



DECLARATION

Section 17 of the Planning Act

Applicant: Sajecki Planning Inc.

Municipality City of Mississauga

Our File: OPA 120

I, Sacha Smith, Deputy Clerk, solemnly declare,

1. That the decision in respect of the above-noted matter was made on June 30, 2021 when By-law Number 0159-2021 was enacted and that notice as required by Section 17 of the Planning Act was given on July 8, 2021.
2. That no appeal to the Local Planning Appeal Tribunal of the decision in respect of the above-noted matter was received under Section 17 of the Planning Act within the time specified for submitting an appeal.

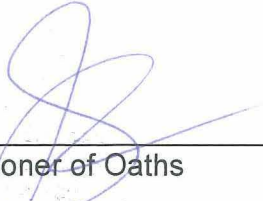
And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

Declared before me

at the City of Mississauga


in the Regional Municipality of Peel

This 29th day of July, 2021.



Commissioner of Oaths

Saima Tufail, a Commissioner, etc.,
Province of Ontario, for the
Corporation of the City of Mississauga,
Expires April 14, 2024.



Declarant
Sacha Smith



**NOTICE OF THE PASSING OF
AN OFFICIAL PLAN AMENDMENT AND A ZONING BY-LAW**

DATE OF NOTICE	July 08, 2021	
OPA NUMBER	OPA 120 (By-law 0159-2021)	
ZONING BY-LAW NUMBER	0160-2021	
DATE PASSED BY COUNCIL	June 30, 2021	
LAST DATE TO FILE APPEAL	July 28, 2021	
FILE NUMBER	OZ 20/001	Ward 4
APPLICANT	Sajecki Planning Inc.	
PROPERTY LOCATION	Northeast corner of Fairview Road East and Hurontario Street, in the City of Mississauga	

TAKE NOTICE that on June 30, 2021 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA 120 and Zoning By-law, under Section 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13, as amended.

THE PURPOSE AND EFFECT of the Official Plan Amendment is to change the land use designation of the subject lands from Office to Residential High Density and to add a Special Site to the Downtown Fairview Character Area.

The purpose of the Zoning By-law is to permit a 32 storey apartment building with a minimum of 305 m² of commercial floor space on the ground floor. This By-law amends the zoning of the property outlined on the attached Schedule "A" from "O1" (Minor Office) to "H-RA5-57" (Apartments - Exception with a Holding Provision). "O1" permits office, financial institution, medical office, commercial school, and veterinary clinic. Upon removal of the "H" provision, the "RA5-57" zone will permit a 32 storey apartment building with accessory uses including restaurant, take-out restaurant, art gallery, museum, retail store, service establishment, financial institution and medical office - restricted with specific regulations for yards, setbacks, amenity area, and parking.

The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 120 is in full force and effect.

The decision of Council is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

IF YOU WISH TO APPEAL to the Ontario Land Tribunal a copy of an appeal form is available from the OLT website at olt.gov.on.ca. An appeal must be filed by mail or courier addressed to the Clerk of the City of Mississauga, Attention: Diana Rusnov, 300 City Centre Drive, Mississauga, Ontario L5B 3C1 no later than **July 28, 2021**.

Only individuals, corporations and public bodies may appeal a by-law to the Ontario Land Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment and/or by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the City of Mississauga Council or, in the opinion of the Ontario Land Tribunal, there are reasonable grounds to add the person or public body as a party.

The Notice of Appeal must:

- 1) set out reasons for the appeal;
- 2) be accompanied by a fee in the amount of \$1,100.00 per application, payable to the Minister of Finance, and
- 3) be accompanied by a fee in the amount of \$300.00, payable to the City of Mississauga.
- 4) Four (4) copies of the appeal package.

MORE INFORMATION: A copy of the Official Plan Amendment and Zoning By-law in their entirety can be found at www.mississauga.ca/portal/cityhall/publicnotices or from **Adam Lucas** of the City of Mississauga, Planning and Building Department at (905) 615-3200 X **5525**.

Sacha Smith, Manager & Deputy Clerk
Legislative Services,
Corporate Services Department
905-615-3200 X 4516

Amendment No. 120

to

Mississauga Official Plan

By-law No. 0159-2021

A by-law to Adopt Mississauga Official Plan Amendment No. 120

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 120, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a change in the land use designation from Office to Residential High Density and to add a Special Site within the Downtown Fairview Character Area.

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

1. The document attached hereto, constituting Amendment No. 120 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 30th day of June, 2021.

Signed

Bonnie Crombie

MAYOR

Signed

W.D. Rubin

CLERK

Amendment No. 120
to
Mississauga Official Plan

The following text and Map "A" attached constitute Amendment No. 120.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated May 21, 2021, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to change the land use designation of the subject lands from Office to Residential High Density and to add a Special Site to the Downtown Fairview Character Area.

LOCATION

The lands affected by this Amendment are located on the northeast corner of Fairview Road East and Hurontario Street. The subject lands are located in the Downtown Fairview Character Area, as identified in Mississauga Official Plan.

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Local Planning Appeal Tribunal.

The subject lands are designated Office. The Office designation permits office and secondary uses.

The proposed Amendment is required to redesignate the subject lands to Residential High Density to permit a 32 storey apartment building with grade-related commercial uses.

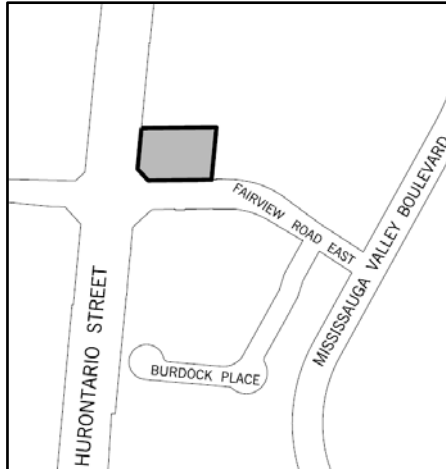
The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal is compatible in built form and scale to the surrounding development within the Downtown Fairview Character Area.
2. The proposal adds to the range of housing types available in the City of Mississauga.
3. The proposed development intensifies an underutilized site along Hurontario Street, which is identified as an Intensification Corridor in Mississauga Official Plan.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 12.3, Downtown Fairview Character Area, of Mississauga Official Plan, is hereby amended by adding Special Site 4 on Map 12-3, Downtown Fairview Character Area, in accordance with the Special Site Policies.
2. Section 12.3.2, Special Site Polices, Downtown Fairview Character Area, of Mississauga Official Plan, is hereby amended by adding the following:

12.3.2.4 Site 4



12.3.2.4.1 The lands identified as Special Site 4 are located at the northeast corner of Fairview Road East and Hurontario Street.

12.3.2.4.2 Notwithstanding the policies of this Plan, an apartment building with a maximum height of 32 storeys will be permitted.

3. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designation of the subject lands from Office to Residential High Density, as shown on Map "A" of this Amendment.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

The lands will be rezoned to implement this Amendment.

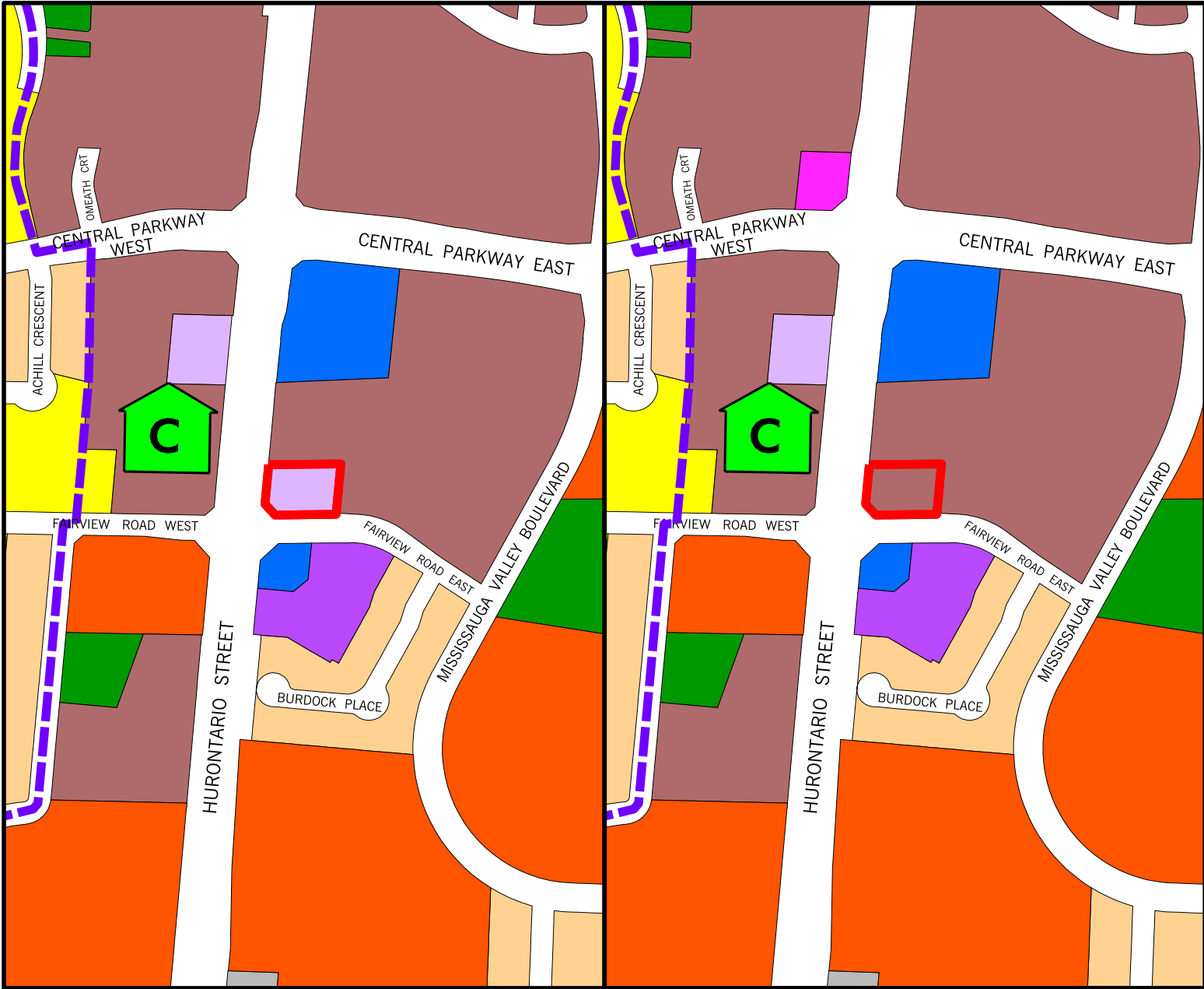
This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan September 3, 2020.

INTERPRETATION

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan.

6/8/2021
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LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Public Open Space
- Utility

BASE MAP INFORMATION

- Heritage Conservation District
- 1996 NEP/2000 NEF Composite Noise Contours
- LBPIA Operating Area Boundary See Aircraft Noise Policies
- Area Exempt from LBPIA Operating Area
- Natural Hazards
- Civic Centre (City Hall)
- City Centre Transit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

City Structure

- Downtown

AREA OF AMENDMENT

FROM:
OFFICE

TO:
RESIDENTIAL HIGH DENSITY



MAP 'A'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan



APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on July 27, 2020 in connection with this proposed Amendment.

Two members of the public made deputations indicating concerns with the proposed development with respect to increased traffic congestion, volume of construction activity in the area, potential flooding issues, reduction to zone standards and purchase price for the dwelling units. These concerns have been addressed in the Planning and Building Department report dated May 21, 2021 attached to this Amendment as Appendix II.

City of Mississauga
Corporate Report



<p>Date: May 21, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: OZ 20/001 W4</p>
	<p>Meeting date: June 14, 2021</p>

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 4)

Official Plan Amendment and Rezoning applications to permit a 32 storey apartment building with ground floor commercial uses

1 Fairview Road East, northeast corner of Fairview Road East and Hurontario Street

Owner: Edenshaw Fairview Developments Inc.

File: OZ 20/001 W4

Recommendation

1. That the applications under File OZ 20/001 W4, Edenshaw Fairview Developments Inc., 1 Fairview Road East, to amend Mississauga Official Plan to **Residential High Density** and to change the zoning to **H-RA5-Exception** to permit a 32 storey apartment building with ground floor commercial uses in conformity with the provisions outlined in Appendix 2; be approved subject to the conditions referenced in the staff report dated May 21, 2021 from the Commissioner of Planning and Building.
2. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.
4. That the "H" holding symbol be removed from the **H-RA5-Exception** (Apartments) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated May 21, 2021, from the Commissioner of Planning and Building have been satisfactorily addressed.

5. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase.

Executive Summary

- The applications are to amend the policies of the official plan and change the zoning by-law to allow a 32 storey apartment building with ground floor commercial uses.
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including reducing building height, increasing the amount of ground floor commercial space, and including the provision of affordable housing.
- Staff are satisfied with the changes to the proposal and find them to be acceptable from a planning standpoint, and recommend that the applications be approved.

Background

A public meeting was held by the Planning and Development Committee on July 27, 2020, at which time an Information Report:

https://www7.mississauga.ca/documents/committees/pdc/2020/2020_07_27_PDC_Agenda.pdf

was received for information.

Recommendation PDC-0025-2020 was then adopted by Council on August 5, 2020.

1. That the report dated July 3, 2020, from the Commissioner of Planning and Building regarding the applications by Edenshaw Fairview Developments Inc., to permit a 36 storey condominium apartment building with ground floor commercial uses, under File OZ 20/001 W4, 1 Fairview Road East, be received for information.

There were some technical matters that needed to be resolved before the Planning and Building Department could make a recommendation on the applications. Given the amount of time since the public meeting, full notification was provided.

Comments

REVISED DEVELOPMENT PROPOSAL

The applicant has made some minor modifications to the proposed concept plan including:

- Decreasing the number of dwelling units from 460 to 408
- Decreasing the height of the building from 36 storeys to 32 storeys
- Increasing the non-residential ground floor area from 272.1 m² (2,928.9 ft²) to 305.4 m² (3,287 ft²)

- Increasing the minimum amenity area from 4.3 m² (46.3 ft²) per dwelling unit to 4.6 m² (49.5 ft²) per dwelling unit.

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on February 20, 2020. A community meeting was held by Ward 4 Councillor John Kovac on December 4, 2019. Approximately 10 people attended the meeting. Three written submissions were received. Supporting studies were posted on the City's website at:

<http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on July 27, 2020. Two members of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to change the designation from **Office** to **Residential High Density** and a special site policy to permit a maximum height of 32 storeys. A zoning by-law amendment is required from **O** (Office) to **H-RA5-Exception** (Apartments).

The evaluation of the proposed official plan amendment and rezoning was analyzed using the following criteria:

- Directing Growth: Is a 32 storey apartment building consistent with the Residential High Density designation in MOP?
- Compatibility with Neighbourhood Character: Is the proposed built form appropriate?
- Services and Infrastructure: Is there adequate infrastructure to support the proposal?

The proposed rezoning to permit a 32 storey apartment building with ground floor commercial uses has been found acceptable, based upon the following:

- The proposal represents intensification of an underutilized parcel of land within the Downtown Fairview Character Area.
- The proposal is compatible with adjacent uses and maintains the goals of the City Structure relating to intensification.
- The existing municipal infrastructure is adequate to support the proposed development

Strategic Plan

The applications are consistent with the Connect pillar of the Strategic Plan by contributing a choice of housing type to residents that support the principle of building complete communities to accommodate growth.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

In summary, the proposed development has been designed to be sensitive to the existing and planned character of the Downtown and provides a built form that is compatible with the adjacent area. The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved.

Attachments

- Appendix 1: Information Report
- Appendix 2: Detailed Planning Analysis



Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Adam Lucas, Development Planner

City of Mississauga Corporate Report



Date: July 3, 2020

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Originator's files:
OZ 20/001 W4

Meeting date:
July 27, 2020

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 4)

Official plan amendment and rezoning applications to permit a 36 storey condominium apartment building with ground floor commercial uses

1 Fairview Road East, northeast corner of Fairview Road East and Hurontario Street

Owner: Edenshaw Fairview Developments Inc.

File: OZ 20/001 W4

Recommendation

That the report dated July 3, 2020, from the Commissioner of Planning and Building regarding the applications by Edenshaw Fairview Developments Inc. to permit a 36 storey condominium apartment building with ground floor commercial uses, under File OZ 20/001 W4, 1 Fairview Road East, be received for information.

Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

PROPOSAL

The official plan amendment and rezoning applications are required to permit a 36 storey residential condominium apartment building having 460 dwelling units and ground floor commercial uses. The applicant is proposing to amend the official plan from **Office** to **Residential High Density - Special Site** and the zoning by-law from **O** (Office) to **RA5-Exception** (Apartments) to implement this development proposal.

During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

Comments

The property is located at the northeast corner of Fairview Road East and Hurontario Street within the Downtown Fairview Character Area. The site is currently vacant.



Aerial image of 1 Fairview Road East



Applicant's rendering of the 36 storey residential condominium apartment building

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 5.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 8.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

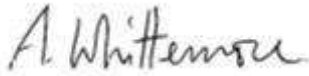
Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional

technical information, review of reduced parking standards, ensuring compatibility of new buildings and community consultation and input.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Adam Lucas, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Edenshaw Fairview Developments Inc.

1 Fairview Road East

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1. Site History

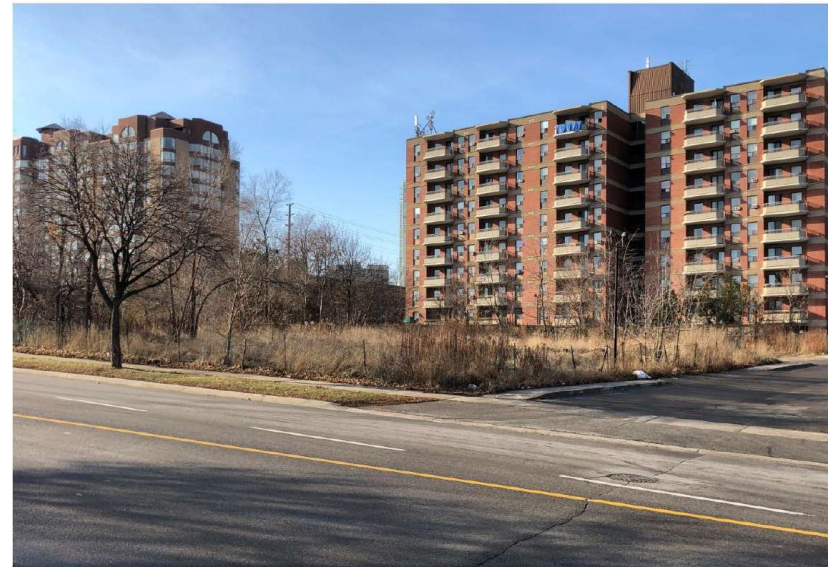
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **O** (Office). **O** permits financial institution, medical office, commercial school and veterinary clinic.
- November 14, 2012 – Mississauga Official Plan came into force. The subject lands are designated Office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

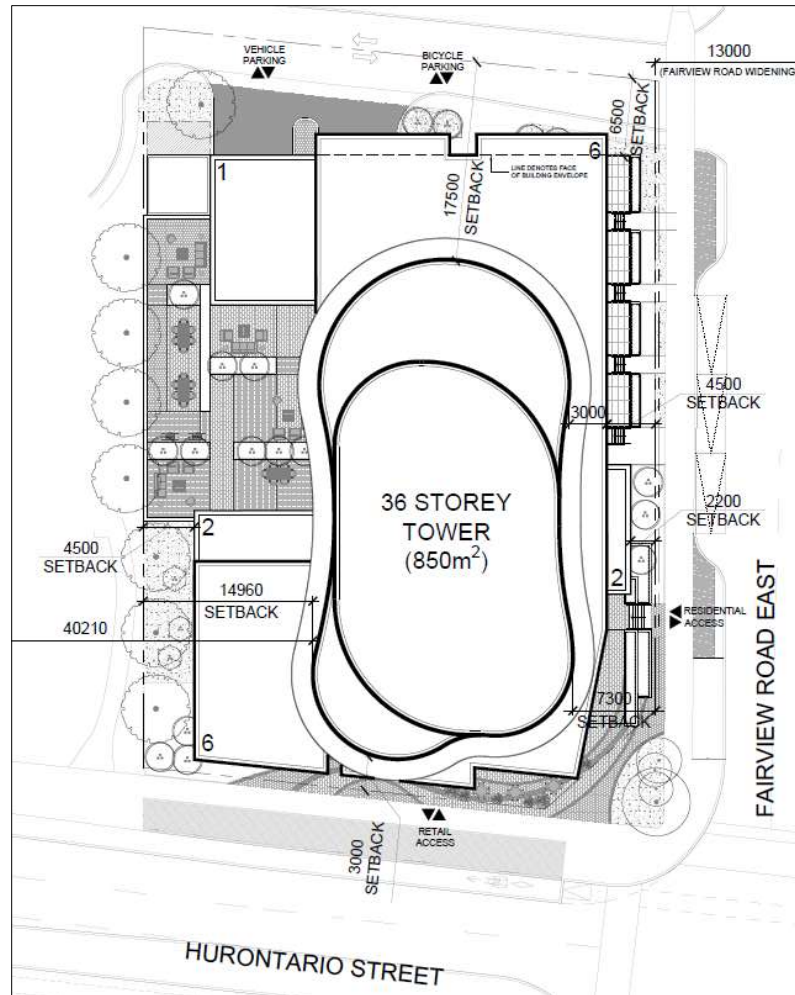
Supporting Studies and Plans

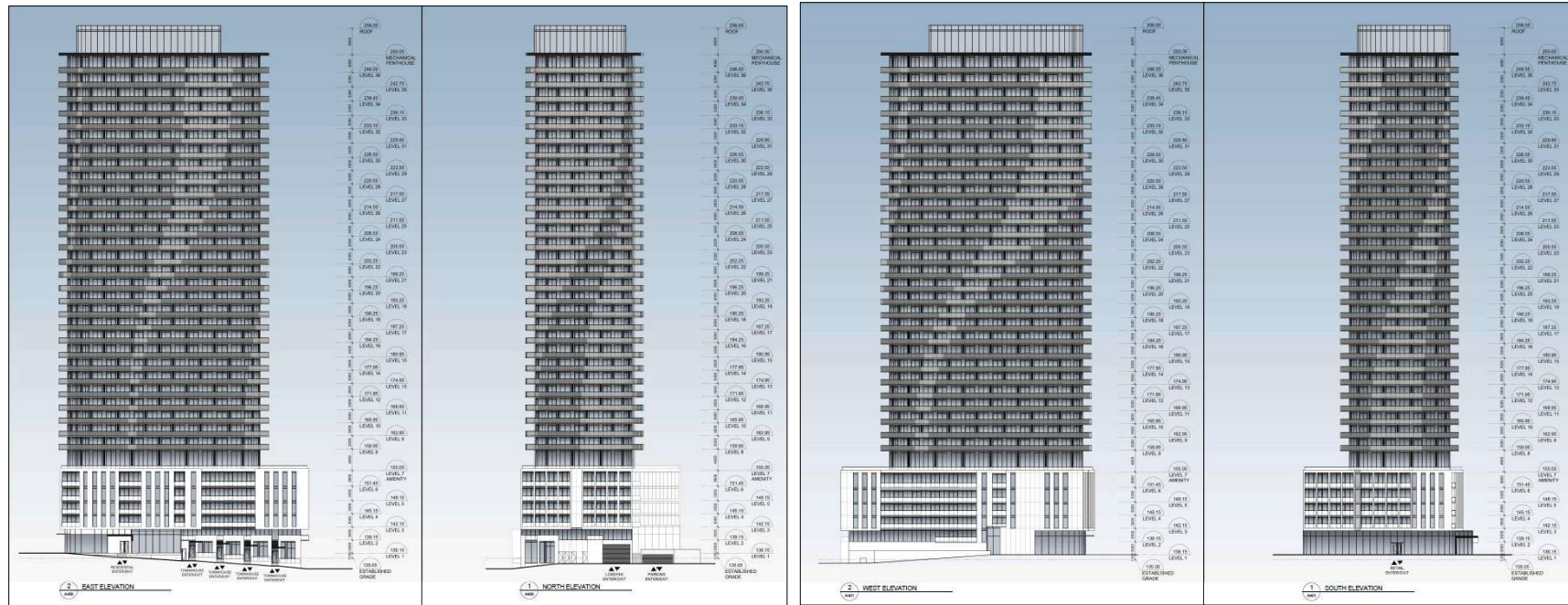
The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- 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

Excerpt of Downtown Fairview Character Area

Existing Designation

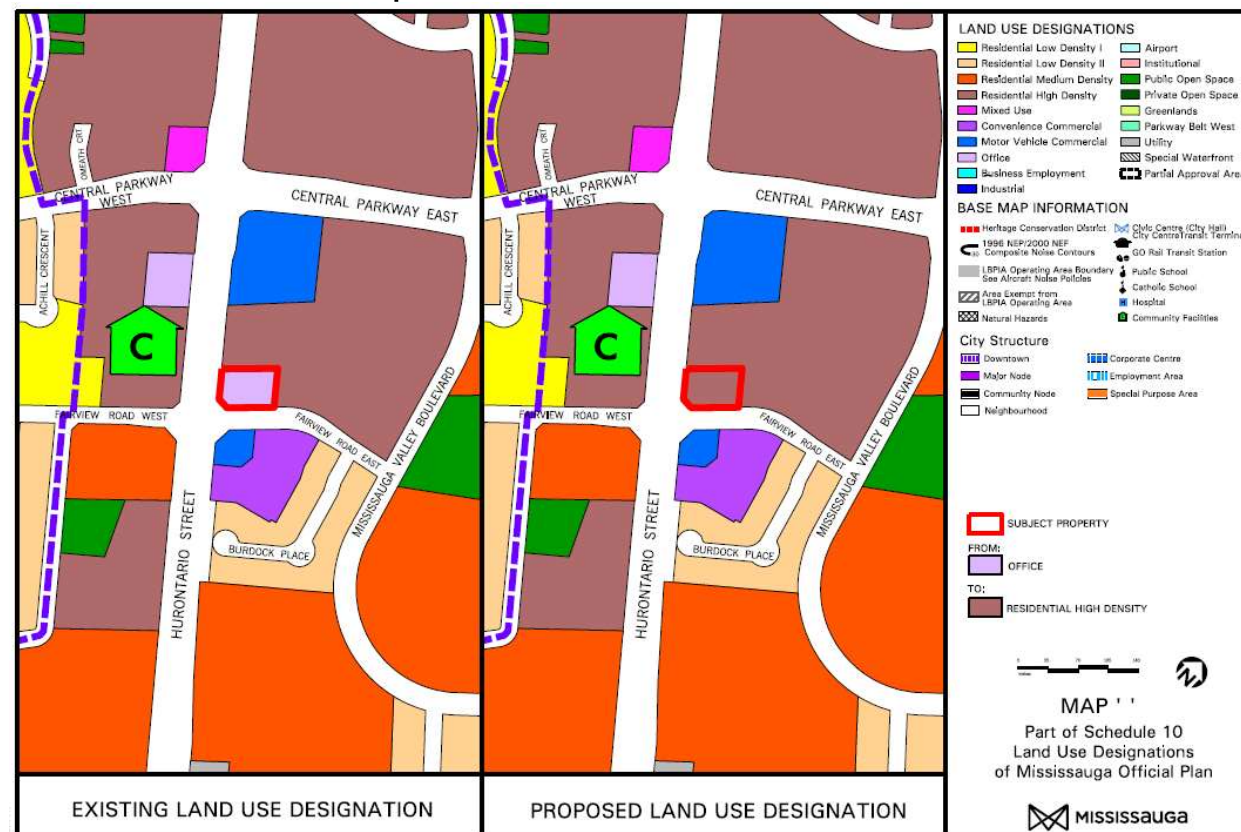
The site is designated **Office**, which permits office and secondary uses.

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.



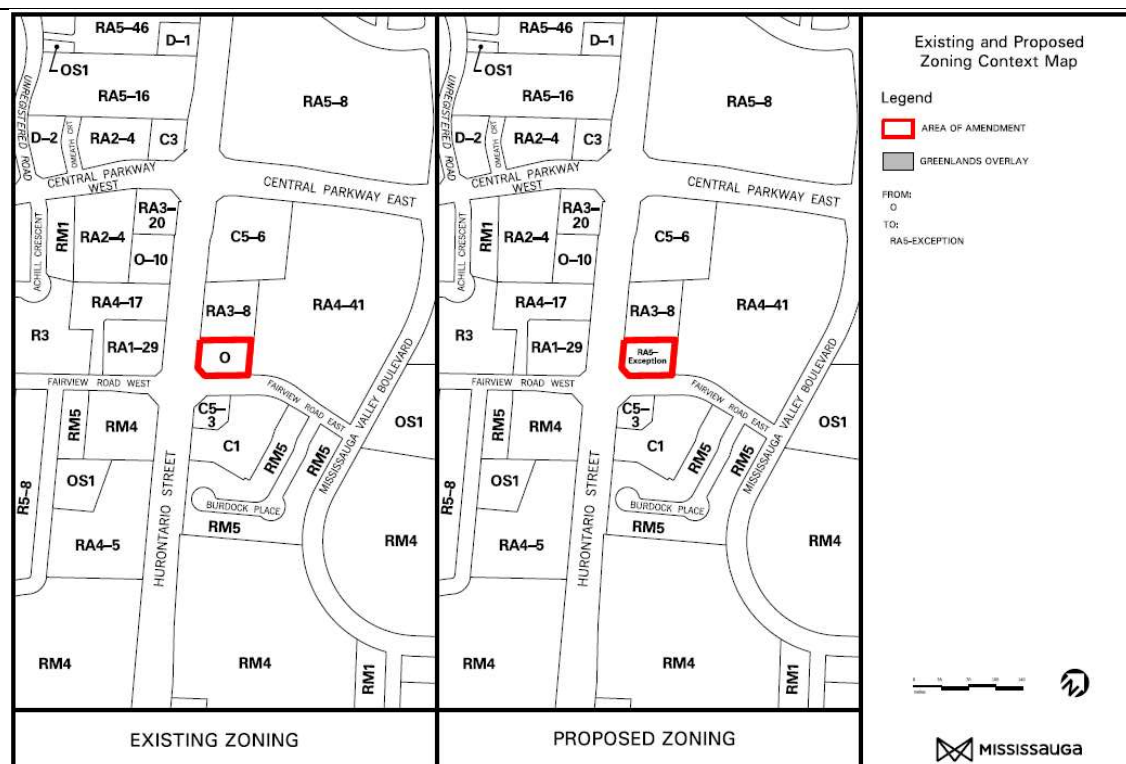
Mississauga Zoning By-law

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
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 Section 5.1.6 Section 5.3.1.3 Section 5.3.1.4 Section 5.3.1.6 Section 5.3.1.9 Section 5.3.1.11 Section 5.3.1.13 Section 5.4.2 Section 5.4.3 Section 5.4.4 Section 5.4.8 Section 5.5.7 Section 5.5.8	<p>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)</p> <p>The Downtown is an Intensification Area. (S.5.3.1.3)</p> <p>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)</p> <p>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)</p> <p>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)</p> <p>Development in the Downtown will be in a form and density that achieves a high quality urban</p>

	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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Recommendation Report Detailed Planning Analysis

Owner: Edenshaw Fairview Developments Inc.

1 Fairview Road East

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1. Community Comments

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

Comment

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

Response

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

Comment

The proposal is too high and too dense.

Response

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

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

Comment

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

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

Comment

There is insufficient parking available for the proposed residential uses.

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

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

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

Transportation and Works

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

Noise

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

Stormwater

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

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

Traffic

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

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

Environmental Compliance

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

School Accommodation:

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

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

In comments, dated February 13, 2020, the Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the

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

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

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

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

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

4. Consistency with PPS

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

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

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

In order to achieve the vision for Intensification Areas as vibrant, mixed use areas, serviced by multi-modal transportation, the physical form, relationship among buildings and spaces and the

quality of the built environment will be critical in making these areas successful.

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

5. Conformity with Growth Plan

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

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

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

6. Region of Peel Official Plan

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

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

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

7. Mississauga Official Plan (MOP)

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

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

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

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

Directing Growth

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

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

Compatibility with the Neighbourhood

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

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

Services and Infrastructure

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

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

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

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

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

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

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

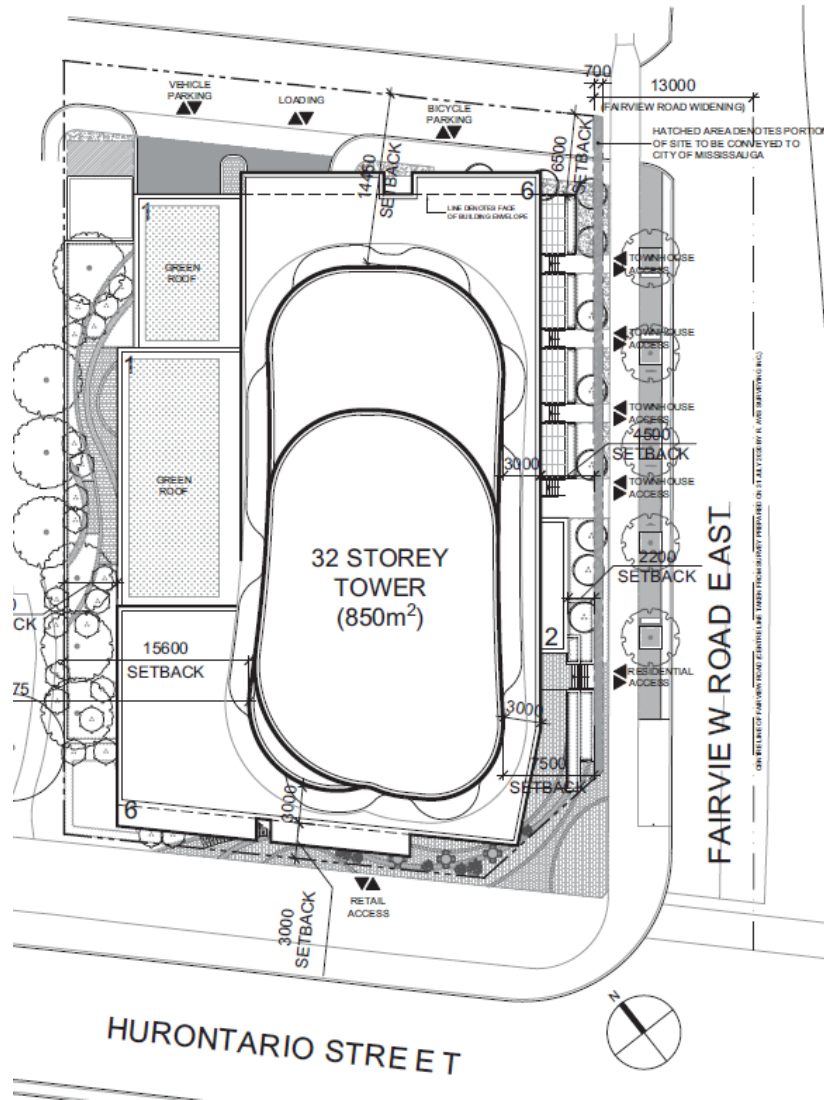
There is a primary on-road bicycling route on Hurontario Street.

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

8. Revised Site Plan and Elevations

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





9. Zoning

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

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

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

Proposed Zoning Regulations

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

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

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

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

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

10. Bonus Zoning

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

The subject lands are currently zoned **O** (Office) which permits office, a financial institution, a commercial school and veterinary clinic. The **O** zone allows a maximum height of 19 m (62.3 ft.) and 6 storeys and a maximum floor space index (FSI) of 0.5. The applicant is seeking to permit a 32 storey apartment building with and FSI of 9.5. This proposal meets the minimum threshold for a Section 37 contribution.

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

11. "H" Holding Symbol

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

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

- Traffic signal upgrades including any required securities;
- A remedial action plan and clean-up report;
- Environmental confirmation related to the land dedication;
- Confirmation of satisfactory arrangements with the owner of the property to the east (15 Fairview Road East) for any required improvements to the shared private road and its use.

12. Site Plan

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

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

The 5 storey podium provides a human-scaled streetwall along Hurontario Street while allowing for appropriate sun access to the amenity area on the property to the north. The tower is

setback from the podium, which breaks up the building's structure, helps mitigate wind impacts and contributes to the open sky view angle from both Hurontario Street and Fairview Road.

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

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

13. Green Development Initiatives

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

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

14. Affordable Housing

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

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

<https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

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

off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

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

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

15. Conclusions

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

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

Hurontario Street and upgraded boulevards that will contribute to the walkability in the Downtown area.

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