

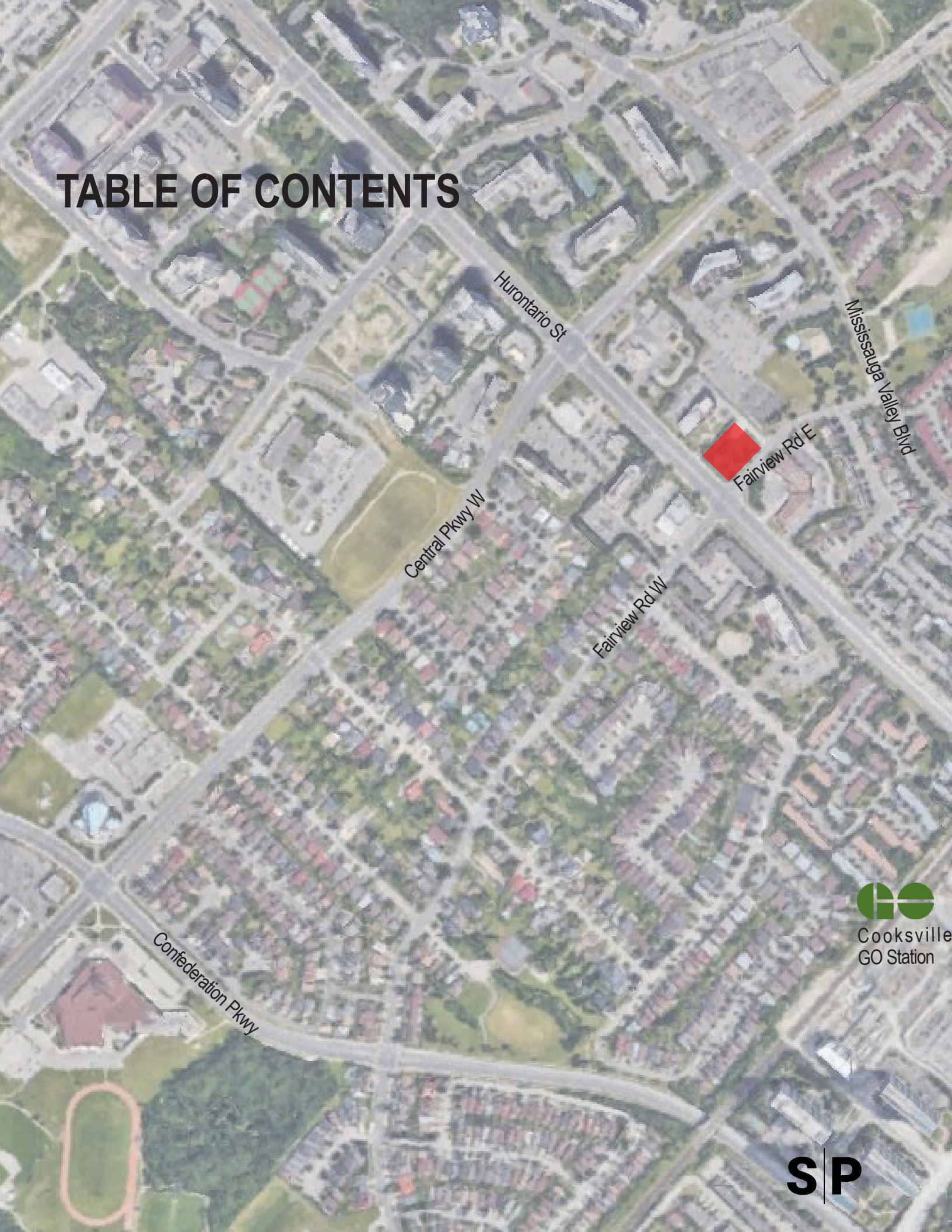
1 Fairview Road East
City of Mississauga

PLANNING JUSTIFICATION REPORT

01/2020



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Cooksville
GO Station

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1.0 INTRODUCTION



Figure 1 - Oblique Aerial Image

Sajecki Planning Inc. has been retained by Edenshaw Fairview Developments Limited to assist in securing planning approvals to support the redevelopment of the property municipally known as 1 Fairview Road East in the City of Mississauga (the “subject property”).

This Planning Justification Report has been prepared in support of applications to amend the City of Mississauga Official Plan and the City of Mississauga Zoning By-law 0225-2007, in order to permit a 30-storey tower above a 6-storey podium comprised of 460 units with 272.09 square metres of at-grade retail.

The subject property is located on the north east corner of the Hurontario Street and Fairview Road intersection (see **Figure 1**).

The purpose of this report is to provide:

- An overview of the subject property and surrounding context;
- A review of the applicable Provincial, Regional and Municipal planning policy and regulatory frameworks;
- A description of the proposed built form, uses and other statistics;
- A summary of the technical reports prepared in support of the proposal; and,
- A description and justification of proposed amendments to the City of Mississauga Official Plan and Zoning By-law (0225-2007).

The required pre-consultation meeting with the Development Application Review Committee (DARC) to discuss the proposal was held on September 4th, 2019. The submission requirements checklist is attached as **Appendix A**. All items identified on the checklist have been prepared and submitted in support of the Official Plan and Zoning By-law Amendment applications and fulfill the requirements for a Complete Application.

2.0 SITE AND SURROUNDINGS



Figure 2 - Aerial Photo

2.1 The Subject Property

The subject property is located on the northeast corner of the Hurontario Street and Fairview Road intersection, in the City of Mississauga (see **Figure 2**).

It is located within the Fairview neighbourhood and Ward 4, approximately 750 metres (10-minute walk) north of the Cooksville GO Station.

The legal description of the subject property is as follows: PL 359 PT LTS 2, 3, RP 43R10450 PTS 3, 4, 7, 8.

The subject property is rectangular in shape with a significant change in grade across the Fairview Road frontage. The total lot area is 0.72 acres (0.29 hectares) with a frontage of 35.68 metres along Hurontario Street and 55.16 metres along Fairview Road East. The subject property is currently vacant with no existing access points or driveways.



Subject Property, 1 Fairview Rd E (looking northwest on Fairview Rd E)



10-storey residential apartment building immediately north of the subject property



Children's play area adjacent to the 10-storey building north of the subject property



Commercial plaza south of the subject property



High-rise apartment buildings and parking immediately east of the subject property

2.2 Planning History

In 1983, Official Plan and Zoning By-law Amendment applications were approved to facilitate the development of an office building on the property (City File No. OZ 83 46). The previous landowners did not proceed with completing this proposal. At this time, we are seeking amendments from the office provisions to re-introduce permissions for residential uses to facilitate the development of a 36-storey residential apartment building with at-grade retail.

2.3 Surrounding Land Uses

2.3.1 Immediate Surroundings

The immediate land uses surrounding the subject property along Hurontario Street include a range of high and mid-rise residential apartment buildings, numerous low-rise commercial buildings and a variety of low-rise residential properties along internal local roads.

To the immediate north of the subject property is a 10-storey residential apartment building with surface parking and a children's play area. This building is accessed through a two-way private road from Fairview Road on the east side of the subject property. Further north along Hurontario Street, there is an Esso gas station with a Tim Hortons establishment located inside.

On the south side of Fairview Road is a one-storey, 'L' shaped commercial plaza owned by Kaneff Properties consisting of a variety of uses including medical offices, a spa and various eating establishments among others. Surface parking is located at the front and rear of the building with the store's entrances facing the opposite direction of the Hurontario Street frontage. Further south is a low-rise residential street (Burdock Place) comprised of semi-detached dwellings.

To the east of the subject property are two high-rise apartment buildings approximately 18 to 19 storeys in height. A large surface parking lot, tennis courts and a children's playground serve these buildings.

On the west side of Hurontario Street is the City of Mississauga Fire Station 101 and a 16-storey residential apartment building. A 3-storey townhouse development is located on the south west corner of the Hurontario Street and Fairview Road intersection.

2.3.2 General Surroundings

North (East & West)

The area **north** of Fairview Road consists of high-rise residential apartment buildings between Mississauga Valley Boulevard to one block west of Hurontario Street. West of the City of Mississauga Fire Station there are low-rise single and semi-detached dwellings. Building heights increase north of Central Parkway, serving as a transition towards the downtown area and Square One Shopping Centre.

The surrounding area is comprised of a variety of uses aside from residential and commercial. Fairview Public School and Kariya Park are located to the north west, the adult education centre and Bishop Scalabrini School are located to the west and Mississauga Valley Park and Community Centre to the north east.



High-rise residential apartments buildings (looking north on Hurontario St)



Gas station along the east side of Hurontario St (north of subject property)



City of Mississauga Fire Station 101 on Hurontario St (west of subject property)

South (East & West)

The area **south** of the subject property is primarily comprised of low-rise residential buildings in the form of single detached, semi-detached and townhouses. South of the rail lines, low-rise commercial buildings incorporate most of the Hurontario Street frontage.

Other notable locations in this area include Stonebrook Park and Thornwood Public School located to the east, in addition to the Cooksville GO Station located to the south west.

The general neighbourhood context consists primarily of residential buildings with built forms ranging between low to high-rise. There are numerous commercial properties south of the rail lines and interspersed throughout the neighbourhood.



Townhome development on the southwest corner of Hurontario St and Fairview Rd



Underpass south on Hurontario St (GO rail line)



Residential neighbourhood along Hurontario St, south of the subject property

2.4 Surrounding Development Applications

Various planned development projects are located in close proximity to the subject property and are at varying stages of construction and approval. These include high density mixed use developments, residential developments, as well as institutional developments.

Table 1 outlines active development applications in the surrounding area. Information provided includes the approximate distance from the subject property, the proposed development and the application status. The content included in the Table is informed by the City of Mississauga’s Planning Information Hub.

Most of the surrounding development activity is located north of the subject property on the west side of Hurontario, north of Central Parkway and Burnhamthorpe Road (see **Figure 3**). This development activity consists primarily of site plan applications for buildings ranging between 35 and 50 storeys in height. This signifies that the proposed development fits within the range of recent approvals and other site plan applications. Other applications represent the improvement of community amenities including streetscapes and new educational facilities.

Address	Approximate Distance from Subject Property	City File No.	Description	Status
3480 Hurontario Street	280 m	OZ/OPA 17 5	40-storey residential buildings with 5-storey podium and at-grade non-residential uses	OMB Appeal
100 Elm Drive West	750 m	SP 18 107	Elementary school and playfield	Approved
24, 28, 34, 38, 44, 50, 58 & 64 Elm Drive West and 3528 & 3536 Hurontario Street	450 m	SP 13 219	35-storey apartment dwelling (Building A)	Application in Process
34 Elm Drive West	450 m	SP 19 86	40-storey residential building (418 units)	Withheld
0 Enfield Place, 3606 & 3618 Hurontario Street	650 m	H-OZ 13 6	Removal of (H) Holding Symbol for coordinating streetscape	Application in Process
3600 & 3606 Hurontario Street	650 m	SP 09 27	43-storey condominium apartment building with retail (366 units)	Application in Process
3618 Hurontario Street	650 m	SP 14 20	50-storey condominium apartment building with retail at-grade (472 units)	Application in Process

Table 1 - Surrounding Development Applications

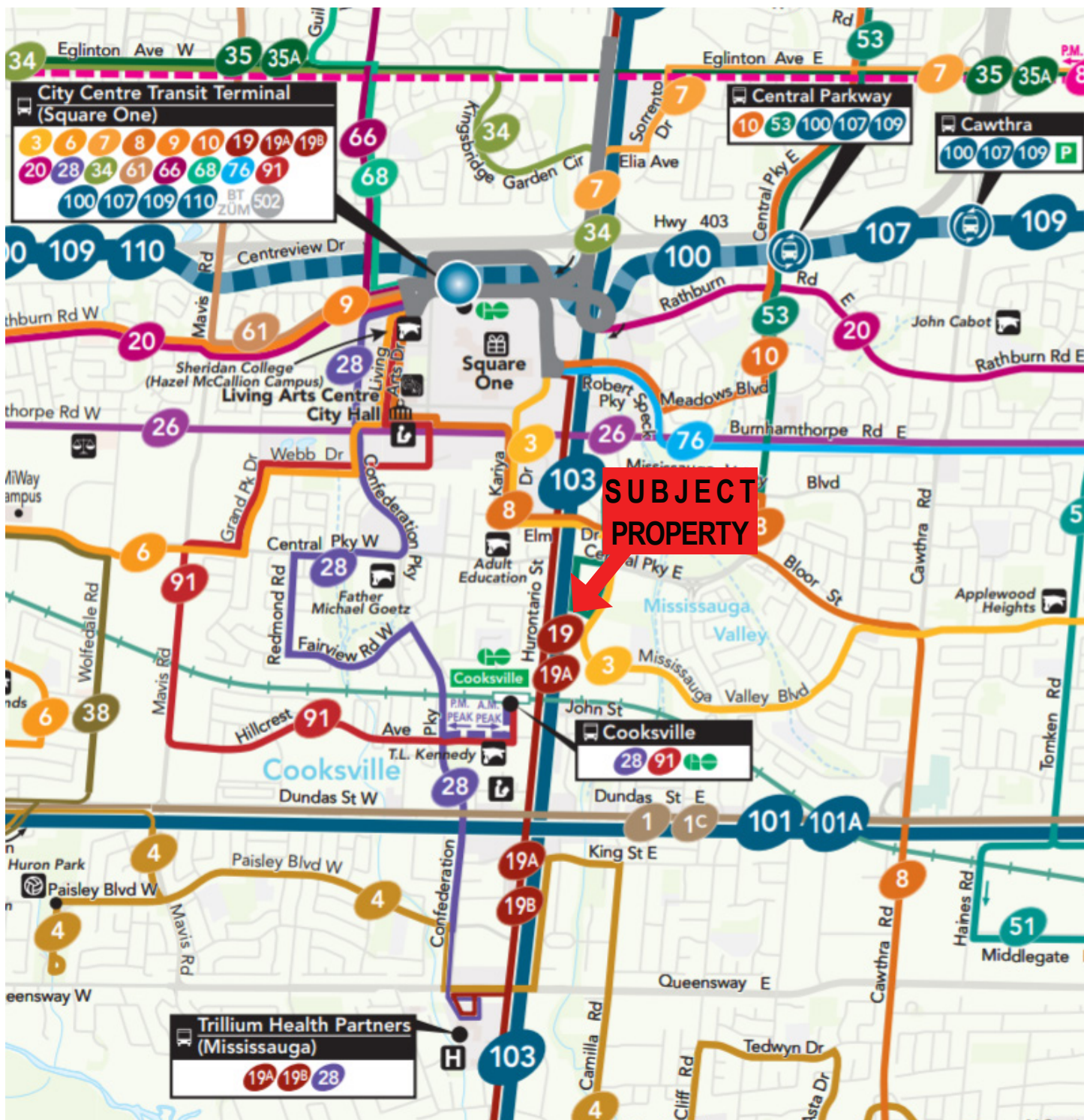


Figure 4 - Transit Map

2.5 Transportation Network

As identified on Schedule 2: Intensification Areas of the City of Mississauga Official Plan (the “MOP”) the subject property is located within the Downtown and two Major Transit Station Areas (Cooksville GO Station and the Fairview Hurontario LRT stop) (see **Figure 4**). The following sub-sections provide a thorough analysis outlining the road and transit network connecting the subject property to other parts of the City and surrounding area.

2.5.1 Road Network

Hurontario Street is identified in the MOP as an intensification Corridor (Schedule 1c- Urban System-Corridors), Arterial Road (Schedule 5- Long Term Road Network) as well as a Higher Order Transit Corridor (Schedule 6- Long Term Transit Network). Hurontario Street is a two-way street that runs north-south with six lanes adjacent to the subject property and dedicated left-turn lanes in both directions at the intersection of Fairview Road.

According to Schedule 6, there is a Light Rail Transit Station proposed in proximity to the subject property. It is identified as a primary on-road/ boulevard cycling route (Schedule 7- Long Term Cycling Routes). The ultimate right-of-way in between the rail lines to the south and Central Parkway is 45 metres (Schedule 8- Designated Right-of-Way Widths).

Fairview Road is identified in the MOP as a Minor Collector (Schedule 5- Long Term Road Network). It is a local, two-way road running from Grand Park Drive to Mississauga Valley Boulevard with a 26-metre ultimate right-of-way. There is one lane in each direction with dedicated left-turn lanes at major intersections, including Hurontario Street.

Central Parkway is an east-west two-way road identified in

the MOP as a Major Collector (Schedule 5- Long Term Road Network). It is a primary on-road/ boulevard cycling route (Schedule 7- Long Term Cycling Route). The ultimate right-of-way increases from 30 metres to 35 metres east of Hurontario Street (Schedule 8- Designated Right-of-Way Widths).

2.5.2 Transit Network

Bus Services

The subject property is well connected to existing and planned public transit services.

Bus services along Hurontario Street include the **19 Hurontario** and **103 Hurontario Express**. The proposal is also serviced by the **53 Kennedy**, **3 Bloor** and **304 Father Goetz-Mississauga Valley** routes.

Route 19 is a local route with all week services that runs north-south from Highway 407 and Hurontario Park & Ride to Lakeshore Road. There are additional routes including **19A Hurontario Britannia** which runs Monday to Friday between Britannia Road and the Trillium Health Centre, **19B Hurontario-Cantay** which runs Monday to Friday between Cantay Road to Trillium Health Centre, in addition to **19C Hurontario-Heartland** which runs on Saturdays between Heartland Shopping Centre and the Trillium Health Centre.

Route 103 is an express route with all week service that runs north-south from Brampton Gateway Terminal to Lakeshore Road and the Port Credit GO Station.

Route 53 is a local route with Monday to Friday service that runs north-south from Highway 407 and Hurontario Park & Ride to Fairview Road East. **Route 3** is a local route with all week service that runs east-west from City Centre Transit Terminal to the Kipling and Islington TTC stations. **Route 304** is a local school route with Monday to Friday service on

school days only effective September to June 2019. The route loops around Mississauga Valley Boulevard and travels along Central Parkway in the morning and Fairview Road in the afternoon providing a bus route for the Father Michael Goetz Secondary School.

There are bus stops located in each corner of the Hurontario Street and Fairview Road intersection. In addition, there is a bus stop located at the south west corner of Fairview Road East and Burdock Place and two bus stops at the intersection of Fairview Road East and Mississauga Valley Boulevard.

Train and Bus Rapid Transit Services

Cooksville GO Station is located on the east side of Hurontario Street approximately 750 metres south of the subject property. This Station is located on the Milton line, travelling east-west between the Milton GO Station and Union Station in Downtown Toronto.

The subject property is connected to the GO Station via the Route 19 bus service (or a 10-minute walk).

There are major improvements underway at the GO Station including a new parking structure with a pedestrian bridge to the platforms, station building, tunnels and a new entrance from Hurontario Street. Construction is anticipated to be complete by the end of 2020. The area within an approximate 800 metre radius surrounding the Cooksville GO Station has been identified by Metrolinx as a mobility hub.

Hurontario Light Rail Transit (LRT) Line is proposed to run 18 km north-south from the Brampton Gateway Terminal to the Port Credit GO Station. There will be a total of 19 stops and the LRT will have its own dedicated right-of-way. There are two stops in proximity to the subject property, including one at the Cooksville GO Station and another at the corner of

Hurontario Street and Central Parkway. Expected completion is anticipated for 2022.

3.0 PROPOSAL

3.1 Development Overview

Edenshaw Fairview Developments Limited proposes to develop the subject property with a 30-storey tower above a 6-storey podium comprised of 460 new residential units and 272.09 m² of retail space. The proposed building will have a total height of 121.0 metres (115.0 metres excluding the mechanical penthouse). The total gross floor area is approximately 29,680.0 m² resulting in an FSI of 10.23 times the lot area. There are 6 levels of underground parking providing a total of 359 parking spaces.

The following sub-sections outline the proposed built form including the design and orientation, details related to landscaping and streetscaping improvements, as well as the proposed access points for the circulation of pedestrians, cyclists and vehicles.

Building Design and Orientation

The proposed building is oriented towards the intersection of Hurontario Street and Fairview Road and extends from the ground floor to the 6th floor. The podium has an 'L' shape configuration, forming a streetwall along both frontages. The podium is setback a minimum of 2.2 m from Fairview at the residential lobby and 4.5 m along the residential townhouse units. The podium has a minimum setback of 1.7 m along Hurontario Street with spill-out patio space fronting the retail unit and 4.5 m along the north lot line (29.75 m approximate setback from the building to the north). On the ground floor, retail and amenity uses comprise the Hurontario frontage, whereas the Fairview frontage is contained by the residential lobby and four 2-storey integral townhouse units.

The tower starts at the 7th floor. This storey is entirely comprised of amenity space. There is 768.71 m² of indoor amenity space and 645.53 m² of outdoor terrace amenity space. An additional 326.46 m² of outdoor amenity space and 255.03 m² of indoor amenity space is located on the ground floor.

Levels 8 to 36 contain residential units surrounded by private

balcony spaces which encroach 2.2 m into the required yards. The tower floor plate is 850 m² (exclusive of balconies) with a unique undulating form, which is maintained upwards and reduced for the mechanical penthouse level.

Landscaping and Streetscaping

Hurontario Street

The Hurontario Street ROW is intended to be designed based on the project design for the LRT and will be constructed outside of this development application process. It is anticipated that design will feature dedicated cycling lanes, sidewalks and tree plantings. No additional road widening is required for these applications. Within the property limits along Hurontario, the development for the subject property proposes to incorporate a spill out patio area designed to support the retail space. This frontage will be designed to an urban level, mainly featuring hardscaped areas with minimal vegetation.

Fairview Road

A minor road widening is required to meet the full 26 m planned ROW as identified in the City of Mississauga Official Plan. The development proposes to incorporate three (3) layby parking spaces within the municipal ROW, with trees planted in soil cells below paving on either side. A 2.5 m concrete walkway along the entire property length extends across the driveway entrance continuing to the east. The development proposes to incorporate private terraces outside the townhouse units (within the property limits), with additional vegetation to provide privacy from the street.

Private Driveway

There is a shared driveway entrance along the eastern side of the building, providing access to the proposed development and the buildings to the north. Along this portion of the building,

tree and shrub plantings are proposed, as well as screenings from the loading and underground parking access points.

7th Floor Amenity

A significant portion of the 7th storey is dedicated to outdoor amenity space. The design of this area will be determined during the Site Plan Approval process.

Access Locations, Pedestrian and Vehicular Circulation

Access points to the building include retail access located off Hurontario Street, lobby access from Fairview and one (1) private access point to each of the ground-floor townhouse units along Fairview (for a total of 4 access points). A controlled access point to the ground level outdoor amenity is provided from the shared driveway. There is a controlled entrance on the opposite side, connecting to the indoor amenity space.

359 parking spaces will be provided in six (6) levels of underground parking in addition to one (1) Type G loading space. The underground parking is accessed from the shared driveway, directly north of the proposed loading space. The shared driveway will feature improvements through the redevelopment of the subject property. The internal garbage room and moving room can be accessed through the loading area and the short-term bicycle entrance will have a separate entrance off the shared driveway.

3.2 Required Approvals

The subject property is designated as “Office” in the City of Mississauga Official Plan and is zoned “Office” in the City of Mississauga Zoning By-law 0225-2007. The current policy framework does not permit residential development.

Amendments to the Official Plan and Zoning By-law are required to permit the proposed development, including amendments to permitted heights and revisions to other performance standards.



Development Rendering, 1 Fairview Rd E



Development Rendering, Podium



Development Rendering, Lobby Entrance (on Fairview Rd E)



Development Rendering, Townhouse Units and Vehicular Access (along Fairview Rd E)

4.0 POLICY AND REGULATORY CONTEXT

4.1 Overview

The following sub-sections provide an overview of the applicable Provincial, Regional and Municipal planning policy framework. This discussion outlines the ways in which the proposed development is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe, Region of Peel Official Plan and City of Mississauga Official Plan.

4.2 Planning Act R.S.O 1990, c.P.13

The Planning Act R.S.O 1990, c.P.13 ("Planning Act") describes how land uses may be controlled, and who may control them. The purpose of the Planning Act is to promote sustainable economic development in a healthy natural environment within a provincial policy framework. Section 2 of the Planning Act outlines matters of provincial interest, which Council of a municipality shall have regard to, among other matters, in carrying out their responsibilities.

Matters that are applicable to the proposed development include (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems; (h) the orderly development of safe and healthy communities; (j) the adequate provision of a full range of housing, including affordable housing; (p) the appropriate location of growth and development; and (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.

Section 3(5) requires that the decision of Council that affects a planning matter shall be consistent with the policy statements and shall conform with the provincial plans that are in effect on that date.

4.3 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on April 30, 2014. The PPS provides policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulation the development and use of land.

Section 1.0 of the PPS outlines policies for building strong healthy communities. The healthy, liveable and safe communities are sustained by promoting efficient development and land use patterns, accommodating an appropriate range and mix of residential uses that utilize existing land and infrastructure supported by existing public service facilities (Policy 1.1.1).

The subject property is located within an existing settlement area and built-up area. Policy 1.1.3.2 states land use patterns shall be based on densities and a mix of land uses that efficiently use land, resources, infrastructure, public service facilities, support active transportation and are transit-supportive. In addition, according to Policy 1.1.3.6:

“New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.”

Section 1.4 provides policy guidance in relation to housing and requires a range and mix of housing types and densities to meet requirements of current and future residents (Policy 1.4.1). New housing shall be directed to locations with appropriate levels of infrastructure and public service facilities, that support active transportation and transit, and be at a development standard that minimizes the cost of housing and facilitates compact form (Policy 1.4.3).

Policies concerning infrastructure and public service facilities are outlined in Section 1.6 of the PPS. Policy 1.6.6.2 identifies the preferred form of servicing as municipal sewage and water services. As such, intensification and redevelopment on these existing services should be promoted. As outlined in the Functional Servicing Report prepared by WSP, the proposed development can be connected to existing municipal services with available capacity.

Transportation demand management strategies have been provided in the Traffic Impact Statement prepared by LEA to ensure the efficient use of existing and planned infrastructure (Policy 1.6.7.2). Policy 1.6.7.4 states:

“A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.”

Energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation is achieved through compact built form, networks of nodes and corridors and through the promotion of active transportation and transit use (Section 1.8).

Summary

The proposed development, Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) are consistent with the policies for managing and directing land use to achieve efficient and resilient development and land use patterns. It represents a compact form, is within the built-up area and along an intensification corridor, further supporting transit and active transportation which is also consistent with the policies of the PPS regarding housing.

The proposal will contribute to the diversification of housing within the Downtown Fairview area of Mississauga. The subject property is also located within an intensification corridor adjacent to the future Hurontario LRT line, which following reconstruction of the ROW will also include cycling lanes, and is well serviced by existing transit including the Cooksville GO Station (10-minute walk). Therefore, the use of transit and active transportation will be promoted while reducing the reliance on the private automobile (consistent with Sections 1.6 and 1.8).

4.4 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) was prepared and approved under the Places to Grow Act and came into effect on May 16, 2019. The Growth Plan builds on the PPS to establish the land use planning framework for the Greater Golden Horseshoe that supports the achievement of complete communities, a thriving economy, a clean and healthy environment, and social equity.

The guiding principles of the Growth Plan include (among others):

- Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime;
- Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure

and support transit viability;

- Support a range and mix of housing options including second units and affordable housing, to serve all sizes, incomes, and household demographics; and
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities including integrated service delivery through community hubs, by all levels of government.

A complete community is defined as *“Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts”* (Section 7- Definitions).

The Growth Plan’s policies support the achievement of a complete community that features a diverse mix of land uses, has access to public service facilities, provides a diverse range and mix of housing options, expands access to a range of transportation options and provide a more compact built form (Policy 2.2.1.4).

Section 2 provides policy guidance for where and how to grow. Relevant for the proposed development is the building of compact and complete communities that achieve the Plan’s intensification and density targets. Policies direct growth within settlement areas with a delineated built boundary that have existing or planned municipal water and wastewater systems and can support the achievement of complete communities. Locations with existing or planned transit and public service facilities are the focus for growth within settlement areas (Policy 2.2.1.2).

The subject property is located within the Downtown Mississauga Urban Growth Centre which has a minimum density target of 200 residents and jobs per hectare by 2031 (Policy 2.2.3.2) (see

Figure 5). Urban Growth Centres are planned as focal areas for investment in regional public service facilities, to support transit at the Regional scale, to serve as high-density major employment centres and to accommodate significant population and employment growth (Policy 2.2.3.1).

The subject property is also located within two major transit station areas (MTSAs), defined in the Growth Plan as a 500 to 800 metre radius from a transit station (Cooksville GO Station and the Fairview Hurontario LRT stop). The minimum intensification targets for MTSAs served by light rail transit and the GO Transit rail network are 160 and 150 residents and jobs combined per hectare, respectively (Policy 2.2.4.3). Development within MTSAs are supported by planning for a diverse mix of uses, providing alternate development standards such as reduced parking standards and prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities (Policy 2.2.4.9).

Section 2.2.6 outlines policies related to housing and requires a diverse range and mix of housing options and densities (Policy 2.2.6.1) and require that multi-unit residential developments incorporate a mix of unit sizes (Policy 2.2.6.3). Policy guidance related to infrastructure to support growth is provided in Section 3 of the Growth Plan. Infrastructure is essential to the viability of a community and requires an integrated approach to land use planning.

The transportation system is planned to provide connectivity for moving people and goods between nodes; offer a balance of transportation choices; is sustainable and reduces greenhouse gas emissions; offers multimodal access to jobs, housing, schools, cultural, and recreation opportunities, and goods and services; and provide for the safety of system users (Policy 3.2.2.2).

Summary

The proposed development, OPA and ZBA conform to the policies of the Growth Plan, specifically with respect to growth, housing

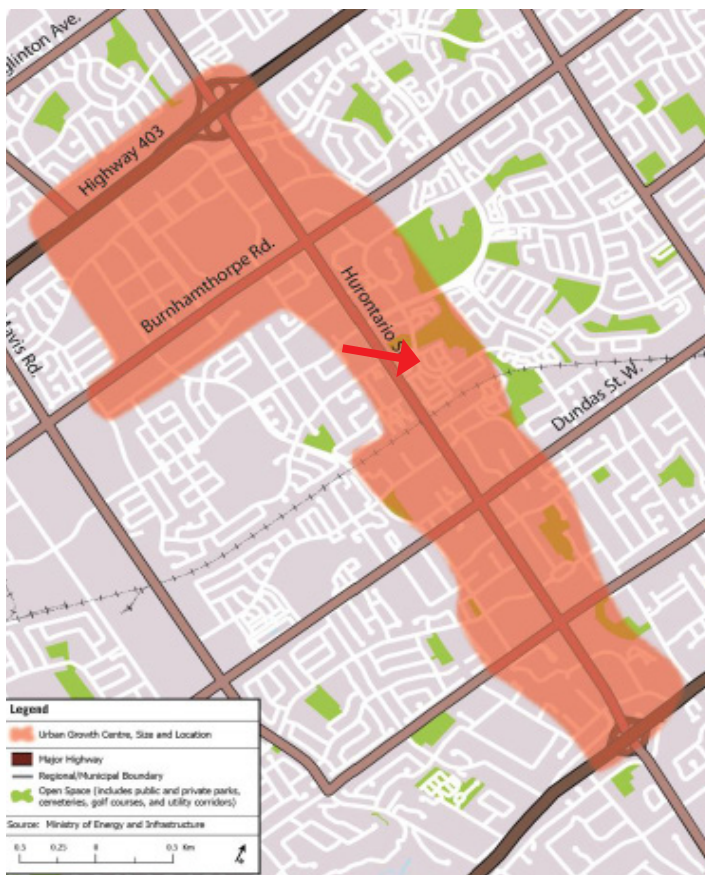


Figure 5 - Mississauga City Centre Urban Growth Centre - Growth Plan for the Greater Golden Horseshoe

and MTSAs. The subject property is within an existing settlement area, the built-up boundary, the Downtown Mississauga Urban Growth Centre and two MTSAs. It is well served by public transit providing connections within the City of Mississauga and to adjacent municipalities and is planned for greater connectivity with the planned construction of the Hurontario LRT.

The proposed development supports the identified minimum intensification targets for this area, contributes to the range and mix of housing and represents a compact built form. It also supports the achievement of a complete community by placing higher densities along an intensification corridor, allowing residents to access the services required to meet their daily needs without relying on a private automobile.

4.5 Region of Peel Official Plan (December 2018 Office Consolidation)

The Region of Peel Official Plan ("ROP") is a long-term plan used to assist the Region in managing growth and development. The Plan was adopted by Council on July 11 1996 and approved with modifications by the Minister of Municipal Affairs and Housing on October 22 1996. The Region of Peel is completing an Official Plan Review ("Peel 2041"), which is anticipated to be completed by July 1 2022, based on Provincial requirements.

Table 3 of the ROP identifies a projected population increase by 2031 to 805,000 residents in 270,000 households and 510,000 jobs for the City of Mississauga.

Chapter 5 provides policy guidance for the regional structure and outlines broad planning goals, objectives and policies designed to address growth pressures. According to Schedules D and D4, the subject property is within the Urban System and the Urban Growth Centre for Mississauga. Objectives for the Urban System include the establishment of healthy complete urban communities, to achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, in addition to urban

structures, built forms and densities that are pedestrian-friendly and transit-supportive.

According to Section 5.3.3, Urban Growth Centres are significant locations of intensification that include compact forms of urban development and redevelopment and are focal areas for investment in regional public services and infrastructure. Urban Growth Centres are to be linked by public transit and include a range and mix of high intensity compact forms and activities while considering the characteristics of existing communities and services (Policy 5.3.3.1.1).

The ROP encourages the provision of appropriate ranges and mixes of housing types (Policy 5.8.1.1) and residential development in appropriate areas with sufficient existing or planned infrastructure (Policy 5.8.2.2).

Section 5.9 outlines policies related to the transportation system in Peel and includes the following objectives, among others:

- To achieve the safe, convenient and efficient movement of people and goods;
- To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system;
- To promote and encourage the increased use of public transit and other sustainable modes of transportation;
- To maximize the capacity of the transportation system; and
- To support the integration of transportation planning, transportation investment and land use planning (Section 5.9.1).

According to Schedule E, Hurontario Street is identified as a Major Road that is part of the Major Road Network in Peel for inter- and intra-municipal travel and connections to other regions and the Provincial Freeway Network (Section 5.9.4). Hurontario Street is also identified as Other Rapid Transit Corridor on Schedule G of the ROP.

Objectives for inter and intra-regional transit networks include supporting a higher use of public transit and increasing the transit modal share and transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as urban growth centres and GO Stations (Section 5.9.5.1).

Intensification of residential development is encouraged along corridors to support a higher level of transit service and other sustainable modes (Policy 5.9.5.2.10). Transportation demand management measures are encouraged to reduce auto dependency, to provide a range of transportation services and to maximize the capacity of the transportation system (Section 5.9.9.1). The Transportation Impact Study prepared by LEA Consulting outlines the proposed TDM measures to support these objectives.

Summary

The proposed development, OPA and ZBA conform to the policies of the ROP, specifically with respect to the Urban System and the Transportation System. The property is within an Urban Growth Centre and along a rapid transit corridor; locations identified for intensification and compact built form. In addition, the proposed development is connected to a range of transportation services, thereby maximizing the capacity of the transportation system while reducing the need for the private automobile.

4.6 City of Mississauga Official Plan (March 2019 Office Consolidation)

The City of Mississauga Official Plan (MOP) was adopted by City Council on September 29 2010 and partially approved by the Region of Peel on September 22 2011. Subsequently there were numerous appeals to the Ontario Municipal Board (herein referred to as the Local Planning Appeal Tribunal, “LPAT”). The following discussion is based on the March 13 2019 Office Consolidation which includes all LPAT decisions and Council approved amendments up to this date.

Chapter 4 of the MOP outlines the Vision for the City of Mississauga including the Official Plan’s guiding principles. Strategic actions to implement the guiding principles include developing complete communities and creating a multi-modal city. A complete community includes a range and diversity of housing types and mobility choices; ability to engage in healthy, safe and active lifestyles; access to daily needs within close proximity to where people live, work, study, shop, play and congregate; and a sense of belonging and community pride. Creating a multi-modal city includes the integration of land use and transportation planning that directs development to locations that support existing and planned transit and active transportation.

According to Schedule 1- Urban System, the subject property is located within the Downtown and an Intensification Corridor. The Downtown is the most urban of the hierarchy and will contain the highest densities, tallest buildings and greatest mix of uses. Section 5.3.1 of the MOP outlines policies related to the Downtown, where much of the City’s new population and employment growth will be located and will achieve a minimum gross density of 200 residents and jobs combined per hectare by 2031 (Policy 5.3.1.4). The Downtown is divided into four character areas. Character areas establish how the density and population targets will be achieved (Policy 5.3.1.7). The subject property is located within the Downtown Fairview Character Area (see **Figure 6**).

The subject property is located along the Hurontario Corridor, which has been identified as an intensification area according to Schedule 2 of the MOP. Development along corridors should be compact, mixed use and transit-oriented (Policy 5.4.4). Within intensification areas, residential density should be high enough to support transit usage (Policy 5.5.8) and maximize the use of existing and planned infrastructure (Policy 5.5.9).

The City of Mississauga has a diverse mix of housing that is largely in good condition. As such, it is anticipated that new housing will be in the form of high-density buildings, particularly apartments (Section 7.2). The MOP encourages and will provide opportunities for the creation of new housing in the Downtown that meets the needs of a diverse population through the development of a range of housing choices in terms of type, tenure and price (Policy 7.2.2).

The future multi-modal transportation system for the City includes transit, vehicular, active transportation, rail and air (Section 8.1). The multi-modal system shall prioritize services and infrastructure for Intensification Areas (Policy 8.1.7). The multi-modal road network will include a transportation system that provides mobility and accessibility to all users, opportunities for transit, pedestrian and cycling access and routes, and priority truck routes for the efficient movement of goods (Policy 8.2.2.2). Within intensification areas, consideration will be given to reduced minimum parking requirements to reflect transit service levels, requiring that parking facilities be underground (where viable), and the coordination of parking initiatives with transportation demand management programs (Policy 8.4.7).

The subject property is currently designated as Office, which permits major office, secondary office and accessory uses (see **Figure 7**). The proposed Official Plan Amendment will re-designate the property to Residential High Density. The proposed land use designation will permit apartment dwelling uses with a convenience commercial facility located on the ground floor and oriented for pedestrian use. Policy 12.1.2.2 states that the

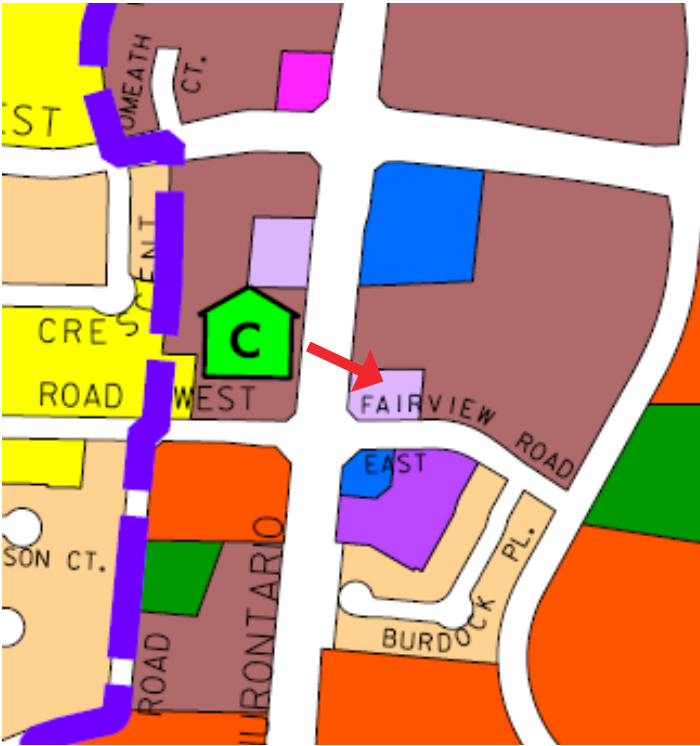


Figure 7- Schedule 10 - Land Use Designations, City of Mississauga Official Plan

LAND USE DESIGNATIONS

Residential Low Density I	Airport
Residential Low Density II	Institutional
Residential Medium Density	Public Open Space
Residential High Density	Private Open Space
Mixed Use	Greenlands
Convenience Commercial	Parkway Belt West
Motor Vehicle Commercial	Utility
Office	Special Waterfront
Business Employment	Partial Approval Area
Industrial	

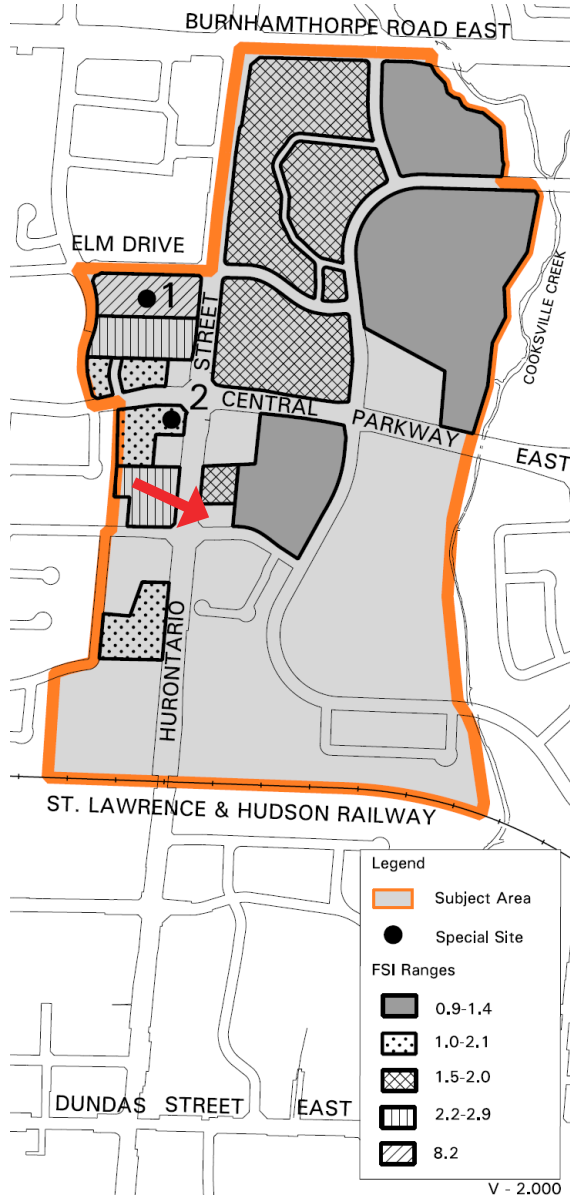


Figure 6 - Map 12-3: Downtown Fairview Character Area, City of Mississauga Official Plan

maximum building height for the lands designated Residential High Density in the Downtown shall not exceed 25 storeys.

Summary

The proposed development, OPA and ZBA conform to the policies of the MOP, specifically with respect to policies related to intensification, growth and housing. The built form and land uses are consistent with the permissions within the Downtown Area. The density is being directed towards a location that has been identified to accommodate much of the City's growth and its proposed height and density is transit supportive. The proposed development is also compact, contains a mix of uses and is transit-oriented, as required along the Hurontario Corridor.

The built form is of a high-density nature, as expected for new housing stock located in the Downtown. It supports the creation of a mix and range of housing types, not only throughout the City but also the Downtown Fairview Character Area. The proposed land uses are permitted within the Residential High Density land use designation.

The subject property is well serviced by existing and planned public transit and active transportation facilities, and is in close proximity to rail infrastructure. Parking requirements are proposed to accommodate a modal split with availability for private automobiles located on the subject property as well. The proposed development supports the creation of a multi-modal transportation system.

4.6.1 Official Plan Amendment Justification

An OPA is required to implement the proposed development's uses and proposed height. A redesignation from "Office" to "Residential High Density" will permit residential uses on the subject property.

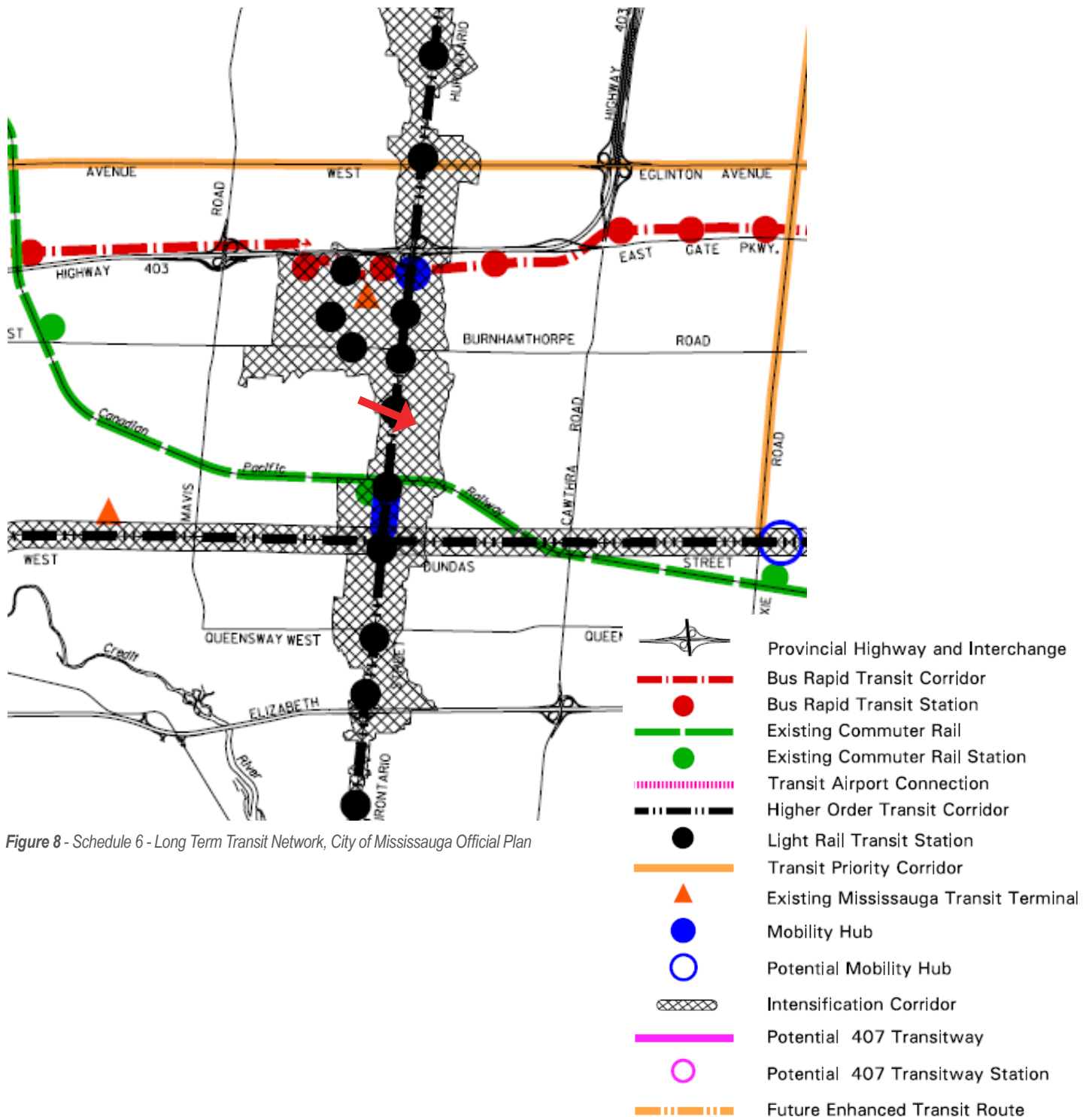
The PPS and Growth Plan promote efficient development and land use patterns, accommodating a range and mix of housing types and utilizing existing land and infrastructure. As the subject

property is currently vacant, the proposed development will make use of an underutilized parcel of land that is well serviced by existing and planned infrastructure.

The PPS also encourages new development to be in strategic growth locations in the built-up area that have a compact built form with a mix of uses and densities. The Growth Plan supports new development within settlement areas with planned or existing municipal waste and wastewater systems. The subject property is in the settlement area and built-up area and the proposal is of a compact built form contributing to the mix of uses and densities in the surrounding area. The proposed development can be accommodated through connecting to the existing municipal water and wastewater systems, as outlined in the Functional Servicing Report prepared by WSP in support of the planning applications.

Based on the subject property's location along Hurontario Street, it is well serviced by existing and planned public transit and active transportation infrastructure. The proposed development and OPA are consistent with the policies of the PPS with respect to minimizing the length and number of trips by private vehicles and supporting other active transportation modes. The latter also contributes to the conservation and efficiency of energy, improved air quality, reduced green-house gas emissions and climate change adaptation.

The existing Office land use designation could not accommodate residents living in proximity to the Hurontario corridor, as supported through the policies of the PPS. In addition, the existing land use designation would not provide additional transit supportive densities. The proposed Residential High Density land use designation is consistent with the PPS and conforms to the Growth Plan as the property is within a strategic growth area suitable for the proposed level of residential density and makes efficient use of the existing and planned infrastructure serving the subject property.



4.7 City of Mississauga Zoning By-law 0225-2007

The City of Mississauga Zoning By-law 0225-2007 was enacted and passed on June 20, 2007. The purpose of the Zoning By-law is to regulate the use of land, buildings and structures to implement the MOP. The subject property is zoned Office (O) according to Index Map 21 (see **Figure 9**).

The Office zone permits financial institutions, medical offices, offices, commercial schools, veterinary clinics and other non-residential accessory uses. There is a maximum of 0.5 FSI for non-residential uses and a maximum building height of 6 storeys or 19.0 metres.

The proposed Residential Apartments (RA5) zone permits apartment buildings up to a maximum of 25 storeys. The proposed Zoning By-law Amendment RA5-XX performance standards have been outlined in the zoning chart attached to this Report (Appendix C).

4.7.1 Zoning By-law Amendment Justification

A ZBA is required to implement the proposed development's use, density, height and other performance standards including setbacks and parking ratios. The proposed development will make more efficient use of an underutilized parcel of land located along an intensification corridor and within an Urban Growth Centre.

The existing zoning does not permit residential dwellings, whereas policies in the Provincial, Regional and Municipal framework encourage the development of new housing starts in locations for intensification. The subject property is in an existing settlement area, the built-up area, the Downtown Mississauga Urban Growth Centre and along the Hurontario Corridor, identified as an intensification area.

The proposed ZBA will support the achievement of a complete community by contributing to the diversification of housing in the

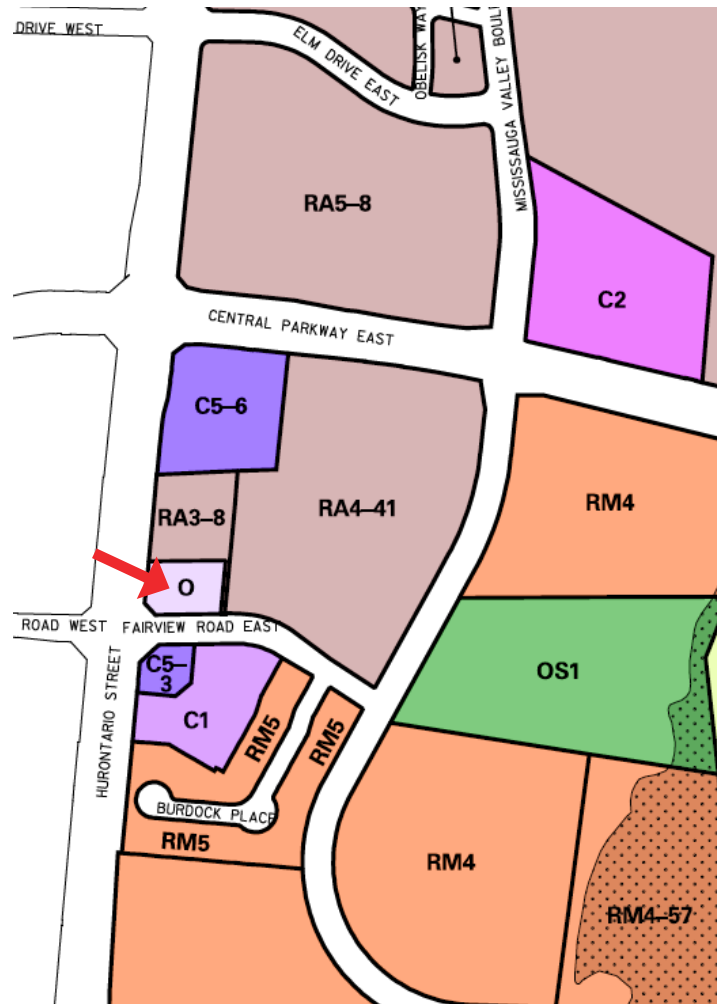


Figure 9 - City of Mississauga Zoning By-law No. 0225-2007 (Revised February 2019)

area. There are existing low-rise dwellings to the south with other mid to high-rise buildings to the north. The additional density will provide capacity for the transit services in the area and the proposed parking ratios support a multi-modal transportation system. Furthermore, the at-grade retail component will provide a local amenity for the residents of the proposed development and surrounding area.

4.8 Additional Considerations

Toronto and Hamilton Area (GTHA).

4.8.1 Hurontario / Main Street Corridor Master Plan

Completed in October of 2010, the Hurontario Master Plan provides a comprehensive analysis of the master plan for the corridor in preparation of the LRT, including an implementation plan. The Hurontario / Main Street corridor connects the Downtown Brampton and Downtown Mississauga Urban Growth Centres and includes five mobility hubs. It has a distinctive urban character with great potential for intensification and/or development.

The Master Plan reviewed different alternatives for connecting the two Downtowns including the development of light rail transit (LRT), bus rapid transit (BRT), a combination of both LRT and BRT or “do nothing”. It concluded that the preferred alternative is the Light Rail Transit, extending from the Port Credit waterfront to the Brampton Downtown Transit Terminal / Brampton GO Station.

The vision along the corridor includes mixed-use, compact transit-oriented developments, with heights and densities that vary based on the character of the existing communities. The vision for the Downtown Fairview Character Area is to be developed as a complete downtown with a mix of high density uses, predominantly comprised of residential uses with retail uses encouraged at-grade. Permitted heights and densities for this area were identified as maximums of 25 storeys and 4.0X FSIs.

4.8.2 Metrolinx 2041 Regional Transportation Plan

As a successor to The Big Move, the 2041 Regional Transportation Plan was adopted in 2018. Aligned with the guiding principles in Ontario’s Growth Plan for the Greater Golden Horseshoe (2019), the Metrolinx 2041 Regional Transportation Plan (2018) sets out the vision and strategy for accommodating the transportation needs of current and future populations and goods in the Greater

The Hurontario LRT was identified in The Big Move. The 2041 Regional Transportation Plan identifies its completion as a priority action item for Strategy 1.

5.0 SUPPORTING STUDIES & KEY FINDINGS

In accordance with the Submission Requirements Checklist dated September 4th 2019 (Appendix A), the following studies and reports have been completed in support of the proposed development, Official Plan Amendment and Zoning By-law Amendment applications.

5.1 Traffic Impact Study

LEA Consulting Ltd was retained to complete a Transportation Impact Study for the proposed development. This study reviewed the existing traffic conditions, analyzed the future background traffic conditions and site generated traffic to determine the future total traffic conditions. Parking and loading were also reviewed, in addition to the preparation of a transportation demand management plan.

Based on a review of the existing traffic conditions and future total traffic projections, it was determined that all signalized intersections are operating within capacity and with acceptable overall levels of service and will continue to do so upon the construction of the proposed development.

The proposed development will generate 102 and 116 two-way vehicle trips during the AM and PM peak hours, respectively. Based on existing conditions, the proposal will have minimal impacts on the intersections in the surrounding area. A minor update to Fairview Road is recommended by providing an advanced left turn phase and that the pavement marking be restriped to extend the left turn storage to 70 m to address queuing issues.

A total of 704 parking spaces are required. 359 parking spaces are proposed, resulting in a shortage of 345 spaces. Based on a review of comparable developments along the GO Line, proposed rates of 0.68 spaces/unit for residents and 0.1 spaces/unit for visitors are acceptable.

The proposed development meets the loading requirement of one space. There is adequate maneuverability through the subject

property to provide access for garbage trucks and delivery vehicles.

A Transportation Demand Management Plan is recommended in order to reduce vehicle usage and encourage more sustainable transportation modes.

5.2 Urban Design Brief

Sajecki Planning Inc. was retained to complete an Urban Design Brief for the proposed development. The study prepared a design vision and guiding principles to inform the proposal, provided a review of urban design policy and guidelines including Sections 5, 9 and 12 of the MOP and the Downtown Core Built Form Standards, and reviewed the proposed design against the following site planning and design principles:

- Site Organization;
- Pedestrian Circulation and Access;
- Parking, Loading and Servicing;
- Built Form and Massing;
- Building Facades and Architectural Articulation;
- Streetscape and Public Realm Design; and
- Landscaping and Outdoor Amenity Space

The Urban Design Brief concluded that the proposal delivers a sound design that demonstrates good practice in urban design. The proposal duly considers key policies contained within the MOP and the design guidelines contained within the Downtown Core Built Form Standards, thoughtfully responding to site specific considerations. As such, it was determined that from an urban design perspective, the development proposal is appropriate and desirable.

5.3 Tree Inventory and Preservation Plan Report

Kuntz Forestry Consulting Inc. was retained to prepare the Tree Inventory and Preservation Plan Report for the subject property. The purpose of this report is to prepare an inventory of existing tree resources over 10 cm DBH on and within 6 metres of the property and all trees within the road right-of-way. Based on the prepared inventory, an evaluation of tree saving opportunities based on the proposed development plan was completed. Key findings include:

- 66 trees require removal to accommodate the proposed development;
- 41 of these trees are protected by the City of Mississauga Private Tree By-law;
- 2 trees can be preserved with protective measures, implemented prior to development;
- Tree protection barriers and fencing should be erected at locations in accordance with Figure 1 in the Tree Inventory and Preservation Plan Report; and
- No construction activity is permitted in the tree protection zone identified on Figure 1 in the Tree Inventory and Preservation Plan Report.

5.4 Functional Servicing Report

WSP Canada Group Limited was retained to prepare a Functional Servicing Report to assess the servicing requirements for the proposed development.

Watermains within adjoining municipal right-of-ways include a 500 mm diameter watermain on Fairview Road, 500 mm and 300 mm diameter watermains along the east and west sides of Hurontario, respectively, and a 200 mm diameter watermain along the laneway to the east of the property. The proposed

development includes a 150 mm connection branching off a 200 mm fire water connection. The connection will be made to the existing watermain on Fairview Road.

There is a 250 mm sanitary sewer on Fairview Road and another 250 mm sewer on the south west side of Hurontario. A 150 mm sanitary service is proposed to be provided on the subject property and connected to the sewer on Fairview Road. With respect to storm infrastructure, there is a 450 mm sewer on Fairview Road and 375 mm sewer on Hurontario. The subject property currently drains to the sewer on Fairview Road. It is proposed that all flows be captured and directed to a stormwater storage tank.

5.5 Stormwater Management Report

WSP also prepared a Stormwater Management Report in support of the proposed development. The purpose of this report is to examine the potential water quality, quantity, balance and erosion impacts. The objectives of this report are to determine stormwater management requirements, evaluate practices that meet these requirements and recommend a preferred strategy.

The stormwater management plan for the proposed development includes runoff volume reduction through a sump storage in the storm cistern to collect runoff for retention and reuse. Within this cistern quantity control will be implemented and an orifice plate will control the flows. Finally, one CDS PMSU2015-4 unit is proposed upstream of the cistern in order to control the quality of the water from the at-grade impervious surfaces. The runoff from the impervious roof areas is considered clean and expected to leave the subject property unchanged in terms of quality.

5.6 Phase One Environmental Site Assessment

Arcadis Canada Inc. was retained to prepare a Phase One Environmental Site Assessment (ESA) for the proposed

development. The objective of the Phase One ESA is to identify actual or potential on-site environmental concerns and/or potential off-site sources of contamination and associated contaminants that could be present at or adjacent to the subject property. A preliminary Phase Two ESA was conducted to investigate environmental concerns. A complete Phase Two ESA to supplement the preliminary Phase Two investigation will need to be carried out at the property to provide additional information on subsurface conditions in order for a Record of Site Condition to be filed with, and acknowledged by the Ministry of the Environment, Conservation and Parks (MECP).

Key findings of the Phase One ESA include:

- Three (3) Potentially Contaminating Activities (PCA) were identified on the subject property, including: the potential presence of fill, a possible historical use of pesticides / herbicides, and a possible historical presence of a heating oil tank associated with the former on-site residence;
- Eight (8) off-site PCAs were identified. Of the eight off-site PCAs, several are considered unlikely to have an adverse environmental impact on the subject property. The off-site PCAs include:
 1. An existing gasoline service station with underground storage tanks located at 3445 Hurontario Street (northwest, upgradient of the subject property);
 2. Dry cleaning operations and potential generation of halogenated solvent wastes immediately southeast of the subject property at 3355 Hurontario Street (down-gradient);
 3. Hazardous waste generator at 15 Fairview Road West (Mississauga Fire Department), southwest (cross-gradient) of the subject property;
 4. Pathological waste generator at 3420 Hurontario Street, west (cross-gradient) of the subject property;
 5. Former gasoline service station with underground fuel storage tanks and reported leaks and spills located at 22 Fairview Road East, immediately southeast (down-gradient) of the subject property;
 6. Hazardous waste generator at 50 Mississauga Valley Drive, northeast (cross-gradient) of the subject property;
 7. Hazardous waste generator at 30 Hanson Road, located south (down-gradient) of the subject property; and
 8. De-icing activities on the adjacent parking lot located to the north/northeast (up-gradient) of the subject property.
- Six (6) Areas of Potential Environmental Concerns (APECs) were identified at the subject property, which may represent low to moderate potential environmental concerns, including:
 1. Presence of fill of unknown origin and possible historic use of pesticides/herbicides across the entire subject property;
 2. Presence of historical presence of a heating oil tank associated with the former residence;
 3. Presence of an existing gasoline service station to the northwest (up-gradient) and de-icing activities on the parking areas north/northeast (up-gradient) of the subject property;
 4. Historical dry-cleaning operations and a former gasoline service station located immediately southeast and down-gradient of the subject property on the south side of Fairview Road East;
 5. Presence of a hazardous waste generator (waste oils, skimming, petroleum distillate, aliphatic solvents) at 15 Fairview Road West, immediately southwest (cross-gradient) of the subject property; and
 6. Presence of a former PCB storage facility in a building at

50 Mississauga Valley Blvd., northeast (cross-gradient) of the subject property.

5.7 Noise and Vibration Feasibility Study

J.E. Coulter Associates Limited were retained to prepare a noise and vibration feasibility study for the proposed development. The study examines noise and vibration issues, including the impacts of the development on itself and the surrounding area and prepares recommendations to address identified issues.

Key findings include:

- Traffic noise sources include road traffic on Hurontario Street, the future LRT and modest noise impacts from the railways to the south;
- Calculated sound levels exceed the MECP guidelines, particularly along the west façade;
- Recommendations for noise include providing central air condition, warning clause in Agreements of Purchase and Sale or Lease, balconies to remain at a depth less than 4.0 m, and a 1.3 m high safety screen of parapet around the 7th floor amenity area;
- General glazing and spandrel panel recommendations have been provided;
- Vibration control in relation to the proposed LRT is not required, as vibration levels would be below the typical standard;
- Vibration-induced sound levels were low and additional vibration control is not needed; and
- As plans for the mechanical/electrical mature, a review of development impacts on itself and the surrounding area will need to be reviewed (prior to building permit).

5.8 Wind Study

A pedestrian wind assessment for the proposed development has been prepared by RWDI. The purpose of this study is to assess the effects of the proposed development on local pedestrian areas in and around the subject property. Recommendations for minimizing adverse effects are provided, if required.

The existing wind conditions are comfortable for the intended pedestrian use during the year. However, with the addition of the proposed building, higher wind speeds are anticipated throughout the year. The proposed development is not expected to produce significant wind impacts for surrounding area, and the addition of future buildings is not anticipated to produce significant impacts.

5.9 Sun/Shadow Study

Core Architects have completed a Shadow Study Analysis for the proposed development. The shadow study reviews existing shadows in the surrounding area, shadow impacts based on the as-of-right zoning for the RA5 zone, a modified RA5 zone to permit 25 storeys and the proposed built form. The shadow study reviews the impacts on June 21 from 7:07am to 7:33pm, September 21 from 8:35am to 5:48pm, and December 21 from 9:19am to 3:15pm.

Based on the key findings, all criteria for a shadow impact analysis of the proposed development have been met. These criteria include:

- No shadow impact for more than 2 consecutive hours within the space between the exterior wall of a dwelling and the 7.5 m line of impact assessment of any residential private outdoor amenity spaces adjacent to the subject property;
- Proposed development allows for a minimum of 5 hours of sunlight on Hurontario Street and sidewalk on September 21

from 10am onwards and 5 hours on Fairview from sunrise until 2pm; and

- Proposal also allows a minimum of 5 hours of sunlight on Stonebrook Park, northeast from the subject property.

6.0 PLANNING ANALYSIS

As outlined in Section 4.0 of this Report, the proposed development, OPA and ZBA are consistent with and conform to the existing planning policy and regulatory framework. The following subsections highlight the key planning components and outline the ways in which the proposed development reflects good planning.

6.1 Built Form and Design

The proposed built form and design are appropriate for the subject property as they make efficient use of an existing underutilized parcel. The proposed high-rise built form is compatible with existing buildings in the surrounding area. There is an appropriate separation distance between the building and surrounding low- and mid-rise dwellings. The proposed separation distances also ensure that there are no adverse impacts related to light, view and privacy for the residents in the proposed development and in surrounding buildings.

The design of the proposed building reflects an urban condition with an appropriate transition from the proposed municipal ROW design for the Hurontario LRT. The ground floor comprises active uses along Hurontario Street and Fairview Road, including the retail space, residential lobby and ground-related townhouse units. Underground parking has been directed off the public ROW to mitigate adverse impacts on traffic flows. The podium is configured to create a consistent street wall with a significant setback at the 7th level to create a pedestrian friendly environment and to minimize shadows onto the sidewalks. It is our opinion that the proposed built form and design are appropriate for the subject property and represent good planning.

6.2 Height and Density

The proposed height is taller than surrounding buildings, however, the tower design is slimmer than others to ensure for privacy and that light and shadow impacts are minimized. The height is

consistent with other active applications within the surrounding area along the Hurontario corridor. Based on the shadow study prepared by Core Architects, the City's standards are met at the proposed height.

While the density appears high due to the parcel size, the proposal reflects an infill development and maximizes the potential of the lot, appropriate for its location within an intensification area. The Hurontario corridor will become an urban environment, accommodating higher densities. The provincial, regional and municipal policy framework encourage high-density developments in locations such as the subject property. It is our opinion that the proposed heights and densities are appropriate for the subject property and represent good planning.

6.3 Transit and Servicing

The subject property is well served by existing bus routes connecting it to other parts of the City. The future Hurontario LRT will have a station within walking distance that will provide additional connections within the City and into the Downtown Brampton area. The subject property is also within walking distance to the Cooksville GO Station, providing connections to adjacent municipalities. The LRT will result in improvements to the right-of-way including improved sidewalks and new cycling lanes that will encourage active transportation.

Not only is the proposal extremely transit supported, it can also be connected to the existing municipal infrastructure located on the streets adjacent to the subject property. As outlined in the Functional Servicing Report prepared by WSP, the increased density of the subject property will not create any undue pressure onto the watermain, sanitary sewers or stormwater sewers. It is our opinion that the proposed development is well served by existing transit and infrastructure and will not create any undue impacts to the existing and planned capacity.

7.0 COMMUNITY ENGAGEMENT PLAN

7.1 Overview

A Pre-Consultation meeting was held with the Development Application Review Committee (DARC) to present the proposed development on September 4th 2019. As part of the complete application requirements, it was determined that a Pre-Submission Public Engagement Meeting was to be coordinated with the Councillor's office and held in advance of the first submission.

The Public Engagement Meeting was held on the evening of December 4th 2019 between 7:00 and 9:00 PM at the Mississauga Valley Community Centre. Notices were hand delivered approximately two weeks in advance to residents living in the surrounding area. Members of the public attended the meeting in addition to Edenshaw Fairview Developments Limited, members of the consultant team (including Sajecki Planning), City Staff (Planning and Transportation & Works), as well as Councillor Kovac and representatives from his office.

The meeting began as an open house to provide residents and stakeholders the opportunity to consult information boards and discuss with the owners, members of the consultant team, City Staff and the Councillor's office. The open house was followed by a presentation prepared by the consultant team and a formal question period. Additional time was allocated for smaller group discussions related to the different disciplines.

7.2 Meeting Outcome

Key feedback from the meeting related to traffic concerns and issues with the existing transportation network. These concerns have been considered and incorporated within the Traffic Impact Study prepared by LEA Consulting. Refer to **Appendix D** for comprehensive meeting minutes.

The proposed Community Engagement Plan for consulting with the public following the first submission will follow the requirements of the Planning Act. This will include a public notice sign to be posted on the subject property with information pertaining to the application to notify nearby residents and other stakeholders of updates and meeting dates.

It is also anticipated that the owners and consultant team will coordinate with City Staff to hold a Statutory Public Meeting and that notices will be provided to area residents relating to advancements of the proposed development.

This strategy will ensure that residents and local stakeholders in the area remain well informed throughout the development and implementation processes.

8.0 CONCLUSION

Based on the information outlined in this Planning Justification Report and the findings identified in the supporting technical reports and studies, we are of the opinion that the proposed development, Official Plan Amendment and Zoning By-law Amendment represent an appropriate redevelopment for the subject property. Based on the existing and planned transportation network, the surrounding area context and active development applications, as well as the comprehensive analysis of the proposed development within the existing planning policy framework, we believe that the proposal represents good planning and we conclude the following:

1. The proposed development, Official Plan Amendment and Zoning By-law Amendment are consistent with the Provincial Policy Statement (2014);
2. The proposed development, Official Plan Amendment and Zoning By-law Amendment conforms to the Growth Plan (2019);
3. The proposed development, Official Plan Amendment and Zoning By-law Amendment conforms to the policies of the Region of Peel Official Plan (2018);
4. The Official Plan Amendment conforms to the general intent and purpose of the City of Mississauga Official Plan (2018);
5. The proposed development and Zoning By-law Amendment conforms to the City of Mississauga Official Plan (2018);
6. The proposed development does not create any adverse impacts to the surrounding area; and
7. The proposed development can be appropriately serviced by the existing and planned infrastructure of the area.

It is our professional land use planning opinion that the proposed 36-storey residential building with at-grade retail is appropriate, desirable and will further support the City of Mississauga in achieving complete communities supported by a multi-modal transportation system. As such, the Official Plan and Zoning By-law Amendments should be approved to implement the proposed development at 1 Fairview Road East.

Respectfully submitted,



David Sajecki
MCIP RPP M.PL B.Eng. LEED AP
Partner
Sajecki Planning Inc.

APPENDICES

Submission Requirements Checklist

Type of Application:

- ☒ Official Plan Amendment (OPA) ☐ Removal of H (H-OZ)
☒ Rezoning (OZ) ☐ Plan of Subdivision (T)

Planning and Building Department
 Development and Design Division
 300 City Centre Drive
 Mississauga, ON L5B 3C1
 Tel: 905-896-5511
www.mississauga.ca



General Information		
Address / Legal Description of Site 3383 Hurontario Street		Ward No. 4
Description of Proposal A 35-storey residential building with 360 units		Meeting Date Sept. 4, 2019
Applicant Name Sajecki Planning	Planner Name A. Lucas	Pre-Application Meeting No. DARC 19-208

General Requirements	Required Reports / Studies (7 copies each, unless noted below)
<input checked="" type="checkbox"/> Complete Application Form	<input checked="" type="checkbox"/> Planning Justification Report
<input checked="" type="checkbox"/> City Application Fees / Deposits	<input checked="" type="checkbox"/> Parking Utilization Study
<input checked="" type="checkbox"/> Commenting Agency Fee Collection Form	<input checked="" type="checkbox"/> Urban Design Brief (contact UD for TOR)
<input checked="" type="checkbox"/> Region of Peel Commenting Fee	<input checked="" type="checkbox"/> Sun/Shadow Study
<input type="checkbox"/> Conservation Authority Review Fee	<input checked="" type="checkbox"/> Wind Study
<input checked="" type="checkbox"/> Cover Letter	<input checked="" type="checkbox"/> Digital 3D Building Mass Model (SketchUp)
<input checked="" type="checkbox"/> Context Plan / Map (40 copies)	<input checked="" type="checkbox"/> Acoustical Feasibility Study
<input checked="" type="checkbox"/> Concept / Site Plan (40 copies)	<input checked="" type="checkbox"/> Arborist Report
<input checked="" type="checkbox"/> Grading / Site Servicing Plan (35 copies)	<input checked="" type="checkbox"/> Tree Inventory / Tree Preservation Plan
<input checked="" type="checkbox"/> Survey Plan (40 copies)	<input checked="" type="checkbox"/> Easements / Restrictions on Title
<input type="checkbox"/> Draft Plan of Subdivision (50 copies)	<input checked="" type="checkbox"/> Streetscape Feasibility Study
<input checked="" type="checkbox"/> Building Elevations (7 copies)	<input checked="" type="checkbox"/> Traffic Impact Study
<input checked="" type="checkbox"/> Draft Official Plan Amendment (3 copies)	<input checked="" type="checkbox"/> Transportation Demand Management Strategy
<input checked="" type="checkbox"/> Draft Zoning By-law (3 copies)	<input checked="" type="checkbox"/> Operations and Safety Assessment
<input checked="" type="checkbox"/> Draft Notice Sign Mock-up (1 copy)	<input type="checkbox"/> Slope Stability Study / Top of Bank Survey
<input checked="" type="checkbox"/> Digital copy (PDF format) of all required documents, plans, drawings, studies and reports on USB memory stick (2 memory sticks)	<input type="checkbox"/> Environmental Impact Statement – Type (i.e. minor or major) to be determined following site visit prior to application submission (9 copies)
<input checked="" type="checkbox"/> List of Low Impact Design Features for Site and Building (1 copy)	<input checked="" type="checkbox"/> Functional Servicing Report (FSR) (9 copies)
<input checked="" type="checkbox"/> Urban Design Advisory Panel	<input checked="" type="checkbox"/> Stormwater Management Report
<input checked="" type="checkbox"/> Pre-Submission Community Engagement Meeting	<input type="checkbox"/> Geotechnical Report
Other Requirements / Notes	<input checked="" type="checkbox"/> Phase 1 Environmental Site Assessment
<input checked="" type="checkbox"/> Underground Parking Plan	<input type="checkbox"/> Phase 2 Environmental Site Assessment
<input checked="" type="checkbox"/> Drainage Proposal	<input type="checkbox"/> Heritage Impact Assessment
	<input type="checkbox"/> Archaeological Assessment
	<input type="checkbox"/> Housing Feasibility Report

Other Information
<ul style="list-style-type: none"> Application forms can be obtained at http://www.mississauga.ca/portal/residents/pbformscentre Terms of References can be found at http://www.mississauga.ca/portal/residents/terms-of-reference Additional information/reports/studies/plans may be required upon submission of the application. This checklist is valid for one (1) year from the date of the meeting or at the discretion of the Director of Development and Design or his/her designate. In the event that the checklist expires prior to the application being submitted, and/or new policy and/or by-laws apply, another updated checklist may be required. As part of the Public Engagement Strategy for a complete application, and where deemed necessary by City Staff, the applicant will be required to host a Community Engagement Meeting prior to submitting an application with surrounding residents to inform the community of the contemplated development proposal and to gather feedback. Further details on the meeting can be obtained by the Planner assigned to the file. Application submission is by appointment only. To book an appointment, please phone 905-615-3200 ext. 4199 or by email at sanja.blagojevic@mississauga.ca Applicants should consult with the Planning Services Centre of the Development and Design Division to verify the application fee calculation before preparing a cheque. Send your completed Fee Calculation Worksheet (in the application form) to epans.devdes@mississauga.ca for review.

Appendix B: Draft Official Plan Amendment

Draft Official Plan Amendment- January 2020

The Corporation of the City of Mississauga

By-law Number _____

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

WHEREAS in accordance with the provisions of section 17 or 22 of the *Planning Act*, R.S.O 1990, c.P.13, as amended, 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 may authorize the Regional Municipality of Peel, 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 of Peel has advised that, with regard to Amendment No. XX, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

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

1. The following explanatory text attached hereto, constituting Amendment No. XX to Mississauga Official Plan, specifically the Downtown Fairview Character Area of Mississauga Official Plan, of the City of Mississauga Planning Area, are hereby adopted.

ENACTED and PASSED this ____ day of _____, 2019

Signed _____
MAYOR

Signed _____
CLERK

Draft Official Plan Amendment- January 2020

Amendment No. XX

To

Mississauga Official Plan

The following text and schedules attached constitute Official Plan Amendment No. XX.

PURPOSE

The purpose of this Amendment is to change the land use designation of the subject lands from "Office" to "Residential High Density" to facilitate the future development of a 36-storey residential building with at-grade retail uses on the subject lands.

LOCATION

The subject lands affected by this Amendment are located at 1 Fairview Road East at the north east corner of the Hurontario Street and Fairview Road intersection. The subject lands are located in the Downtown Fairview Character Area, as identified in the Mississauga Official Plan.

BASIS

The Mississauga Official Plan came into effect on November 14, 2012, save and except for those policies and land use designations which have been appealed to the Local Planning Appeal Tribunal (Formerly known as the "Ontario Municipal Board").

The subject lands are designated "Office" in the Downtown Fairview Character Area of the Mississauga Official Plan. Residential development is currently not permitted on the subject lands.

The proposal to re-designate the subject lands to "Residential High Density" to allow for the proposed development is acceptable from a planning standpoint and should be approved for the following reasons:

1. This amendment is supportive of the policy framework expressed in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan all of which promote a range and mix of housing as well as redevelopment of underutilized lands within built up areas that are well served by transit and existing infrastructure.
2. The proposed amendment is consistent with the Urban System policies as it provides for appropriate growth along an Intensification Corridor and within the Downtown, specifically the Downtown Fairview Character Area.
3. The policies and objectives of the Mississauga Official Plan are supported by the proposal as it contributes to the range of housing types, sizes and tenure; it is compatible from a density, scale and massing perspective; and it efficiently and effectively utilizes existing community infrastructure and facilities.
4. The subject property is well served by existing transit service and is adjacent to the planned Hurontario LRT line facilitating opportunities for sustainable modes of transportation.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 12.3.2, Special Site Policies, Downtown Fairview Character Area of the Mississauga Official Plan, is hereby amended by adding the following:
- | | |
|------------|--|
| 12.3.2.X | Site X |
| 12.3.2.X.X | The subject lands identified as Special Site X are located at 1 Fairview Road East, which are located in the north east corner of the Hurontario Street and Fairview Road intersection. |
| 12.3.2.X.X | Notwithstanding the policies of this Plan, the following additional policies will apply:

a) <i>one apartment building with a maximum height of 36 storeys will be permitted; and</i>

b) <i>ground-floor retail uses will be permitted.</i> |
2. Schedule 10- Land Use Designations, of the Mississauga Official Plan, is hereby amended by changing the designation on a portion of the subject lands from “Office” to “Residential High Density”, as shown on Map “X” of this Amendment.

IMPLEMENTATION

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

The subject lands will be rezoned concurrently to implement this Amendment.

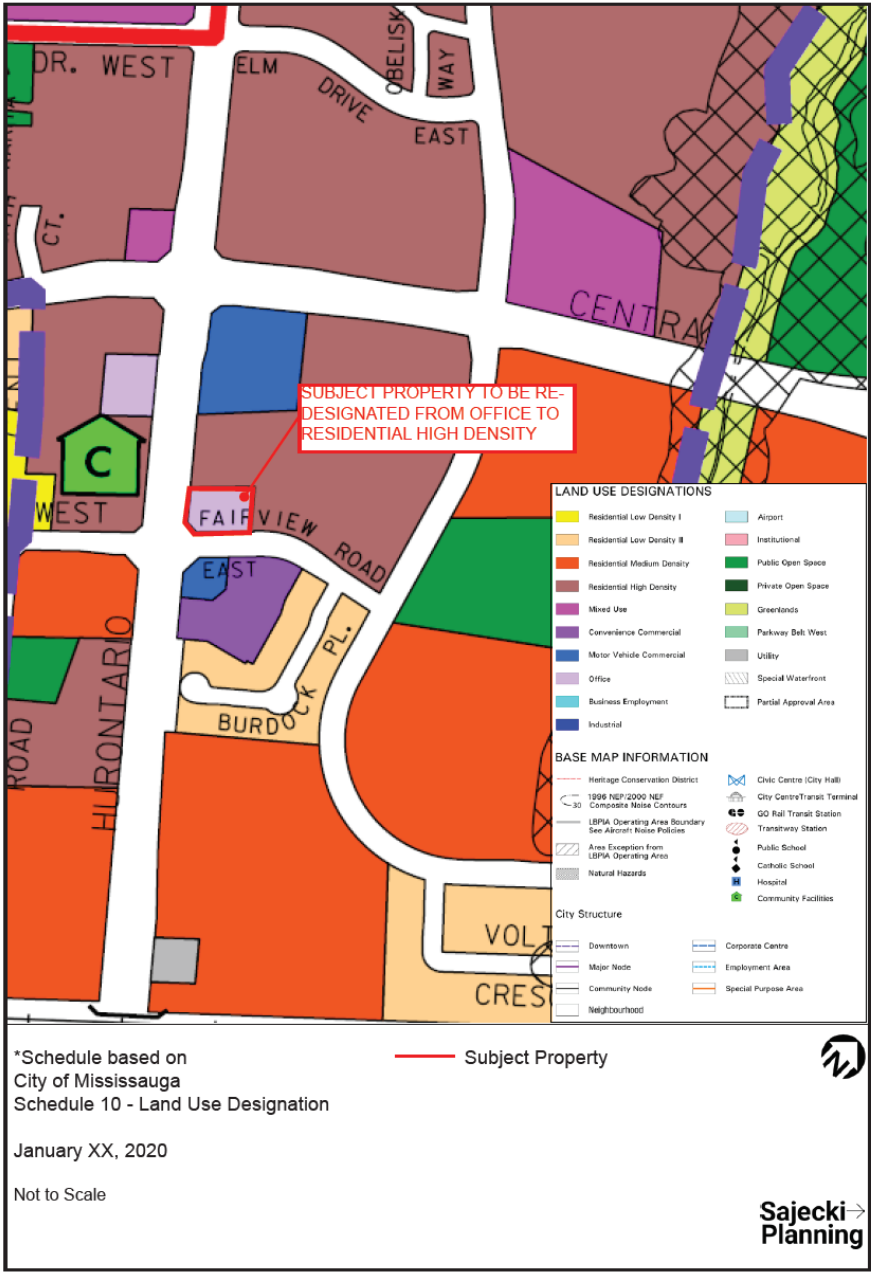
This Amendment has been prepared based on the Office Consolidation of the Mississauga Official Plan, dated March 13, 2019.

INTERPRETATION

The provisions of the 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 the Mississauga Official Plan.

SCHEDULE 'A'



Appendix C: Draft Zoning By-law Amendment

Draft Zoning By-law Amendment Chart

1 Fairview Road East, City of Mississauga

Zone Regulations		RA5 Zone Requirement	RA5-XX Zone Proposed
2.0	Permitted Uses	Residential Uses: Apartment Long-Term Care Building Retirement Building	Residential Uses: Apartment Commercial Uses: Retail Store
3.0	Minimum Lot Frontage	30.0 m	--
4.0	Minimum Floor Space Index- Apartment Zone	1.9	--
5.0	Maximum Floor Space Index- Apartment Zone	2.9	10.23
6.0	Maximum Gross Floor Area- Apartment Zone Per Storey For Each Storey Above 12 Storeys	1,000 m ²	--
7.0	Maximum Height	77.0 m and 25 Storeys	115.0 m and 36 storeys (excluding mechanical penthouse)
8.0	Minimum Front and Exterior Side Yards		
8.1	For that portion of the dwelling with a height less than or equal to 13.0 m	7.5 m	1.7 m front yard setback 2.2 m exterior side yard setback
8.2	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	8.5 m	1.7 m front yard setback 4.5 m exterior side yard setback
8.3	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	9.5 m	3.0 m front yard setback 7.3 m exterior side yard setback
8.4	For that portion of the dwelling with a height greater than 26.0 m	10.5 m	3.0 m front yard setback 7.3 m exterior side yard setback
9.0	Minimum Interior Side Yard		
9.1	For that portion of the dwelling with a height less than or equal to 13.0 m	4.5 m	--
9.2	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	6.0 m	4.5 m
9.3	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	7.5 m	4.5 m
9.4	For that portion of the dwelling with a height greater than 26.0 m	9.0 m	--

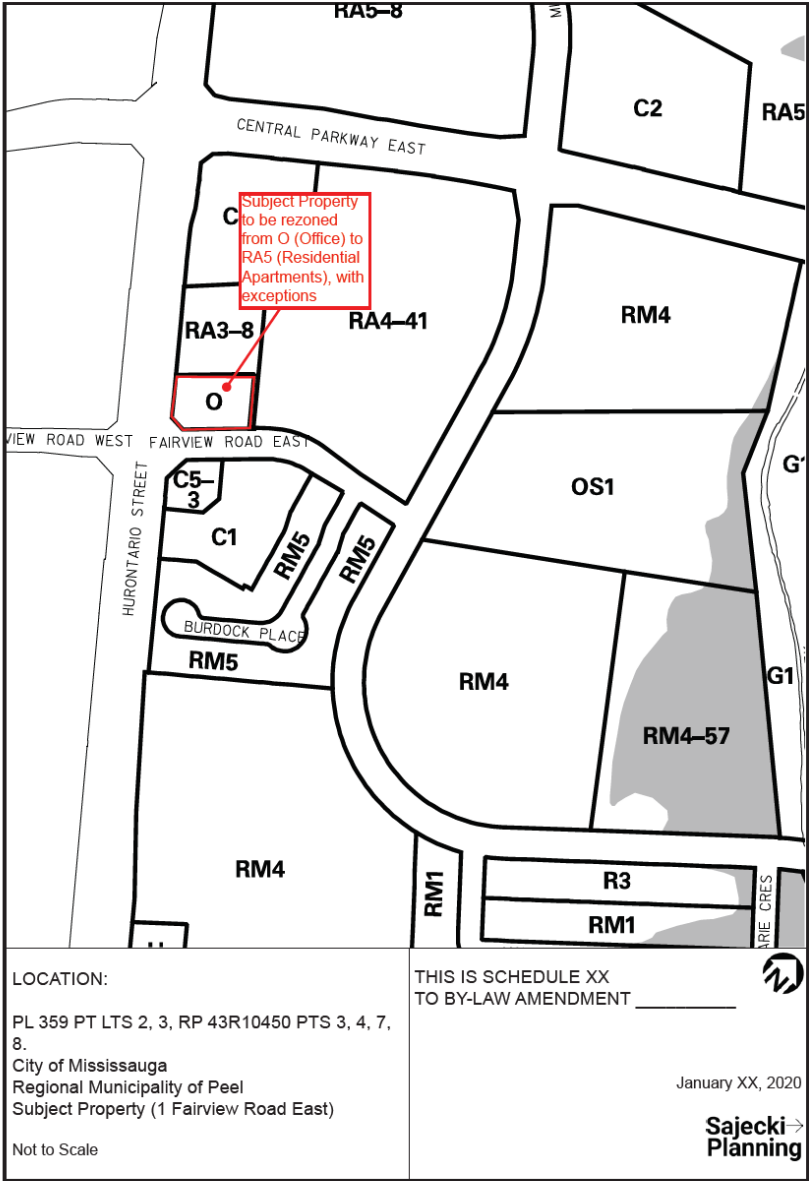
9.5	Where an interior side lot line , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof	4.5 m	--
9.6	Where an interior lot line , or any portion thereof, abuts a zone permitting detached and/or semi-detached	7.5 m plus 1.0 m for each additional 1.0 m of dwelling height , or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	--
10.0	Minimum Rear Yard		
10.1	For that portion of the dwelling with a height less than or equal to 13.0 m	7.5 m	6.5 m
10.2	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	10.0 m	6.5 m
10.3	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	12.5 m	17.5 m
10.4	For that portion of the dwelling with a height greater than 26.0 m	15.0 m	17.5 m
10.5	Where a rear lot line , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof	4.5 m	--
10.6	Where a rear lot line, or any portion thereof, abuts a zone permitting detached and/or semi-detached	7.5 m plus 1.0 m for each additional 1.0 m of dwelling height , or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	--
11.0	Encroachments and Projections		
11.1	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	2.2 m
11.2	Maximum encroachment into a required yard of a porch, balcony located on the first storey , staircase, landing or awning,	1.8 m	2.2 m

Appendix C: Draft Zoning By-law Amendment

	provided that each shall have a maximum width of 6.0 m		
11.3	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	2.2 m
12.0	Minimum Above Grade Separation Between Buildings		
12.1	For that portion of dwelling with a height less than or equal to 13.0 m	3.0 m	--
12.2	For that portion of dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	9.0 m	--
12.3	For that portion of dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	12.0 m	--
12.4	For that portion of dwelling with a height greater than 26.0 m	15.0 m	--
13.0	Parking, Loading, Servicing Area and Parking Structures		
13.1	Minimum parking spaces	Condominium Apartment 1.00 resident space per studio unit 1.25 resident spaces per one-bedroom unit 1.40 resident spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit 0.20 visitor spaces per unit Retail Store 5.4 spaces per 100 m2 GFA - non-residential	0.67 resident spaces per unit 0.1 visitor spaces per unit Retail parking is to be shared with visitor
13.2	Minimum setback from surface parking spaces or aisles to a street line	4.5 m	--
13.3	Minimum setback from surface parking spaces or aisles to any other lot line	3.0 m	--
13.4	Minimum setback from a parking structure above or partially above finished grade to any lot line	7.5 m	--
13.5	Minimum setback from a parking structure completely below finished grade, inclusive of	3.0 m	0.0 m

	external access stairwells, to any lot line		
13.6	Minimum setback from a waste enclosure/loading area to a street line	10.0 m	--
13.7	Minimum setback from a waste enclosure/loading area to a zone permitting detached and/or semi-detached	10.0 m	--
14.0	Condominium Roads and Aisles		
14.1	Condominium roads and aisles are permitted to be shared with abutting lands zoned to permit back to back and stacked townhouses, townhouses or apartments , or any combination thereof	✓	--
15.0	Minimum Landscaped Area, Landscape Buffer and Amenity Area		
15.1	Minimum landscaped area	40% of the lot area	25% of the lot area
15.2	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	0.0 m
15.3	Minimum depth of a landscaped buffer along any other lot line	3.0 m	--
15.4	Minimum amenity area	The greater of 5.6 m ² per dwelling unit or 10% of the site area	4.33 m ² per dwelling unit
15.5	Minimum percentage of total required amenity area to be provided in one contiguous area	50%	--
15.6	Minimum amenity area to be provided outside at grade	55.0 m ²	--
16.0	Accessory buildings and structures	✓	--

SCHEDULE 'B'



Sajecki→ Planning

Date: December 4th, 2019

Meeting Purpose: Pre-Submission Public Engagement Meeting (3383 Hurontario Street)

Meeting City of Mississauga: Mississauga Valley Community Centre (Program Room 1)

Resident's Comments and Concerns:

Post-it Notes Received:

- Coffee shops may include cannabis & that would be a concern.
- Concern about new water directed to single houses to the south. Assured won't happen.
- Coffee shops may need CofA application. Adjacent plaza had trouble getting approval.
- Consider fire station stopping traffic lights on Hurontario and Fairview.
- Icy road (Fairview) in winter.
- 360 car increase seems a lot for a tight street.
- Street parking on Fairview may be dangerous especially in peak traffic and winter.

Verbal Comments and Questions Received:

- Concern of traffic on private access with the Peel Region Building.
- Traffic on Fairview- already a very busy road.
 - There would be significant queuing to leave the property (towards Hurontario intersection).
- Fairview is very slippery in the winter- numerous accidents of cars sliding into backyards of Burdock Place.
- Stop sign to the east- many people drive right through it.
- Great to have a café, possibly sell ice cream or have a convenience store.
 - Where would parking be? Could cause problem with Kaneff property to the south if used for parking to access the retail space.
- Will we be expecting people to drive or use transit?
- Many traffic concerns- is there going to be a widening of Fairview and is this going to be required?
- When we have an application with so many units is there consideration for vehicle counts?
- During our consultation process will we be going to the City's road safety committee for vision zero?
 - There are many modes of transportation (pedestrians, cyclist, vehicles) in a small space.
 - Consideration for safety and operational guidelines.
- Based on the amount of storeys and we talk about all the walking but how many vehicle spaces are there?
 - People may purchase a spot they don't intend to use and then sell it.
- There is a point to be made that there will be lots of cars adding to the traffic in the area.
- Just the virtue of being near transit, someone may buy a space to sell off to a commuter that uses the transit but does not live in the area.

Sajecki→ Planning

- Recognize with this pool of parking what could happen.
- The main concern is traffic constraints in the area.
- Is the only road we are considering for access the shared driveway?
 - It is small, icy in winter (residents salt parts of Fairview themselves), concern of vehicles hitting pedestrians.
 - Could access come from Mississauga Valley Boulevard (to north) rather than Fairview?
- Fairview is a very tight with current traffic.
- Fire trucks alter the lights at intersection when they need to come out. They hold it for quite a while and traffic typically backs up significantly.
 - This station is very busy as it serves the downtown area, no station in the downtown itself.
- How do we manage the influx of people, using sidewalks (with bicycles) surround amenities etc.
- Concern of the height, this is a corridor with no more vacant land.
 - 42m between building to the north, podium is also about the size of building to north.
 - No precedence in the area or vacant land to be developed in the same manner.
 - Not fitting for this cross-section.
 - Not going to change the landscape in the next 5 years.
- Concern with the unit mix, prefer to see bigger units (3+ bedrooms)- realistic housing accommodations for Mississauga.
 - Families to be able to buy housing- single detached are becoming unaffordable.
- Local residents are having concern on the existing westbound at the Fairview/Hurontario intersection that causing long delays and queue spillback blocking Burdock Place. Suggested road widening at Fairview Rd adjacent to the subject site to solve the congestion issue.
- Looking for potential secondary access other than just utilizing the existing access on Fairview Rd.
- Concern on road safety at the adjacent streets. Question on the implementation "Vision Zero" be applied/considered related to the design of the proposed development. *(The concern of this should be focused on the design of Hurontario LRT, which is just outside of the proposed development. The proposed development will likely not have much impact or influence to any design element of the Fairview/Hurontario intersection; however, LEA could review and provide comments regarding this aspect.)*
- Concerns on new traffic generated by the development. *(LEA indicated that the best Transportation Demand Management [TDM] measure to address this is to reduce parking spaces. Yet, residents are concerned not enough parking if going too low. This is very contradictory.)*
- Concern on parking spaces being rented by non-tenant of the proposed development. *(Edenshaw addressed this on the spot that the condo management will restrict and manage this concern.)*
- Residents wondered how cars would be turning into the layby parking if they were coming off of Hurontario. (E.G. would they have to do a U-turn).
- It was noted that Fairview is steeply sloped, and people turning quickly off of Hurontario misjudge how slippery it can be in winter and often end up sliding down, so they thought this turnaround would be an issue.
- There have been issues with flooding in the area, so residents inquired how runoff would be handled in the case of heavy rainfall events.

