)

### 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.

In support of the application, a Housing Report has been submitted. The applicant is proposing to provide 10% (i.e. 10 units) affordable housing units within the 12 storey apartment addition.



**6. School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>69 Kindergarten to Grade 8 9 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Elm Drive Public School</p> <p>Enrolment: 261 Capacity: 412 Portables: 0</p> <p>T.L. Kennedy Secondary School</p> <p>Enrolment: 841 Capacity: 1,275 Portables: 0</p>	<p>Student Yield:</p> <p>10 Kindergarten to Grade 8 9 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Bishop Scalabrini School</p> <p>Enrolment: 323 Capacity: 240 Portables: 12</p> <p>Father Michael Goetz Secondary School</p> <p>Enrolment: 1,202 Capacity: 1,593 Portables: 0</p>



## 7. Community Comments

A virtual community meeting was held by Ward 7 Councillor, Dipika Damerla on November 10, 2020. Ten residents attended the meeting virtually.

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.

- Elm Drive already has too much traffic and the proposed development will make it worse
- The podium seems too high along Hurontario Street
- Will the applicant be providing affordable housing units

## 8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (November 9, 2020)	The Region's 400 mm (15.7 in.) watermain and 375 mm (14.8 in.) sanitary sewer have been installed and commissioned.  A functional servicing report is required to determine the adequacy of the existing services for the proposed development prior to approval.
Dufferin-Peel Catholic District School Board and the Peel District School Board (November 30, 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 (November 18, 2020)	In comments dated November 18, 2020, this Department indicated that the subject site is located 447 m (1,466 ft.) from Kariya Park (P-231) which contains a Japanese Garden, a covered shelter and a bridge. The Park is zoned <b>OS2</b> (Open Space - City Park).  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 Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.
City Transportation and Works Department (November 24, 2020)	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.  Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows: Stormwater  A Functional Servicing Report, prepared by Schaeffers Consulting Engineers, dated August 11, 2020, and a Storm Water Management Report, prepared by Schaeffers Consulting Engineers, dated August 2020, were submitted in support of the

Agency / Comment Date	Comments
	<p>proposed development. The purpose of these 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.</p> <p>The applicant is proposing to construct a new internal storm sewer to service the development lands, with an outlet to the City's infrastructure, as well as on-site stormwater management controls for the post development discharge.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> <li>• demonstrate the feasibility of the proposed storm sewer; and</li> <li>• demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site.</li> </ul> <p>Traffic</p> <p>A Traffic Impact Study (TIS), prepared by Poulos and Chung and dated August 2020, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the traffic impact study and require further clarification on this.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> <li>• an updated Traffic Impact Study addressing all staff comments;</li> <li>• review the driveway access to ensure both Elm Drive West and the internal driveway can operate efficiently;</li> <li>• the Traffic Impact Study does not consider the extension of Kariya Drive and the trip distribution that may impact the development;</li> <li>• further clarification on peak hour analysis and trip distribution methodology;</li> <li>• further clarification regarding the Horizon Year;</li> <li>• the addition of further information and tables to be included in the body of the report;</li> <li>• land dedication towards the ultimate 50 m (164 ft.) right-of-way; and</li> <li>• address any traffic concerns from the Community related to the proposed development.</li> </ul> <p>Environmental Compliance</p> <p>A Phase One Environmental Site Assessment (ESA) (1906-E138) dated November 4, 2019, prepared by Soil Engineers and a Record of Site Conditions (RSC # 226656) have been received.</p> <p>The applicant is required to provide further documentation prior to recommendation report, including:</p> <ul style="list-style-type: none"> <li>• a reliance letter for the ESA reports;</li> </ul>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> <li>• clarification regarding land dedication; and</li> <li>• a Temporary Discharge to Storm Sewer Commitment Letter.</li> </ul> <p>Noise</p> <p>A Noise and Vibration Feasibility Study prepared by HGC Engineering (Ltd), dated July 24, 2020, was submitted for review. The Noise and Vibration Study evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road and future HuLRT traffic. Further information is required to assess the impacts of noise levels from existing and proposed stationary sources on this development.</p> <p>Engineering Plans/Drawings</p> <p>The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards.</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"> <li>- Light Rail Transit Office</li> <li>- City Fire Prevention</li> <li>- Greater Toronto Airport Authority</li> <li>- City Community Services Department – Heritage</li> <li>- City Community Services Department – Arborist</li> <li>- Trillium Health Partners</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Alectra Utilities</li> <li>- Enbridge Gas</li> <li>- Go Transit – Metrolinx</li> <li>- Canada Post</li> <li>- Rogers Cable</li> <li>- Bell Canada</li> </ul>

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 Mississauga Official Plan maintained by this proposal?
- Are the proposed zoning by-law exception standards appropriate?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks and building configuration?
- Does the proposal address concerns relating to traffic?

### **Development Requirements**

Matters including grading, engineering, servicing, stormwater management and streetscape upgrades 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.