

PREPARED FOR:
SOLMAR (EDGE 3) CORPORATION

AUGUST

2020

PLANNING JUSTIFICATION REPORT

16 Elm Drive West,
Mississauga



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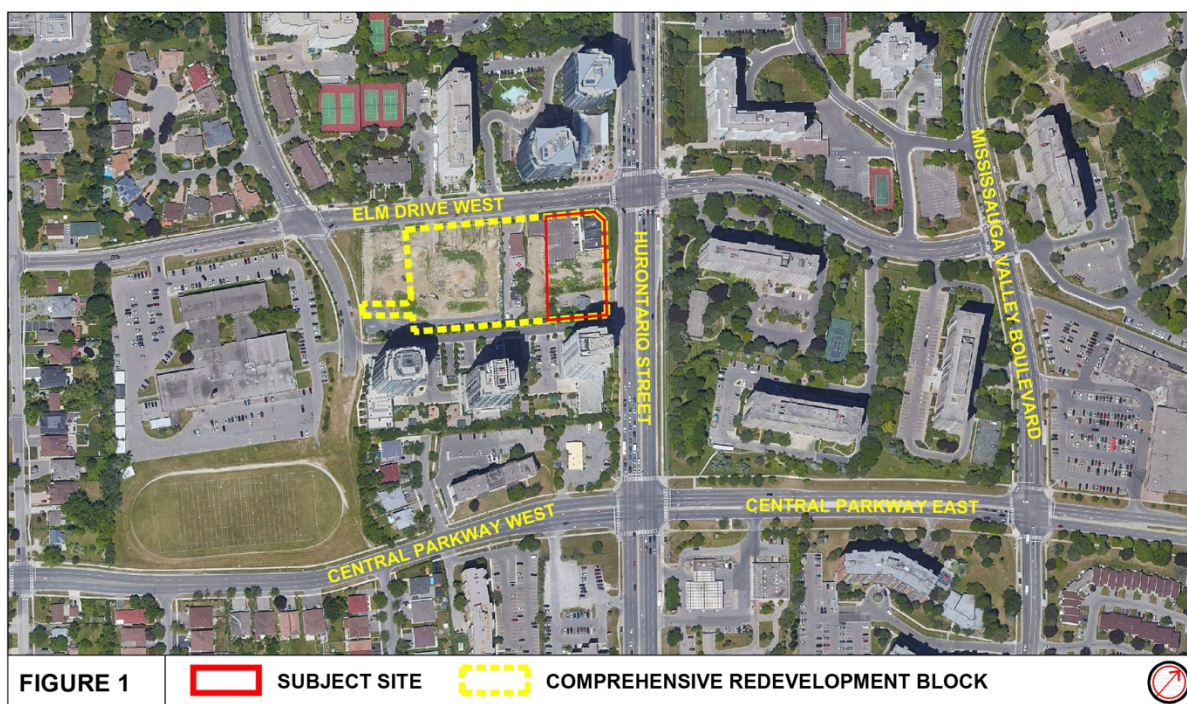
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1 Introduction



This Planning Justification Report has been prepared in support of the Zoning By-law Amendment application submitted by Solmar (Edge 3) Corp. for 16 Elm Drive West (the “subject site”), as shown on **Figure 1**. Solmar is proposing to redevelop the subject site which is a component of a comprehensive development plan of the entire block located at Elm Drive West and Hurontario Street.

The proposed Zoning By-law Amendment application seeks to permit 624 units within a residential apartment condominium tower, 50 storeys in height with a 6 and 12-storey podium (the “proposed development”). The purpose of this Planning Justification Report (herein referred to as the “report”) is to assess the appropriateness of the proposed infill development on the subject site in relation to the surrounding context, transportation network, existing infrastructure provisions, and the applicable planning policies at the provincial, and municipal levels.



This report is broken into eight sections, including this section:

Section 2 provides a summary of the previous applications submitted on the subject site as part of the comprehensive redevelopment of the entire block.

Section 3 outlines the existing conditions of the subject site, the surrounding area, access to existing and planned transit as well as community services and facilities.

Section 4 describes the proposed development, and provides details regarding the proposed Zoning By-law Amendment and Site Plan application.

Section 5 assesses the consistency and conformity of the proposed development, as applicable, in relation to relevant provincial, regional and municipal policies.

Section 6 provides a summary of the supporting studies for the proposed development.

Section 7 describes the proposed engagement plan.

Section 8 concludes and summarizes the report.

2 Planning History



An Official Plan Amendment and Zoning By-law Amendment was previously submitted for portions of the subject site and adjacent lands that form the entire block on the south side of Elm Drive West between Hurontario Street and Kariya Drive. The addresses that were included as part of these applications were 24, 28, 34, 38, 44, 50, 58 and 64 Elm Drive West, and 3528 and 3536 Hurontario Street. The previous applications were approved by Council on July 6, 2016 (OPA 33, and By-law #0155-2016) and permitted three residential apartment buildings with commercial uses, a day care and a park. The park is being dedicated to the City as a direct result of these development applications. Once complete, this City-owned park will be located at the southeast corner of Elm Drive West and Kariya Drive. Refer to **Table 1** for key development statistics from the previous approved applications.

Table 1: Key Development Statistics from Previous Approved Application	
Floor Space Index (FSI)	8.2
Height	118m and 35-storeys
	134m and 40-storeys
	176.4m and 50-storeys
Maximum total number of dwelling units	1,283
Maximum Gross Floor Area – apartment dwelling	88,950m ²
Maximum Gross Floor Area – non-residential day care	510m ²
Maximum Gross Floor Area – non-residential retail store	675m ²

Since the approval of the Official Plan and Zoning By-law Amendment applications outlined above, site plan applications have been filed for Towers A (36 Elm Drive West) and Tower B (34 Elm Drive West), and these towers are currently under construction.

Related to Tower C and the subject site, since the approval of the Official Plan and Zoning By-law Amendment applications noted above, the owner has acquired 2 additional properties along Hurontario Street (3514 and 3518 Hurontario Street). While these two additional properties were part of the Official Plan Amendment, they were not part of the original Zoning By-law Amendment application, and as such, a rezoning is required to incorporate them as part of the proposed development. These two properties now form part of the subject site, which is now entirely one property and municipally addressed as 16 Elm Drive West.

3 Site and Surroundings



3.1 Subject Site

The subject site is located in the City's "Downtown Fairview" area located on the south side of Elm Drive West, West of the Hurontario Street, approximately 400 metres south of the Hurontario Street and Burnhamthorpe Road West intersection (refer to **Figure 1**). The subject site has an approximate area of 0.37 hectares (0.91 acres) with a frontage of approximately 38 metres along Elm Drive West and a depth of approximately 84 metres along Hurontario Street.

A temporary sales centre is currently located on the subject site, which is part of an ongoing comprehensive redevelopment of the entire block, located on the south side of Elm Drive West, between Hurontario Street and Kariya Drive, as implemented through approved Official Plan and Zoning By-law Amendment applications (File # OZ 13/022 W7).

3.2 Immediate Surroundings

Immediate land uses include:

North

- Immediately north of the subject site is a mix of residential apartment buildings, including 3576 Hurontario Street, a 31-storey residential apartment building, 33 Elm Drive West, a 32-storey residential apartment building, and 55-67 Elm Drive West, a 23-storey residential apartment building with 3 townhouse blocks.

East

- Immediately east is the Hurontario Street right-of-way, further east are numerous residential apartment buildings ranging from 19 to 24 storeys in height.

South

- Immediately south are a mix of high-rise apartment buildings including 3504 Hurontario Street, a 33-storey residential building, 3515 Omeath Court, a 32-storey residential building, and 3525 Omeath Court, a 31-storey residential building.

West

- Immediately west at 100 Elm Drive West is an institutional property (Adult Education Centre).

3.3 Surrounding Area

The subject site is located along the Hurontario Street corridor in area traditionally made up of apartment buildings and is evolving with an emerging context of mixed-use buildings along the street. The surrounding area generally contains high-rise residential buildings, office buildings as well as various retail, commercial and office uses along the corridor.

To the northwest of the subject site is the Square One shopping centre, surrounded by office buildings, retail stores, City Hall, the Living Arts Centre, and Sheridan College Mississauga Campus. Further west along Burnhamthorpe Road stretching north to Rathburn Road are more high-rise residential buildings as well as vacant lands proposed for residential development.

3.4 Community Services and Facilities

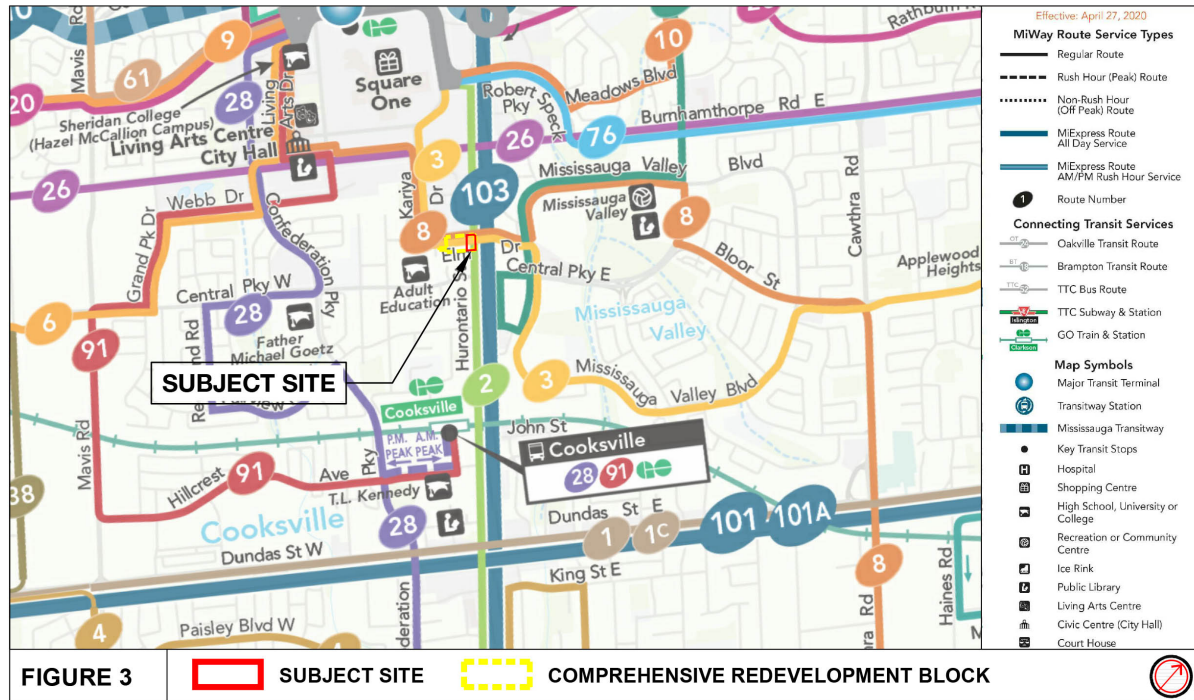
The subject site is situated within the “Downtown Fairview” neighbourhood, a vibrant area of the City with access to a variety of community services and facilities contributing to the development of a complete community. The subject site is ideally situated along Hurontario Street providing access to transit and steps away from the proposed park within the comprehensive development block, as well the Peel Adult Education Centre South Campus which has a large open field.

Within a 10 minute walk (800 metres to 1 kilometre) there are numerous restaurants and a host of convenient shopping opportunities that include food stores, pharmacies, banks, clothing stores, and personal services associated with the Downtown and the Square One Shopping Centre. There are also numerous parks within walking distance from the subject site, including but not limited to Kariya Park, Fairview Park, Brentwood Park, Mississauga Valley Park, Paul Gilbert Memorial Field, Mississauga Celebration Square, Central Library, Jubilee Garden, and Stonebrook park tennis court/park. There are also a variety of schools within walking distances including Fairview Public School, Thornwood Public School, Centre for Edu/Training Mississauga Summer School, the Peel Adult Education Centre South Campus. Several community centres are also located in the immediate area including the Mississauga Hanson Road YMCA Child Care Centre, the Mississauga valley YMCA child care centre and the Mississauga Valley Community Centre.



3.5 Transportation Network

The area is well served by transit with bus stops steps away from the subject site along Elm Drive including Route 3 and 8, as well on Hurontario Street which is served by route 2 and 103. The existing bus network also provides connection to higher order transit including the Cooksville GO station, Port Credit GO Station, as well the City Centre Transit Terminal Station. In addition, bus routes along Burnhamthorpe Road East, which are about a 5-minute walk north provide connections to the TTC Islington Subway Station.



The subject site and area is also expected to become more transit accessible with the completion of Hurontario Light Rail Transit (LRT) system running along Hurontario Street from Mississauga to Brampton. The LRT is expected to dynamically transform Hurontario Street and the Downtown with 18 kilometres of dedicated rapid transit lanes between the Port Credit GO station to the Gateway Terminal at Steeles Avenue in Brampton. The LRT will include 19 surface stops with stops proposed at Burnhamthorpe Road East and Fairview Road West as shown on **Figure 4**.



4 Proposal



4.1 Proposed Development

As discussed in Section 2 of this report, portions of the subject site were part of previous and approved Official Plan and Zoning By-law Amendment applications. Following the approval, the owner has acquired two additional properties along Hurontario Street (formerly addressed as 3514 and 3518 Hurontario Street), that were not part of the original Zoning By-law Amendment application. The addition of these two properties (now collectively forming one property combined with the two properties to the north, municipally addressed as 16 Elm Drive West) creates an opportunity to redesign Tower C from the perspective of promoting a comprehensive redevelopment of the subject site.

The proposed development (for Tower C) generally reflects the approved zoning for the subject site, including the setbacks and building placement in relation to Elm Drive West, Hurontario Street, and the internal roads to the west, as well as the provision for one tower at a maximum height of 50 storeys. The proposed 50-storey apartment building incorporates a 12-storey mid-rise component with a 6-storey podium. The proposed development includes a stepback at the 6th storey of 1.88 metres along the Hurontario Street frontage and 8.88 metres from the internal Driveway C. The podium of Tower C is proposed to extend south along Hurontario Street, creating a prominent element of built form that will contribute to the desired “street wall” of Hurontario Street, while also creating a comfortable and vibrant public realm with at-grade non-residential uses. The proposed development for the subject site will complete the comprehensive redevelopment of the entire block (as shown on **Figure 5**), and will contribute to the overall vision for the lands as a prominent residential and mixed use community that has been designed to promote pedestrian permeability and transit use. Pertinent development statistics are described below in **Table 2**.

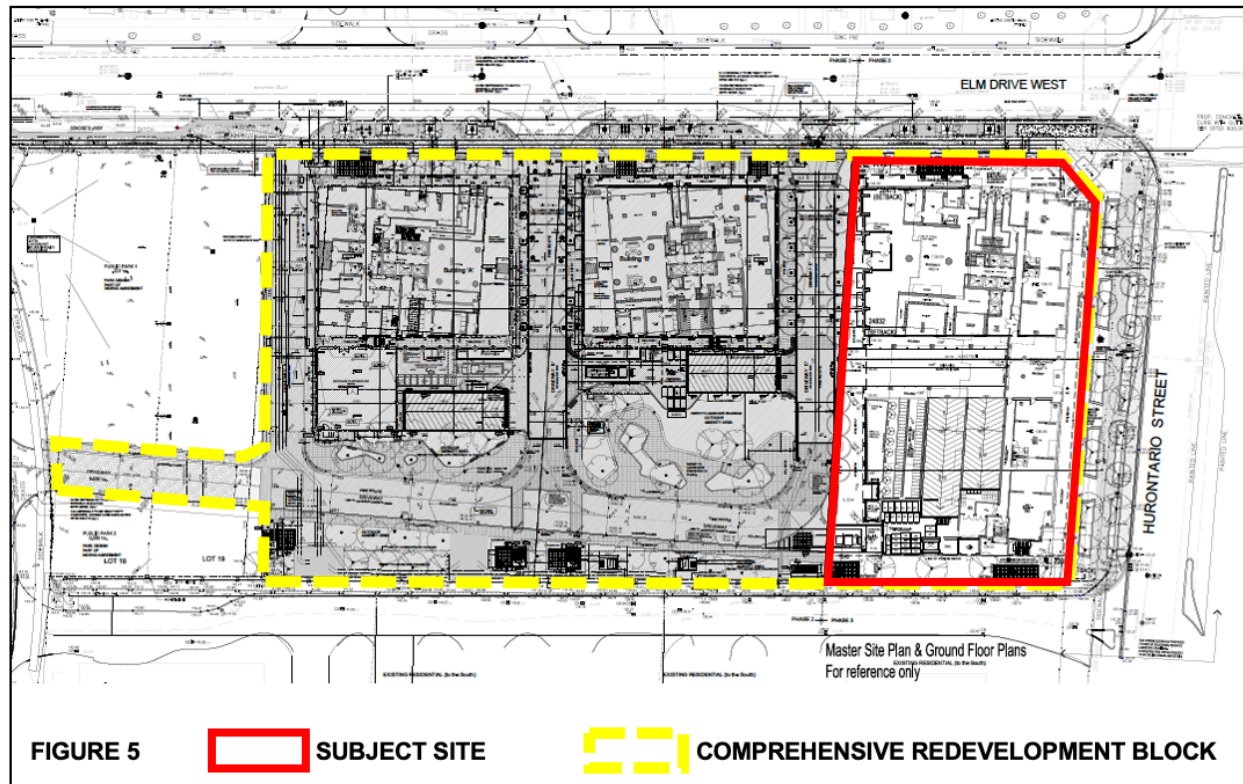


Table 2: Proposed Development Statistics

Proposed Development Statistics	
Area	
Site Area	0.37 ha.
Proposed Height	
Maximum Floors	50
Maximum Height (exc. MPH)	176.40 m
Floor Area	
Proposed GFA	42,090 m ²
Proposed FSI	7.38 (measured over entire RA5-46 zone)
Proposed Suites	
Total Proposed Units	624
Proposed Suite Breakdown	
1 BR	417
2 BR	199
3 BR BFA	8

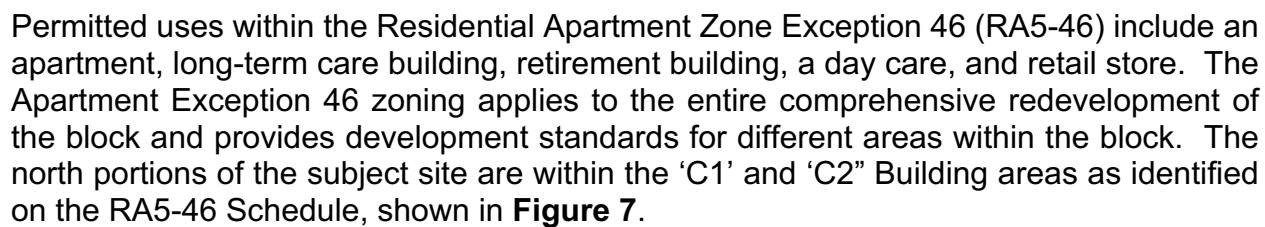
Proposed Amenity Space	
Indoor Amenity space per unit	2.08 m2
Outdoor Amenity space per unit	2.73 m2
Parking	
Total Parking Spaces	690
Residential Parking Spaces	588
Residential Visitor Parking spaces	94
Retail Parking Spaces	8
Total Bicycle Parking Spaces	758
Residential Bicycle Parking	696
Residential Visitor Bicycle Parking	62

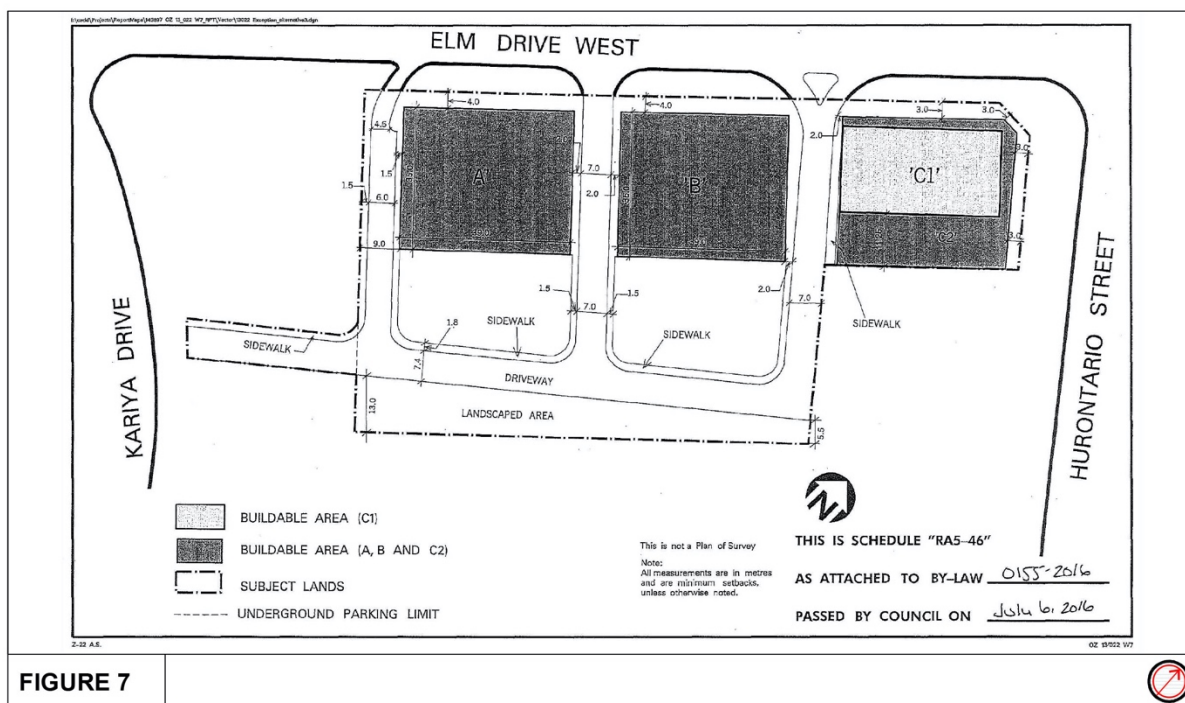
** Floor Space Index (FSI) – Apartment Dwelling Zone and Gross Floor Area (GFA) – Apartment Dwelling Zone definitions per City's zoning by-law*

The proposed development is envisioned to be an attractive addition to the Mississauga skyline. The podium of the proposed development extends slightly beyond the tower portion of the building, aligning parallel to the adjacent City streets (Elm Drive West and Hurontario Street), helping to frame the site and create animated streetscapes. One of the defining architectural feature of the proposed development is that the high-rise tower portion is “turned” slightly at the podium in a way that situates the tower at angle and not parallel to the adjacent City streets. This design is meant to facilitate the creation of unique landmark within the City's public realm and skyline, and is consistent with the designs of Towers A and B to the west.

4.2 Existing Zoning

The subject site is split zoned with the majority zoned RA5-46 (Residential Apartment Zone with Exception 46) and a portion in the southeast corner zoned D1 (Development Zone).





The Residential Apartment Zone Exception 46 prescribes the following for the 'C1' and 'C2' areas:

- a maximum total number of 522 dwelling units;
- a maximum gross floor area of 36,000 m² in buildable areas;
- retail uses permitted within the first storey of a maximum of 675 m²;
- a maximum tower floor plate of 750 m²; and
- a minimum of 7 parking spaces for all retail uses.

Permitted uses within the Development Zone include only legally existing buildings or structures and the legally existing uses that existed on the date of the passing of the zoning by-law. The Development Zone does not permit the development of new buildings or structures or the enlargement of existing ones within the zone.

Exception Zone D-1, applying specifically to the subject site, permits existing detached dwellings and their accessory buildings and structures.

With a portion of the subject site within the Development Zone Exception 1, a Zoning By-law Amendment application is required to bring the entire subject site's zoning in line with the existing zoning for block and the Official Plan.

4.3 Proposed Zoning By-law Amendment

A Zoning By-law Amendment is requested to re-zone the lands from D-1 to RA5-46, and to amend the Exception 46 related to sub areas 'C1' and 'C2' to include the entire subject

site as well as amending the maximum number of dwelling units, maximum gross floor area, floor space index, permitted non-residential uses, and amending the Schedule to reflect the new building design across the entirety of the subject site, including setbacks.

The following **Table 3** represents proposed changes to the RA5-46 standards for the subject site, in addition to required changes to the schedule to reflect proposed setbacks. Where a specific performance standard from the RA5-46 zone is not included in the table below, no change is proposed to that performance standard:

Table 3: Proposed Zoning Performance Standards

Performance Standards	Existing	Proposed
Additional Permitted Uses		
4.15.6.46.1	1) Day Care 2) Retail Store	1) Day Care 2) Retail Store 3) Financial Institution 4) Personal Service Establishment 5) Office
Regulations		
4.15.6.46.7 Maximum total number of dwelling units in Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46 of this exception	522	624
4.15.6.46.11 Maximum total gross floor area – apartment zone in Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46 of this Exception	36,000 m ²	44,000 m ²
4.15.6.46.13	A retail store shall only be permitted within the first storey within Building Areas 'C1' and 'C2' identified on Schedule RA5-46 of this Exception	A retail store, financial institution, personal service establishment and office shall only be permitted within the first storey within Building Areas 'C1' and 'C2' identified on Schedule RA5-46 of this Exception
4.15.6.46.15	Maximum gross floor area – non-residential for a retail store : 675 m ²	Maximum gross floor area – non-residential for a retail store, financial institution, personal service establishment and office : 675 m ²
4.15.6.46.16 Minimum and maximum building heights and tower floor plates of all buildings and structures in Buildable Areas 'A' to 'C2' identified on Schedule RA5-46 of this Exception shall comply with the following:	Maximum Building Height: C1: 176.4 m and 50 storeys Maximum Tower Floor Plate: C1: 750 m ²	Maximum Building Height: C1: 176.4 m and 50 storeys Maximum Tower Floor Plate: C1: 865 m ²

	<p>Minimum Height of a Podium: C2: 9.1 m and 2 storeys</p> <p>Maximum Height of a Podium: C2: 20.0 m and 5 storeys</p>	<p>Minimum Height of a Podium: C2: 20.0 m and 5 storeys</p> <p>Maximum Height of a Podium: C2: 45.0 m and 12 storeys</p>
4.15.6.46.28	<p>Minimum number of parking spaces for all retail stores combined within Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46 of this Exception: 7</p>	<p>Minimum number of parking spaces for all retail stores, financial institutions, personal service establishments, and offices combined within Buildable Areas 'C1' and 'C2' identified on Schedule RA5-46 of this Exception: 8</p>
<p>4.15.6.46.30</p> <p>Minimum landscaped area</p>	<p>35% of lot area</p>	<p>30% of lot area</p>

4.3 Site Plan Application

A Site Plan Application is also made concurrently for site plan approval for the proposed development. The proposed site plan is shown in **Figure 5** of this report.

5 Policy Analysis



This section of the report summarizes the current policy framework and assesses the appropriateness of the proposed development by Solmar (Edge 3) Corp., including relevant planning policies at the provincial and municipal levels applicable to the subject site and this type of development. This section will specifically address the proposed development's consistency with the Provincial Policy Statement as well as conformity with the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City of Mississauga Official Plan.

5.1 The Provincial Policy Statement (2020)

The *Provincial Policy Statement (PPS)* provides direction to the land use planning process and development related to matters of provincial interest. The PPS sets the policy foundation for the development and use of land while protecting resources of provincial interest, public health and safety, as well the natural and built environment. Planning decisions by municipal councils and other decision-makers are required to be consistent with the **PPS**.

In our opinion, this proposed development is fully consistent with applicable policies of the **PPS**. A number of the key points in this assessment are summarized below.

The **PPS**, under "Building Strong Communities" [Part V, Section 1.0], requires that healthy, livable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;

- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- h) promoting development and land use patterns that conserve biodiversity; and
- i) preparing for the regional and local impacts of a changing climate.

Consistency:

The subject site is located within the City of Mississauga in an area that is already serviced. The proposal further intensifies the block through incorporating the remainder of the subject site which enables a comprehensive redevelopment of the block with a larger apartment building. The proposed development on the subject site represents an efficient use of land and services, as well as minimizes land consumption through intensification. The south portion of the subject site is vacant and previously contained a detached dwelling, which is considered underutilized land. Therefore, the proposed development represents a more efficient use of the land and existing infrastructure.

Furthermore, with the subject site's close proximity to multiple existing and planned transit options, as well as many amenities, the proposal supports a land use pattern that encourages sustainable modes of transportation. Providing a transit supportive development will encourage the use sustainable modes of transportation and may reduce environmental and public health concerns, as well as mitigate climate change impacts. As such, the proposal is consistent with the policies 1.1.1 of the **PPS** in supporting the development of healthy, liveable and safe communities.

The **PPS** states that land shall be made available within settlement areas through intensification and redevelopment, and designated growth areas should accommodate an appropriate range and mix of housing as well as other land uses to meet projected needs for a time horizon of up to 25 years [Section 1.1.2].

Consistency:

The proposed development is consistent with the policy of utilizing land efficiently by redeveloping an underutilized parcel. Further, the proposal represents an efficient use of resources by utilizing existing infrastructure and public services, including, transit infrastructure, which is prevalent and evolving in the area. The proposed development will also introduce 624 new residential units within the settlement's built-up area and urban growth centre, assisting the City in meeting its projected housing needs through providing a mix of housing options with a range of unit types as well as accessible units (refer to **Table 2**).

The **PPS**, states that Settlement areas shall be the focus of growth and development [Section 1.1.3.1]. Land use patterns within settlement areas shall be based on densities and a mix of land uses that:

- a) efficiently use land and resources;

- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the impacts of a changing climate;
- e) support active transportation; and
- f) are transit-supportive, where transit is planned, exists or may be developed.

[Section 1.1.3.2].

Consistency:

As mentioned, the proposed development is consistent with the policy of utilizing land efficiently by redeveloping an underutilized lot. Furthermore, the proposal represents an efficient use of resources by utilizing existing infrastructure and public services, including, existing and planned transit infrastructure which will dynamically transform the area.

The proposed development is situated within a walkable, emerging transit accessible area with opportunities for active transportation. As such, the proposed development's location will facilitate a reduction in automobile trips, mitigating the impact on air quality and climate change. Therefore, the proposed development is ideally situated to efficiently utilize infrastructure, minimize the number of vehicle trips and support the use of both transit and active transportation. It is our opinion that the proposed development is consistent with the policies contained in Section 1.1.3.1 and 1.1.3.2 of the PPS for land use patterns in *settlement areas*.

Accordingly, the PPS directs that Planning authorities shall identify locations and promote opportunities for transit oriented development that can accommodate a significant supply and range of housing options through intensification and redevelopment taking into account suitable existing or planned infrastructure [1.1.3.3.]. In addition, Policy 1.1.3.6 states that new development in growth areas should have a compact form, mix of uses and densities to allow for efficient use of land, infrastructure and facilities.

Consistency:

The proposed development represents a transit oriented development of an existing site along a transit corridor that is anticipated to become more transit accessible with the introduction of the Hurontario LRT. Consistent with PPS, the proposal will significantly contribute to the provision of higher density housing types in Mississauga through the introduction of 624 dwelling units through a compact built form, with a mix of uses on the site including non-residential uses at grade. Moreover, the proposal represents an efficient use of land, supported by public infrastructure, transit and community facilities (see **Figure 2**). The proposal will be developed in a manner that is cost effective in terms of required infrastructure improvements and contributes to creating a compact built form in the City, as well

the subject site is within a 10-minute walk to various community services as outlined in Section 3.4 of this report. Therefore, the proposed development is consistent with 1.1.3.3 and 1.1.3.6 of the **PPS**.

Section 1.4 Housing of the **PPS** provides policies for an appropriate range of housing options and densities accommodating at minimum a planning horizon of 15 years [Section 1.4.1 a].

Consistency:

The proposal will provide 624 residential units with a net increase of 102 units over the original and approved application providing additional housing stock to assist the City in meeting the identified housing needs, and further supporting policy 1.4.1(a). In addition, the proposed development will further diversify the City's housing stock meeting the needs of a diverse population.

Section 1.6.6 of the **PPS** provides direction on promoting the efficient use of existing infrastructure regarding sewage and water services. Generally, this section promotes water conservation, financial viability and regulatory compliance, protecting human and environmental health, integrating servicing, and use of existing infrastructure.

Consistency:

The subject site is connected to existing sewage and water services providing an opportunity for development that is financially viable, and will meet regulatory requirements for servicing and ground water, while protecting human and environmental health as noted in the FSR by Schaeffers Consulting Engineers.

Section 1.6.7 Transportation System of the **PPS** calls for the facilitation of a safe, energy efficient transportation system. Policy 1.6.7.2 encourages an efficient use of existing and planned infrastructure. Furthermore, Policy 1.6.7.4 states that a land use pattern, density and mix of uses should be promoted to minimize the number of trips and support both current and future transit as well as active transportation.

Consistency:

As discussed in Section 3.5 of this report the subject site is located along the Hurontario Street corridor, which is currently served by bus service and will become more transit accessible with the introduction of the Hurontario LRT. The proposal is consistent with the PPS through proposing an efficient site design, density and a mix of uses that will promote and facilitate the use of transit and active transportation. As such, the proposal will encourage the use of sustainable modes of transportation through the subject site's proximity to existing and planned transportation infrastructure and the provision of bicycle parking facilities, as well as minimizing vehicular trips.

Section 1.8 of the **PPS** requires that planning authorities support energy efficiency, improve air quality, reduce greenhouse gas emissions and prepare for the impacts of changing climate, through encouraging land use and development patterns that include compact built forms, energy efficient designs, as well promote public transit and active transportation.

Consistency:

The proposal represents a compact built form of a site located within the City's Downtown along a major transit route which supports the use of transit and active transportation as highlighted in Section 3.5 of this report. In addition, the subject site has access to a variety community services and shopping opportunities within a short walking distances as discussed in Section 3.4 of this report, reducing the need for the automobile trips and subsequently emissions.

As discussed above the proposed development is consistent with the relevant policies and intent of the PPS 2020 of facilitating the creation of strong communities, through an efficient use of services and land, a diverse housing mix and uses, that are supported by transit.

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

This section provides an in-depth review of the relevant policies from **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan)** that apply to the proposed development. The **Growth Plan** provides a policy framework for building strong prosperous communities within the region. The latest **Growth Plan** sets out a long term framework for how and where the region will grow with a growth horizon to year 2041.

The **Growth Plan** establishes a projected future population of 1,970,000 in the Region of Peel by 2041 [Schedule 3].

Conformity:

The proposed development will contribute to the number of residential units available, assist the Region in accommodating the projected growth and subsequently the City of Mississauga in reaching its growth target.

Section 1.2.1 of the **Growth Plan** sets out the guiding principles for the plan and growth within in the Greater Golden Horseshoe. Relevant principles include:

- "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 ages of households.”

Conformity:

The proposal will further assist in developing a complete community within the City of Mississauga Downtown by providing housing within an area that has access to residents’ daily needs within walking distance. Furthermore, the Growth Plan directs higher density developments within areas that are transit accessible, and as noted in Section 3.5 of this report, the area is currently served by bus routes and will have access to rapid transit with the completion of the Hurontario LRT. Moreover, the proposed development conforms to the guiding principles through providing both a mix and range of unit sizes that can meet a diverse population and aging population needs. The Housing Report prepared in support of the proposed development demonstrates that the proposal also contributes to the achievement of Mississauga’s and Peel Region’s objectives for the provision of affordable middle income housing.

Section 2.2.1 Managing Growth provides policy direction for how settlement areas will grow. Policy 2.2.1.2 c) states that within settlement areas, growth will be focused in:

- I. delineated built-up areas;
- II. strategic growth areas;
- III. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
- IV. areas with existing or planned public service facilities;

Conformity:

Within the **Growth Plan** *Strategic growth areas* are defined as nodes, corridors and areas identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses within a compact built form. These areas include *urban growth centres*, *major transit station areas*, and “other major opportunities that may include infill, *redevelopment*... the expansion or conversion of existing buildings... Lands along major roads, arterials, or other areas with existing or planned *frequent transit service* or *higher order transit corridors*.” The proposed development conforms to the intent of Policy 2.2.1.2 c) through proposing a mixed-use high density compact built tower along a higher order transit corridor, a delineated built-up area, a strategic growth area and an urban growth centre.

In facilitating the creation of Complete Communities, Policy 2.2.1.4 Managing Growth of the **Growth Plan** outlines that communities should feature a diverse mix of land uses and housing options, with convenient access to public services including transit, while providing a more compact built form with a vibrant public realm.

Conformity:

The proposed development will further diversify uses within the “Downtown Fairview” neighbourhood by introducing non-residential uses at-grade within the podium of the proposed development. The subject site is ideally situated within the Downtown providing residents with access to their daily needs within walking distances. The building in particular is well-suited to accommodate non-residential uses at grade, with frontage along Hurontario Street which will be a pedestrian and transit-oriented streetscape, particularly with the introduction of the Hurontario LRT. As such, the proposal will contribute to the creation of a complete community and conforms to the intent of Policy 2.2.1.4.

Section 2.2.2 Delineated Built-up Areas of the **Growth Plan** states that by the time the next municipal comprehensive review is approved and in effect, as well for each years after a minimum of 50% of all residential development shall occur “annually within each of the Cities of Barrie,... Peel... will be within the delineated built-up area” [2.2.2.1 a)].

Conformity:

The proposed development will contribute and assist the City of Mississauga and the Region of Peel in reaching the minimum target of 50% of all residential development occurring within the delineated built-up area through redeveloping a property within the City’s Built-up Area.

Section 2.2.3 Urban Growth Centres of the **Growth Plan** provides policy direction for how Urban Growth Centres are to be planned. Policy 2.2.3.2 b) provides a minimum density target for Urban Growth Centres in Peel Region.

“200 residents and jobs combined per hectare for each of the Downtown Brampton, Downtown Burlington, Downtown Hamilton, Downtown Milton, Markham Centre, Downtown Mississauga”...;

Conformity:

The proposed development is located within the City of Mississauga Downtown and is within the Urban Growth Centre’s boundaries. The proposed density of 1,686 units per net hectare will contribute to the achievement of the minimum 200 residents and jobs per hectare target of urban growth centres. This conforms to the **Growth Plan** and will assist the City reaching their density as prescribed in the **Growth Plan**.

The **Growth Plan** also provides policy direction for development along and within Transit Corridors and Major Transit Station Areas, which applies to the proposed development due to its proximity and location along the Hurontario Street LRT corridor. Policy 2.2.4.3 of the Growth Plan provides minimum density targets for priority transit corridors:

- “160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit;” [2.2.4.3 b)]

Conformity:

As stated above the subject site is located along a priority transit corridor, and will achieve a high net site density which will contribute to this target. Further, the north half of subject site is already approved to accommodate a high density residential building of 522 units. Therefore, the net increase of 102 units from the existing zoning permission, across the entirety of the subject site, supports the intensification targets expressed in the **Growth Plan**.

Section 2.2.6 Housing of the **Growth Plan** provides additional policies on how to achieve complete communities including the below policies:

“To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.” [Policy 2.2.6.3]

Conformity:

The proposed development represents compact built form by developing an underutilized site and adding an additional 102 residential units beyond the existing maximum number of units permitted on the north half of the subject site, expanded over the entirety of the subject site. Since the area of the subject site has effectively doubled, the resulting density of the proposed development is actually lower than what is approved today for the north half of the subject site, as well as the density across the entirety of the block that is being comprehensively redeveloped. The proposed density is in line with that of existing buildings in the immediate area and provides a transit supportive density, while not exceeding the maximum density outlined in the City’s Official Plan and Zoning By-law for the subject site and overall comprehensive development block.

The new building will provide 417 1-bedroom units, 199 2-bedrooms units, and 8 3-bedroom units, providing a range of housing options for a variety of household needs that are in close proximity to amenities and public transit.

The proposal is designed with high architectural detail, with variation in materials and massing to frame and complement the public realm. As such, the proposed development conforms with the Growth Plan’s policies for transit areas and housing through proposing a transit oriented development that will assist the growth and development of a complete community.

As highlighted above the proposal conforms to intent and policies the **Growth Plan** through providing a transit oriented compact built form at a density that will assist the City in reaching their intensification and growth targets for the planned growth horizon.

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

The Region of Peel Official Plan was approved with modification by the Minister of Municipal Affairs and Housing on October 22, 1996, and since then many amendments have been made to keep the document consistent with and in conformity with evolving Provincial policies.

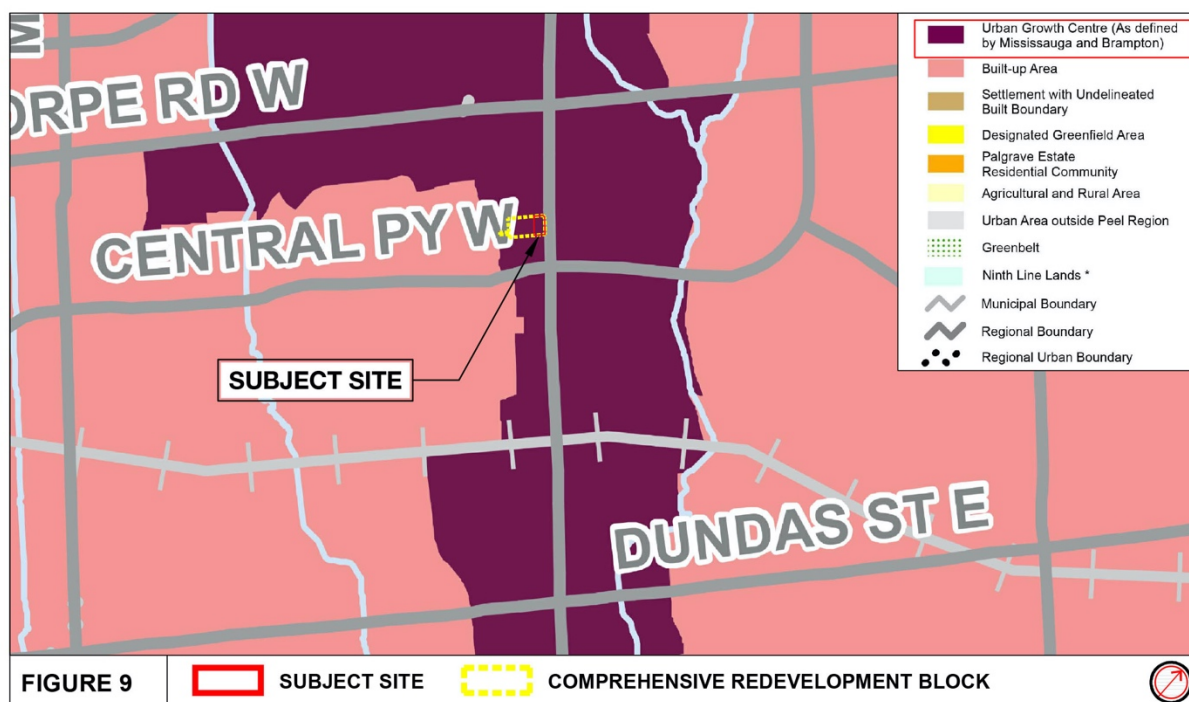
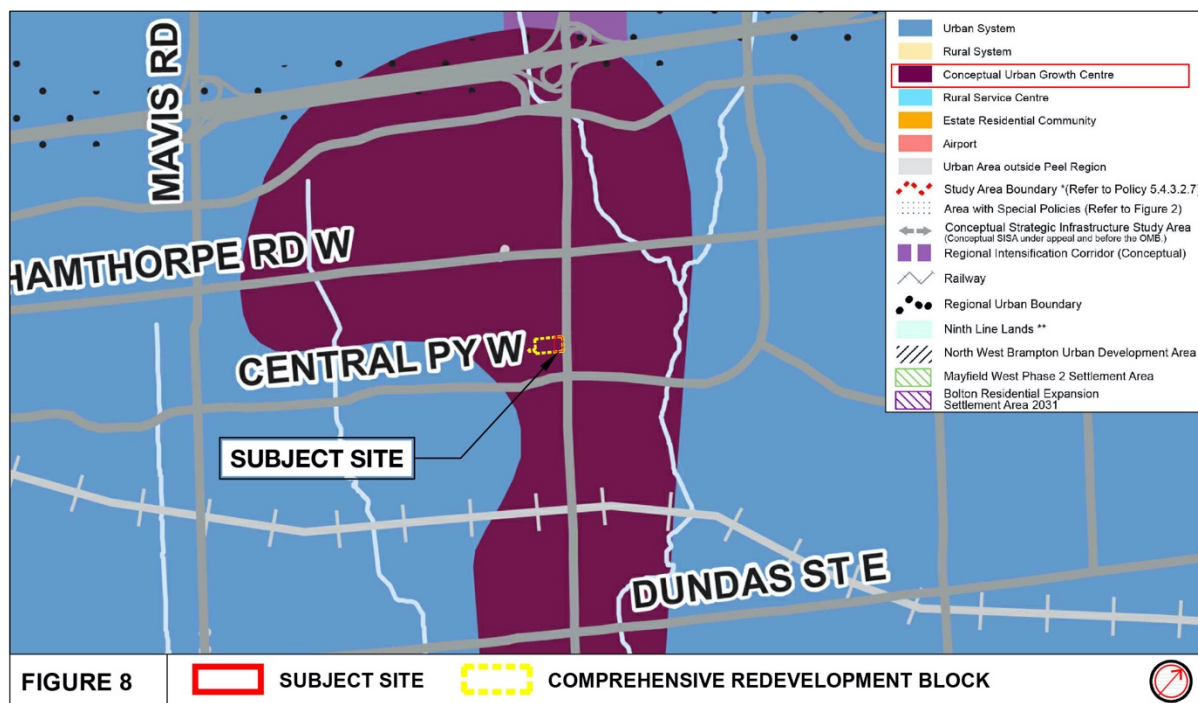
The Region of Peel has experienced high levels of growth in recent years, and the Region of Peel Official Plan (the Regional Plan) provides a long-term policy framework for guiding growth and development within each municipality.

Chapter 4: Regional Forecasts of the Regional Plan establishes the objectives and policies for guiding future growth within the Region of Peel, including population and employment forecasts for the Region and each local municipality. Figure 4 of the Regional Plan provides the Region's population and employment growth projections for each lower-tier municipality. The City of Mississauga has a projected population growth of 805,000 people, with 510,000 jobs.

Conformity:

The proposed development conforms to the intent of Chapter 4 of the Regional Official Plan through providing a proposed 624 residential units, with retail space contributing to both projected growth targets.

Chapter 5: Regional Structure of the Regional Plan, establishes the Region's vision on where and how to accommodate new growth to the year 2031. The Region strives for healthy complete communities, providing a mix of housing types, employment, recreational and cultural activities, all with access to public services including multi-modal transportation opportunities.



Schedule D Regional Structure identifies the subject site within the Region's Urban System, and more specifically, within Mississauga's Conceptual Urban Growth Centre (refer to **Figure 8 & 9**). The Urban System consists of lands within the 2031 Regional Urban Boundary. Relevant general policies include:

“Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.” [5.3.2.2.]

“Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this plan, and the planned provision of necessary services.” [5.3.2.4]

Conformity:

The proposed development conforms with the Urban System General Policies by contributing to urban development within the Urban System within the Regional Urban Boundary. Moreover, the proposal represents a compact form of intensification that conforms with the growth management policies while intensifying a site with existing servicing.

Section 5.3.3 provides additional policies for Urban Growth Centres and Regional Intensification Corridors. The Regional Plan outlines that Urban Growth Centres are major locations for intensification that are intended to include compact forms with the intent to create complete communities with a mix of housing, employment, recreation, entertainment, civic, and cultural activities. Key objectives for the Urban Growth Centres and Regional Intensification Corridors include:

“To Achieve Urban Growth Centres that are linked by public transit, and include a range and mix of high intensity compact forms and activities while taking into account the characteristics of existing communities and services.” [5.3.3.1.1]

“To achieve Urban Growth Centres that support safe and secure communities, public transit, walking and cycling.” [5.3.3.1.2]

“To achieve in each urban growth centre a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier.” [5.3.3.1.4]

Conformity:

The proposed development will contribute to the growth of an Urban Growth Centre that links high density compact forms of development with transit through the subject site’s proximity to existing and planned transit along Hurontario Street. Furthermore, with the subject site’s location within the City of Mississauga downtown, residents will have access to a wide variety of amenities and services within walking distance. The proposal will also assist the City in reaching the minimum gross density target of 200 residents and jobs, by proposing 624 units. As such, the proposed development conforms to the objectives for Urban Growth Centres and Regional Corridors contained in the Regional Plan.

Policy 5.3.3.2.6 provides direction for growth along the Hurontario corridor that are relevant to the proposal:

“Identify the Hurontario corridor linking the two urban growth centres as a Regional Intensification Corridor that provides:

- a) prime opportunities for intensification;
- b) opportunities for residents to live and work within the Regional Intensification Corridor;
- c) a high intensity, compact urban form with an appropriate mix of uses including commercial, office, residential, recreational and major institutional – as designated and/or defined in area municipal official plans;
- d) transit-supportive and pedestrian-oriented urban forms;”

Conformity:

The proposal will introduce a high density compact built form with a mix of uses including retail in area identified for intensification by the Regional Plan. Furthermore, the proposal represents a transit oriented density with a pedestrian-oriented design which includes a mid-rise component and a tower component that is stepped back to reduce the scale of the building as perceived from pedestrians along the street. As such, the proposal conforms with Policy 5.3.3.2.6 of the Regional Plan through creating opportunities for residents to live work in play and in a transit supportive area of the City.

Section 5.5 Growth Management of the Regional Plan provides policies to ensure that the Region grows sustainably and that the growth management objectives are achieved for varying policy areas such as Urban Growth Centres. In accordance with the Growth Plan, the Regional Plan notes that a significant portion of new growth will be directed to built-up areas, and promote compact urban form, intensification and redevelopment, which includes the development of underutilized lots within developed areas [5.5.3]. Relevant intensification policies include:

“Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.” [5.5.3.2.3]

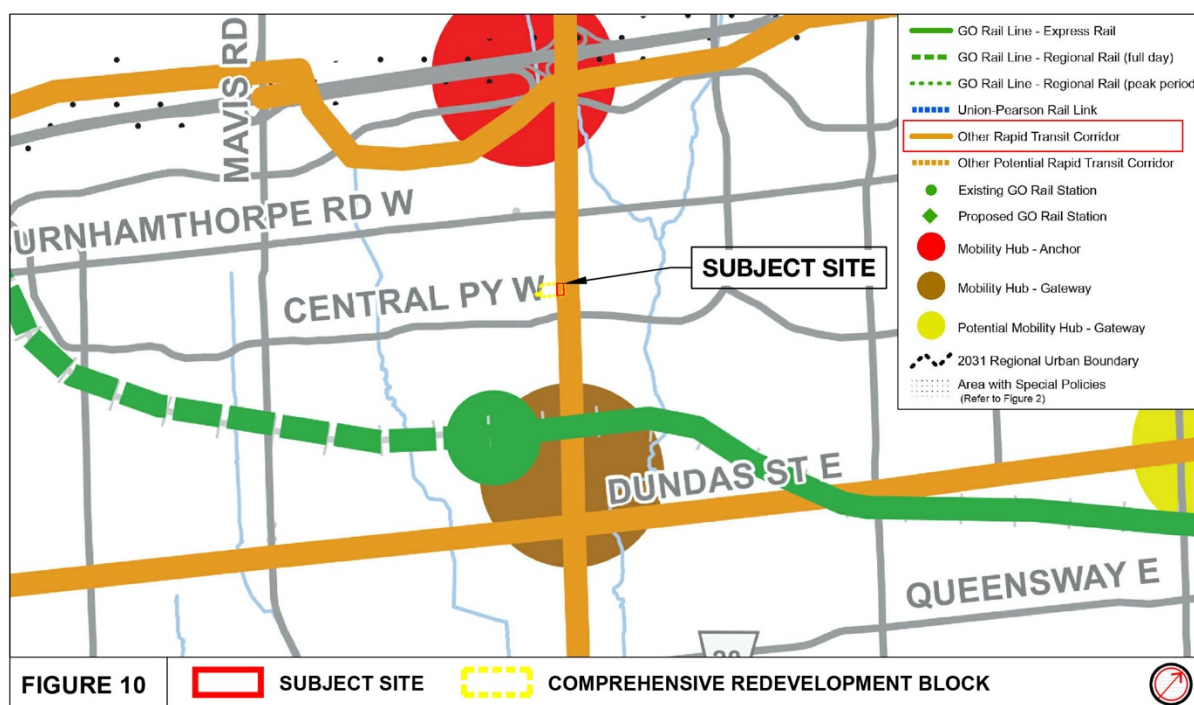
“Require that by 2015 and for each year until 2025, a minimum of 40 per cent of the Region’s residential development occurring annually to be located within the built-up area.” [5.5.3.2.4]

Conformity:

The proposal conforms to the policies and intent of the Growth Management policies through intensifying a site within the City of Mississauga’s Downtown Urban Growth Centres, along an intensification corridor in close proximity to a future major transit station area. In addition, the proposed development will further

assist the Region in reaching the minimum of 40% of residential development occurring in the built-up area.

The Regional Plan provides policies regarding the Transportation System in Section 5.9, noting that existing and new regional transportation infrastructure should be supported with growth that is efficient and compact in form [5.9.2.5]. Policy 5.9.5.2.10 of the Regional Plan also encourages intensification of residential developments at nodes and mobility hubs and along corridors to support transit. The proposal conforms through supporting the utilization of the existing bus services which connect to higher order transit, as well the planned Hurontario LRT through introducing mixed-use development that is compact in built form and within walking distance to multiple transit stops (refer to **Figure 10**).



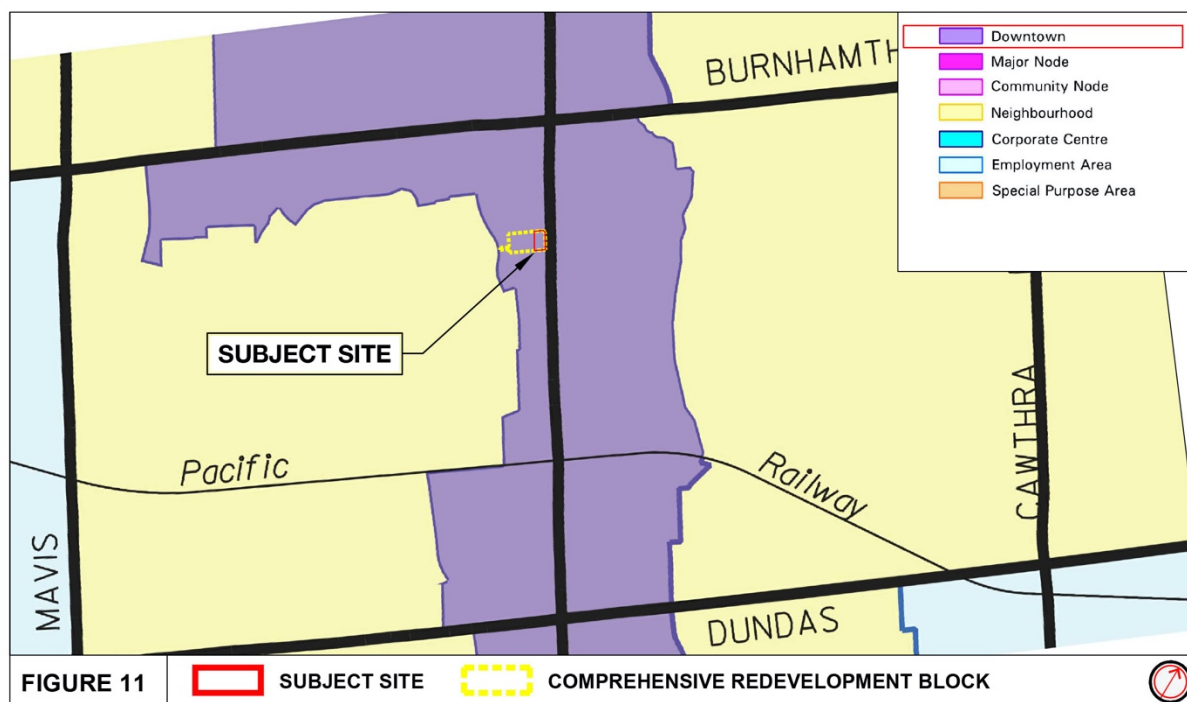
As discussed above, the proposal will facilitate the development of a complete community within the City of Mississauga Downtown's urban growth centre, through the intensification of an underutilized property along a transit corridor in an area with access to a variety of amenities and services within walking distance.

5.4 City of Mississauga Official Plan (Office Consolidation November 22, 2019)

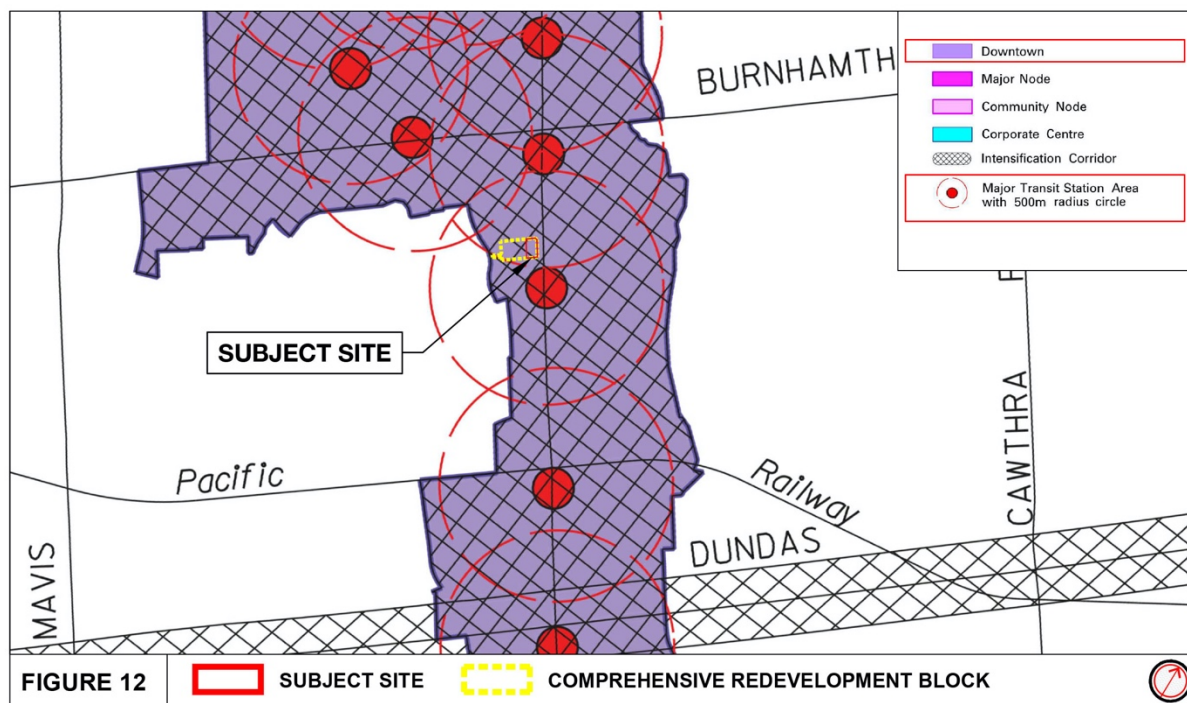
The City of Mississauga Official Plan Office Consolidation includes the Local Planning Appeal Tribunal (LPAAT) decisions and City Council approved amendments as of November 2019. The City of Mississauga Official Plan provides a policy framework for sustainable growth through infill and redevelopment in appropriate areas that can

benefit from an evolving transportation network as well as protecting the natural heritage system.

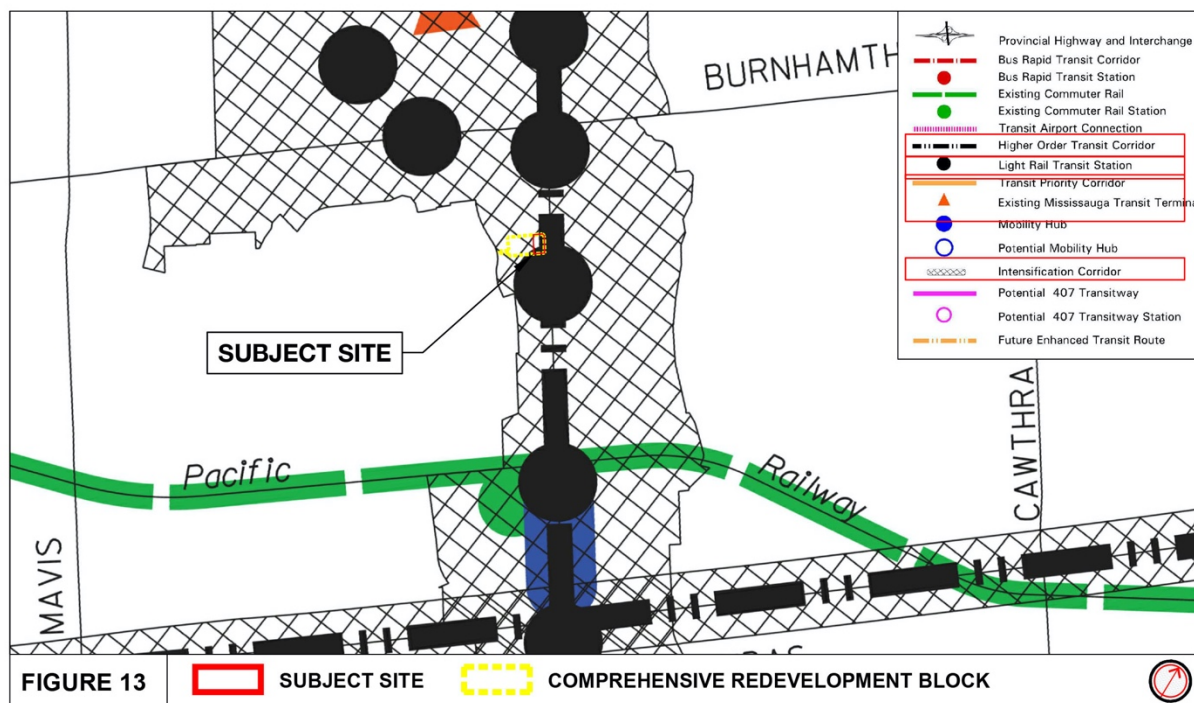
Schedule 1 Urban System City Structure of the Mississauga Official Plan identifies the subject site as being within the “Downtown” (refer to **Figure 11**). The policies applicable to all parts of Mississauga’s Urban System, including the Downtown, are found in Chapter 5 of the Official Plan, which address the direction of growth in the City. The Mississauga Official Plan identifies the Downtown as an intensification area, and “will achieve a minimum gross density of 200 residents and jobs per hectare by 2031”, as well that the City will strive to achieve a density of 300 to 400 residents and jobs per hectares in the Downtown (5.3.1.3 & 5.3.1.4). In addition, Policy 5.3.1.11 states “Development in the Downtown will be in a form and density that achieves a high quality urban environment”. The proposal conforms to the urban system policies through proposing 624 residential units on a site along Hurontario Street within the Downtown that is already designated to accommodate high densities. This will assist the City in reaching its growth forecast and target density.



Schedule 1 as well as Schedule 2: Intensification Areas in the Official Plan also identifies the subject site as being within an “Intensification Corridor” and within the boundaries of a “Major Transit Station Area”, which overlays the Urban Growth Centre as shown in **Figure 12** of this report.



The Downtown, Intensification Corridors, and Major Transit Station Areas are described as “Intensification Areas” in section 5.5 of the Official Plan. Policy 5.5.1 of the Official Plan notes that the focus of intensification in the City will be in identified Intensification Areas such as the Downtown. Furthermore, policies 5.5.7 and 5.5.8 state that a mix of medium and high-density housing, community infrastructure, employment and commercial / mixed uses will be encouraged in these areas, and that densities should be sufficiently high to support transit usage. In addition, Policy 5.5.15 notes that intensification areas will be served by transportation Corridors that may contain high order transit, which the subject site will be served by, as shown in **Figure 13**.



Conformity:

The proposal conforms to the general intent of the policies of Chapter 5 Direct Growth of the Official Plan through intensifying an underutilized parcel within an area planned for intensification. The proposal develops a site within the City's Downtown Urban Growth Centre and within an Intensification Corridor, and will contribute to the City achieving its density targets. As outlined in the policy framework, Intensification Corridors are planned for the highest density in the City contributing to the development of complete communities. The subject site is also well-situated within the Urban Growth Centre, being a large site within walking distance to many community services, facilities and amenities, as discussed in Section 3.4 of this report. The subject site is also located directly adjacent to Hurontario Street, an existing transit route as well the planned Hurontario LRT route. The subject site is therefore well positioned to accommodate transit-supportive densities.

As density is measured on a gross basis, which includes all lands within the Urban Growth Centre, exclusive only of environmental features, certain lands must be developed at higher densities to compensate for the for non-residential uses. The proposed development will contribute to the achievement of Mississauga's density target for the Urban Growth Centre, and more so, in an appropriate location suitable for high density development.

In addition, the subject site is within a Major Transit Station Area as shown on **Figure 12**. Chapter Five of City of Mississauga Official Plan provides the following regarding Major Transit Station Areas:

“Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.” [5.5.16]

Conformity:

The proposal conforms with Policy 5.5.16 through providing a design that will provide access to various modes of transportation within the City. The site design and layout of the comprehensive redevelopment of the block incorporates pedestrian oriented features such park space, an east-west promenade/path through the middle of the site, as well as at-grade retail and bicycle parking for both residents and visitors to facilitate active transportation and a vibrant streetscape.

Chapter 6 Value of the Environment also reiterates that growth in the City should be focused on intensification areas to improve air quality. Policy 6.5.1 provides the following:

- a) promote the use of alternative modes of transportation such as transit, cycling and walking;
- b) give preference to compact, mixed use and transit oriented development that reduces car dependency;
- c) direct growth to Intensification Areas;
- d) encourage a balance of housing and jobs that provide opportunities for shorter commutes and active transportation modes; and
- e) protect, enhance, restore and expand the Natural Heritage System.

Conformity:

The proposed development conforms to these policies through proposing the intensification of underutilized parcels of land within an Intensification Area and Major Transit Station Area served by existing bus service by the planned Hurontario LRT. As such, the proposal will provide future residents with access to a variety of transportation modes and amenities, reducing car dependency and encouraging shorter commutes. Moreover, intensifying a site within the Downtown, particularly on the subject site, contributes to the indirect preservation of the City's vast Natural Heritage System.

Chapter 7 reiterates that Complete Communities are a strategic pillar of the plan and provides policy direction for growth of communities that meet the day-today needs of residents throughout all stages of their life. Key policies that apply to the proposed

development include:

“encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;” [7.1.3 a)]

“Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.” [7.1.6]

“Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.” [7.2.1]

“The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes.” [7.2.9]

Conformity:

The proposal conforms to the policies of Chapter 7 through proposing a compact mixed use residential development that is part of a comprehensive redevelopment of the block, which incorporates retail as well as recreational uses. The proposed 624 residential units in the proposed development will contain a mix of 1 bedroom, 2 bedroom and 3 bedroom configurations which will further diversify the City’s housing market meeting the diverse needs of young and old families. As noted previously in this report, the Housing Report prepared in support of the proposed development demonstrates that the proposal also contributes to the achievement of Mississauga’s and Peel Region’s objectives for the provision of affordable middle income housing.

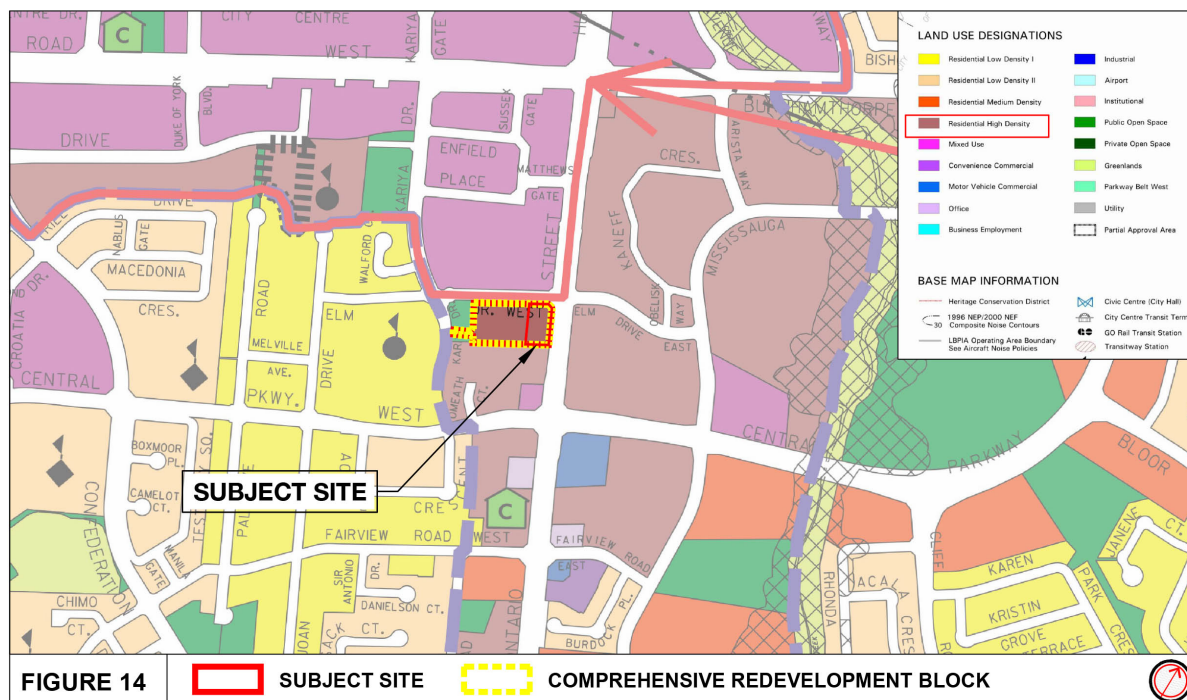
Chapter 8 Create a Multi-Modal City of the Official Plan, builds upon the previous chapters and provides policy direction in creating a multi modal network that supports sustainable communities. This chapter reiterates that the Downtown will be served by local and high order transit systems linking intensification areas and surrounding municipalities [8.2.3.7]. Moreover, Policy 8.2.3.8 a) directs that transit infrastructure will shape growth and high residential densities will ensure the viability of planned transit.

Conformity:

The proposed development maintains and conforms to the intent of Chapter 8 in proposing a transit oriented development density within an intensification area and corridor of the Downtown that will support the viability of the planned Hurontario LRT.

Chapter 11 of the Official Plan provides the general policy framework for all land use designations within the City. As mentioned earlier in this report (Section 2) the subject

site was previously part of an Official Plan Amendment (OPA No.33). Through this previous Official Plan Amendment, the policies for Special Site 1 were amended to permit the principle of development for the entirety of the comprehensive redevelopment block. The subject site is shown as being designated Residential High Density, as shown on **Figure 14**.



Chapter 11 of the Official Plan contains the applicable general policies for the land use designations shown on Schedule 10. In particular, the policies list the permitted uses for the various land use designations in the City.

Within all residential designations, the following uses are permitted:

- residential dwelling;
- accessory office for physicians, dentists, health professionals, and drugless practitioners;
- special needs housing; and
- urban gardening.

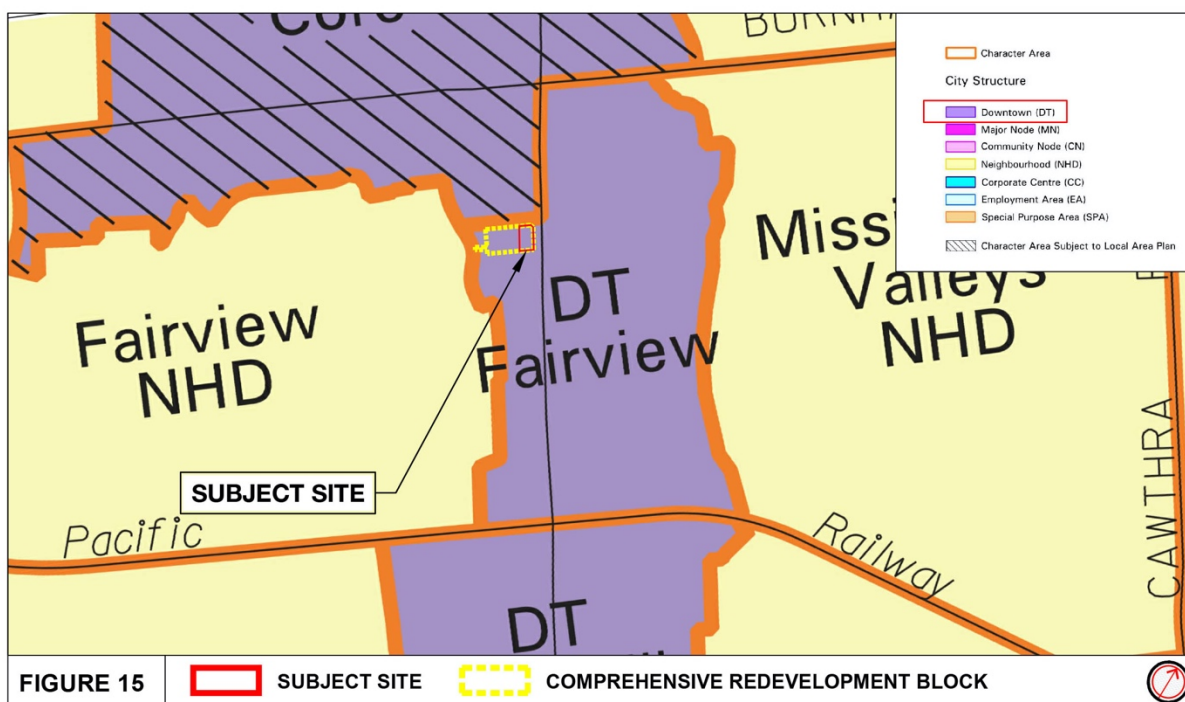
Within the “Residential High Density” designation, the following uses are also permitted:

- apartment dwellings; and
- a convenience commercial facility (provided it forms an integral part of the ground floor of the building and is oriented to pedestrian use).

Conformity:

The proposed condominium apartment building and retail within the podium fronting Hurontario Street, are permitted in the “Residential High Density” designation. Further, retail along Hurontario Street within the podium component of the high rise will apartment building will assist in the creation of vibrant public realm. As such, the proposal conforms with Policy 11.2.5.6 of the Official Plan and Residential High Density designation.

Chapter 12 of the Official Plan Downtown provides guiding policies for growth within the City’s Downtown, which is broken into four Character areas. The subject site is located within the Downtown Fairview Character Area, as shown in **Figure 15**.



Lands within the Downtown or immediately adjacent to the Downtown are to provide a transition between the height and density of higher density development and the neighbouring lower density development [12.1.1.4].

Conformity:

In terms of built form and compatibility with the surrounding land uses, the proposed development is surrounded on 3 sides by high density residential buildings (refer to Section 3 of this report). Immediately to the south, the buildings range from 31 to 33 storeys, to the north, from 23 to 32 storeys, and to the east 19 storeys.

In terms of height and scale, the proposed development is similar to those towers surrounding the subject site and the towers approved within the comprehensive redevelopment of the block, including on a portion of the subject site itself.

The transition of the proposed development in the context of the comprehensive redevelopment of the block is appropriate given the higher densities along Hurontario Street which is an intensification corridor, and the decreasing heights towards the planned park to the west.

Section 12.3 Downtown Fairview of Chapter 12 also contains “Special Site Policies” for specific sites, which includes the subject site. Policy 12.3.2.1.2, identifies the subject site as Site 1.

Policy 12.3.2.1.2 (Special Site policies for Site 1) requires the following:

Notwithstanding the policies of this Plan, the following additional policies will apply:

- a) three apartment buildings with maximum heights of 35, 40 and 50 storeys with a total maximum floor space index (FSI) of 8.2 will be permitted;
- b) commercial uses will be permitted; and
- c) access to the site will only be permitted from Kariya Drive and Elm Drive West.

Conformity:

The proposed development, which is one of three apartments referenced in 12.3.2.1.2 a) conforms through proposing a height of 50-storeys and a floor space index (FSI) of 7.38 across the entire site. In addition, the proposed development conforms by providing non-residential space within the podium along Hurontario Street, and access is planned along Elm Drive within the comprehensive redevelopment of the block as shown on **Figure 5**.

Chapter 19 Implementation of the City’s Official Plan provides policies regarding the evaluation of the Development Applications. Section 19.4.3 of the Official Plan lists the matters that all development applications must address in terms of planning and urban design principles, which include:

- a) the compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density, and built form;

Conformity:

As discussed earlier in this report, the subject site is within the Downtown Fairview Character Area and is designated for high density residential development. The site is located on the fringe of the Downtown Core Character Area, the boundary

for which is Elm Drive. The proposal for high density residential tower is consistent with the planned vision and policy framework for the subject site. Further, the subject site is part of comprehensive redevelopment of the block, as such it is crucial to consider the block in relation to the surrounding area. The block is surrounded on three sides by high density, high-rise residential apartment buildings. To the west of the redevelopment block, the Adult Education Centre provides a transition between the proposed high density residential use and low density residential neighbourhoods to the west. This transition is further augmented by the presence of the public park proposed for the west side of the block. In terms of building height and built form, the proposed building is compatible with the surrounding area and provides appropriate transitions through the adjacent buildings in the block. The proposed 50-storey apartment building incorporates a 12-storey mid-rise component which is stepped back behind the 6-storey podium providing an appropriate transition in scale, as perceived by pedestrians on the street. The reduced building mass of the tower component mitigates the potential effects of shadows on neighbouring properties, as well as reducing visual obstructions to and from the subject lands.

b) conformity with the policies in this Plan;

Conformity:

Conformity with the policies in the City's Official Plan is reviewed and demonstrated throughout this section of the report.

c) the sustainability of the development to support public transit and to be oriented to pedestrians;

Conformity:

As discussed in Section 3.5 of this report, the subject site is transit accessible and poised to become more transit accessible with the introduction of the Hurontario LRT. As shown on **Figure 3**, the subject site is located along multiple MiWay transit routes. An express bus route exists along Hurontario Street, connecting the subject site to Port Credit in the south and the City of Brampton in the north. This bus route also provides direct access to both Port Credit and Cooksville GO Stations. Along Elm Drive, there are two local bus routes. Route 3, passing directly in front of the site, provides service between Square One Shopping Centre and Islington Subway Station in Toronto via Bloor Street. Route 8, which also passes directly in front of the site, provides service between Square One Shopping Centre and Port Credit Go Station, via Cawthra Road.

In addition, the planned Hurontario LRT (refer to **Figure 4**) will provide further transit linkages within the City of Mississauga and Brampton. As such the proposed development is ideally situated to take advantage of existing and future transit in Mississauga.

- d) in circumstances where medium and high density residential uses are in proximity to developments of a lower density, measures, such as increased setback; sensitive building location, transition and design; and landscaping, may be required to ensure compatibility with the lower density designations;

Conformity:

The subject site and redevelopment block is surrounded on three sides by high density residential uses. To the west of the redevelopment block, the site is buffered from low density residential uses by an Adult Education Centre. The proposed public park within the redevelopment block also provides an additional transition between the low density residential uses to the south.

As noted earlier, the proposed development consists of a point tower with a mid-rise (12-storey) and 6-storey podium. The point tower will reduce the impact on surrounding uses in terms of shadows, overlook and wind, especially when compared to slab towers, which are present directly to the north and east of the subject site.

- e) the adequacy of engineering services;

Conformity:

As indicated earlier in this report, the Functional Servicing Report (FSR), prepared by Schaeffers Consulting Engineers, concludes that the proposed development can be adequately serviced by water supply, sanitary and stormwater services.

- f) the adequacy of community infrastructure;

Conformity:

As discussed in Section 3.4 of this report the subject site is within walking distance to many schools, libraries and community services that will provide residents with access to a variety of amenities and services for their daily needs within walking distance.

- g) the adequacy of the multi-modal transportation systems;

Conformity:

The Traffic Impact Study, prepared by Poulos & Chung Limited, has examined the current and future levels of transit serving the area, taking into consideration the proposed development. As discussed in Section 3.5 of this report, the multi-modal transportation systems in the area are adequate to service the proposed

development and assist in the development of a sustainable transportation system in the City.

- h) the suitability of the site in terms of size and shape, to accommodate the necessary on site functions, parking, landscaping, and on site amenities;

Conformity:

The proposed development includes two additional properties that were not part of the previous application, completing the land assembly of the block and enabling a comprehensive redevelopment of the block. The additional properties enable a more efficient site plan for the proposed development with respect to providing parking, access, landscaping, and amenities.

- i) the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm;

Conformity:

The podium component of the proposed building is proposed to be 6-storeys in height, and as shown on **Figure 5**, the podium is built close to the street edge creating a pedestrian-scaled space with a vibrant public realm. Further, windows are provided within the podiums to provide overlook onto the street contributing to the concept known as “eyes on the street”. In addition, doors are placed along the street frontage providing additional connectivity within the site, and access to the non-residential uses. These windows and doorways line the street, creating an interesting, functional and visually appealing streetscape.

- j) the impact of the height and form of development, in terms of overshadowing and amenity loss, on neighbouring residential and park uses;

Conformity:

As indicated earlier, the subject site is a component of a comprehensive redevelopment of the block that is surrounded on three sides by high density, high-rise residential apartment buildings. The proposed development is situated in such a way that has no adverse impact on adjacent properties and use. Further, given the site’s location, there is no impact on low density residential neighbourhoods in terms of overlook conditions. Further, the podium, including the 12-storey mid-rise component and point tower design reduces the building mass to mitigate the potential effects of shadows and overlook on neighbouring properties, as well as reducing visual obstructions to and from the subject site.

In addition, the sun-shadow study prepared in support of the proposed development, demonstrates in detail the impact of shadows resulting from the proposed development. The shadow study illustrates the shadows of the proposed

development at key dates within the year. The sun-shadow study demonstrates that an appropriate amount of shadow is created while minimizing the impact on key public spaces, particularly as compared to the approved building envelope for the subject site, which would be a wider footprint than that proposed.

k) site specific opportunities and constraints;

Conformity:

As indicated in the Phase 1 Environmental Site Assessment (ESA), there are no environmental constraints affecting the subject site. No other site specific constraints have been identified in the background reports.

l) sustainable design strategies;

Conformity:

A list of sustainable design elements that are planned for the proposed development has been submitted along with the application forms for the Zoning By-law Amendment and Site Plan Approval. Sustainable design strategies include:

Automobile / Pedestrian Infrastructure

- reduced parking to below typical required by-law standards (and in-line with approved parking standards of the RA5-46 zone);
- providing visitor and resident bicycle parking at a rate of 1 space per unit, plus additional bicycle parking for visitors at grade;
- building on site to be connected to off-site pedestrian paths, transit stops;
- barrier-free designed walkways;
- covered outdoor areas;
- provision of street shade trees for pedestrians;

Energy Efficiency

- buildings designed for efficient mechanical system performance;
- high performance windows to minimize solar gain and heat loss;
- daylight sensors in common areas to reduce electricity costs;
- individual suite metering of electricity;
- higher efficiency mechanical equipment;
- in-suite light fixtures to fit long-lasting energy-saving lamps;
- energy-saving appliances;

Water Quality and Efficiency

- erosion control during construction;
- storm water retained on site to the same level of annual volume of overland runoff allowable under pre-development conditions;

- water efficient plant material;
- water efficient plumbing fixtures;
- reduced water use through the design of low waste systems;

Ecology

- tree protection for any trees to be retained;
- new trees planted on site and within the public realm;
- proper soil volume for trees planted in hardscape;
- plant native species, if possible;
- glass and other design for migratory birds;
- exterior lighting to be shielded;
- no up-lighting from exterior light fixtures;
- low emitting coatings and finishes for cleaner air;

Solid Waste

- storage and collection areas for recycling and organic waste within building; and
- a waste and energy conscious approach to construction and site management.

m) urban form and public health

Conformity:

As demonstrated throughout this report, the proposal calls for a high density residential built form, situated in a location conducive to extensive pedestrian activity and transit use. The proposed built form promotes pedestrian connectivity to the surrounding areas, thereby reducing the dependence on personal motor vehicles. This, in turn, promotes an active and healthy lifestyle, and reduced emissions generated by the use of personal motor vehicles.

6 Supporting Studies



A number of studies have been submitted in support of the proposed development applications. This section of the report provides a brief summary of these reports.

Urban Design Study

An Urban Design Brief (“UDB”) was prepared by SGL Planning and Design Inc. to review the design aspects of the proposed development and to demonstrate the proposed development’s compatibility with the adjacent built environment. The UDB discusses how the proposed development unifies the block through the creation of compact transit oriented mixed-use development while meeting the following design objectives:

- foster an attractive and distinct identity by creating an architecturally prominent building;
- provide an appropriate transition to the surrounding area through the integration of a podium and stepbacks;
- create a high quality public realm through providing at-grade uses;
- improve the pedestrian realm through providing larger boulevards; and
- encourage active transportation and transit use through connections to trails and the LRT.

Sun/Shadow Study

A Shadow Study was prepared by SGL Planning and Design Inc. to evaluate the impact of the proposed development and its associated shadow on the surrounding area. This study is an update of a previous study completed for the north half of the subject site. In the previous study, a tower that is virtually identical in shape, location and height was shown on the subject site. The difference between the previous study and the updated study is mainly reflected in the podium, which is only 12 storeys in height, and as such, does not have any shadow impacts on nearby amenity areas. The updated Shadow Study provided an analysis of existing shadows and the proposed development’s shadows on June 21, September 21, and December 21. As demonstrated by the Shadow Study the proposed development’s shadows are consistent with the surrounding area through June 21, with marginal shadows on parks and community spaces throughout the day time, which is similar for the analysis of September 21. As expected in the winter months the impact is greater, but the proposed development has a similar impact in terms of shadowing as adjacent buildings within the December 21 analysis.

Housing Report

A Housing Issues Report was prepared by SGL Planning and Design Inc. The Housing Issues Report states a total of 624 residential dwelling units are proposed, an additional 102 additional units beyond what is currently permitted in the RA5-46 Zone. As such in accordance with the City’s Terms of Reference 10 one-bedroom units (10% of 102 units)

are proposed to be sold as affordable middle income units. Further, it should be noted that no proposed demolition or conversion of existing rental units are proposed, nor are there any site constraints related to the provision of affordable middle income units. Overall, the proposed development provides for a range of housing options within an area of the City and Region that is planned to accommodate a significant amount of growth which is consistent with and conforms to Provincial, Regional and Local policies.

Functional Servicing Report – Update Letter

A Functional Servicing Report (“FSR”) was prepared by Schaeffer & Associates Ltd. The FSR notes that a previous FSR was approved for the entire development and remains applicable to the subject site, however the residential population and commercial area has been slightly revised. The FSR provides that the population of the subject site has decreased from the previously approved overall FSR, and as such, the municipal sewers on Elm Drive will not be adversely affected by the revised population.

Stormwater Management Report

A Stormwater Management Report (“SWM Report”) was prepared by Schaeffer & Associates Ltd. The SWM Report evaluated the existing and proposed stormwater management services within and surrounding the subject site, demonstrating the viability of the proposed development. The SWM Report notes that there is an existing storm sewer along Elm Drive West, ranging in diameter from 450mm to 750mm, as well as a 900mm storm sewer along Hurontario Street. The proposed stormwater management scheme will capture all flows from storms up to the 100-yr storm event within the subject site and control runoff through the use of underground storage and flow restrictor. In addition, flow from the proposed development will be conveyed via an underground plumbing system that connects to the existing 750mm storm sewer on Elm Drive.

In summary, the storm servicing analysis establishes the following:

- Water Quality criteria will be met by providing a Jellyfish filtration unit, which will provide a total suspended solids removal rate of 80%;
- Stormwater will be released to the municipal storm sewer on Elm Drive West, with a release rate not exceeding 9.5 l/s;
- On Site water quantity control storage will be provided through underground storage and an orifice tube; and
- No roof area control has been provided.

Transportation Impact Study – Update Letter

A Transportation Impact Study Addendum Letter was prepared by Poulos & Chung. The Transportation Impact Study Addendum Letter’s transportation analysis notes that the changes in residential units made from the previous application represents an increase of approximately 1%, and the day care facility (Tower A) and retail space have been reduced slightly. The latest trip generation model determined that the overall number of

trips generated from the site is now slightly less than what was assumed in the original report. Therefore, the analysis conducted previously is still valid for the updated statistics.

Travel Demand Management Report

A Travel Demand Management Addendum was prepared by Poulos & Chung in support of the application. The Travel Demand Management Addendum (“TDM Addendum”) focuses on Tower “C”, while acknowledging that the TDM measures in both the City of Mississauga and the Region of Peel are evolving with changing best practices. In support of TDM measures, the TDM Addendum outlines key initiatives and aspects of the application that support a sustainable transportation system, including but not limited to:

- Fund and enroll 50 individuals in CAN-Bike courses;
- Fund and distribute 1 presto card per dwelling, pre-loaded with an amount equal to 1 adult monthly MiWay pass;
- The proposed development incorporates walkways that improves the connectivity of the subject site; and
- The subject site is within 150 metres of a future LRT Station located at Central Parkway / Hurontario Street.

Operations and Safety Assessment

An Operation and Safety Assessment was prepared in response to the City of Mississauga’s comment pertaining to internal safety review and confirmation of modal operations, prepared by Poulos & Chung. The analysis used to confirm the internal circulation and modal operational capabilities is based on the demand numbers contained in the May 2015 Traffic Impact Study, and the August 2020 review confirmed the validity of the demand numbers. Regarding the Modal Visibility and Operational Capability, all ingress/egress movements at the boundary road meet the decision making distance requirements, as well as all internal intersections achieve the minimum stopping distance, and sight lines at all egress and ingress points meet the vehicle sight line standards. For pedestrian accommodation, the Operation and Safety Assessment Report states that no bushes or material rising greater than 1.2 metres should be permitted near the driveways. The use of Auto Turn Software determined that all emergency vehicles, loading trucks and garbage trucks can safely maneuver and exit the site. The Operation and Safety Assessment Report concludes with providing recommendations that include landscape plans incorporating clear sight lines, and the Site Plan incorporating identified features within the analysis.

Arborist Report

An Arborist Report and Tree Preservation Plan (the “Arborist Report”) was prepared by 7 Oaks Tree Care and Urban Forestry Consultants Inc. The Arborist Report notes that the site contains seven (7) recently planted trees within landscape strips along the north and east boundaries, as well nine (9) trees were inventoried along the south property boundary on the adjacent condominium property. No privately-owned trees have been

identified to be removed, however a total of eight (8) privately owned-trees will be impacted due to the proposed construction. Whereas a total of seven (7) City-owned trees will be required to be removed due to proposed development. With no privately owned trees being removed, no replacement trees are required. The Arborist Report relies on the City to provide guidance regarding compensation for the municipally owned trees that will be removed.

Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment Update was prepared by Soil Engineers Ltd. The Phase 1 analysis reviewed the MECP Waste Generator files, the National Pollutant Release Inventory, the potential of underground and above ground storage tanks on the subject site, and submitted a Record of Site Condition. The Phase 1 Environmental Site Assessment Update findings did not reveal any item of potential environmental concern pertaining to the subject site. Therefore, the property is suitable for the proposed development and no further environmental investigation was recommended.

Noise and Vibration Feasibility Study

A Noise and Vibration Feasibility Study ("Noise Study") was prepared by HGC Engineering. The Noise Study notes that the primary noise source is from road traffic along Hurontario Street, with secondary contributions from traffic along Burnhamthorpe Road West, Central Parkway West, and Kariya Drive. The Noise Study obtained traffic data through relevant authorities to predict future traffic sound for the proposed building's façade and outdoor amenity spaces. In regard to the proposed LRT along Hurontario Street, the Noise Study relies on information from a report prepared for SNC-Lavalin Inc. as part of the Transit Project Assessment Process that determined the sound levels from the LRT would be negligible in comparison to the overall traffic sound levels. The Noise Study report concludes that further considerations will need to be given during the detailed design of ground floor non-residential spaces as well the inclusion of warning clauses for noise and vibrations are required to be included in the development agreements and/or lease provision.

Pedestrian Level Wind Study

A Pedestrian Level Wind Study ("Wind Study") was prepared by Gradient Wind Engineering Inc. The Wind Study utilized wind tunnel measurements of pedestrian wind speeds using both a physical scale model and meteorological data to assess pedestrian conditions at key areas. Pedestrian areas included sidewalks, walkways, building access points, laneways, outdoor amenity areas, parks, transit stops, loading zones, landscaped areas, and amenity terraces (level 6 and 13). Based on the wind tunnel test results, meteorological data, as well as experience with developments within the City, Gradient Wind Engineering Inc. determined that conditions of all pedestrian-sensitive areas within and surrounding the area and subject site will be at acceptable levels for pedestrian uses on an annual and seasonal basis.

7 Community Engagement



The Public Consultation Strategy for the Zoning By-law Amendment and Site Plan Applications for the proposed development will include the following:

1. Signage providing Notice of Complete Application and the Statutory Public Meeting will be placed on the subject site (at a location determined by City Staff) to provide the public with notice that applications for a Zoning By-law amendment and Site Plan application have been filed with the City of Mississauga. The notice will provide contact information for City staff who may answer any questions the public may have, and to indicate where additional information can be obtained;
2. Prior to any recommendation report being written by City staff, we recommend hosting a public information session to invite and inform the public to comment on the proposed development. This will allow for feedback to be provided by the public in a meaningful manner, well ahead of a recommendation being put forth. Additional detail with respect to the public information session is provided below;
3. The Ontario Planning Act requires that a statutory public meeting be held on the applications. We recommend that the statutory public meeting for the Zoning By-law Amendment be held by the City;
4. We propose to hold an Open House to be held on the same day as the statutory public meeting to engage with members of the public and address any questions or comments they may have on the development applications; and
5. We propose to work with the City to provide the necessary information required to keep the public informed about the development proposal through the City's website.

Public Information Session and Public Engagement:

As noted above, a public information session is proposed to be held to provide area residents with the opportunity to learn more about the proposed development, and to provide comments with respect to their opinions and ideas.

- Target audience and notification:
The target audience for the public information session will be area residents within 120 metres of the subject property. Due to the subject site's location within an apartment neighbourhood the radius will capture a sufficient number of stakeholders.

- Date and Location:

As of the time of the writing of this report, it is currently not possible to host in-person meetings due to impacts associated with the Covid-19 pandemic. As such, it is difficult to determine a realistic date and time for the proposed public information session. The owner and the consulting team remain open and flexible to discuss and consider various options for hosting the session. If an in-person session were to be held, the location of the public information session would be in a conveniently accessible facility within the community.

- Format of session:

Ideally, the format of the session would be an in-person open house where area residents would be able to attend and observe a brief presentation followed by an open house session where people would circulate around a room and be able to provide feedback to consultants from the project team.

As an alternative to an in-person open house, information about the proposed development could be posted on the City's website, and a link to a comment form could be provided where area residents could submit their comments.

- Documentation of comments received:

Regardless of the format of the public information session, comments will be collected and organized by theme into a comments and responses matrix. Responses to the comments received will be provided by the project team consultants.

8 Planning Summary and Conclusion



In summary, the proposed development and associated Zoning By-law Amendment and Site Plan Application builds represents an improvement to the approved zoning for the overall comprehensive redevelopment block with the inclusion of the remaining portion of the block.

The subject site and proposed development offers an excellent opportunity for a unique mixed use development within Mississauga's Urban Growth Centre on the fringe of the Downtown Core Character Area with access to existing and planned transit. As the population of Peel Region and the City of Mississauga continues to increase, there is increasing demand for high density residential opportunities within City Centres, and in particular in locations in close proximity to downtowns and rapid transit opportunities. Further, the proposed development will assist both the Region and City in reaching their population and density targets for Urban Growth Centres and Major Transit Station Areas as set out in the Growth Plan.

In addition to representing an efficient use of land the, the proposed development will not require any infrastructure improvements beyond those already planned on site with respect to the already approved development on the subject site. As such, the proposal represents an efficient use of infrastructure. Furthermore, it has been demonstrated that the proposal is consistent with and conforms with Provincial, Regional, and the local policy framework.

From a design perspective, the proposal embodies a unique contemporary architectural design and will be an attractive addition to the City's impressive and growing skyline, while situated close to transit including the planned Hurontario LRT and community amenities, contributing to the growth of a complete community. It is our opinion that the proposed development will contribute to the growth of a dynamic Downtown in the City.