

## Recommendation Report Detailed Planning Analysis

**Owner: Riowalk Sandalwood Inc.  
30 Bristol Road**

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## 1. Community Comments

Comments from the public were received through written submissions and from the public meeting. Many residents were concerned with the potential increase in traffic and the height and density being proposed. Below is a summary and response to the specific comments heard.

### Comment

Concern with increased traffic congestion and pedestrian safety in the area.

### Response

A Traffic Impact Study (TIS) was submitted in support of the application. The study investigated the impact of the proposed development on the existing traffic network and concludes that the development will not create undue impacts on the surrounding traffic network. Urban Design staff are satisfied that the pedestrian access and pathways promote a safe environment.

### Comment

The proposal is requesting a reduction in the amount of resident parking to be provided.

### Response

The applicant is proposing a reduction in required parking on the basis that residents will rely more on public transit given the close proximity to Hurontario Street and the various Miway services currently in the area. The future addition of the Hurontario Light Rail Transit (HuLRT) will provide connections

through Mississauga, Brampton, as well as Milton and the Lakeshore GO lines.

### Comment

Concern with increased density and height proposed.

### Response

The Mississauga Official Plan contains policies which direct growth to intensification corridors and major transit station areas. This development proposal conforms with both sets of policies. The proposed increase in density and height will reduce the impact of extensive surface parking areas, enhance pedestrian circulation and compliment the adjacent commercial site. In addition, the height and built form provides a transition from the corridor to the adjoining medium and lower density residential uses.

### Comment

Concern with the loss of commercial space as a result of the original commercial building not being reconstructed.

### Response

Ground floor commercial uses are being proposed in this development and will effectively replace the commercial space that was lost due to fire. The minimum size of the commercial uses to be provided is 1,200 m<sup>2</sup> (12,917.1 ft<sup>2</sup>), whereas the size of the demolished building was 1,253.1 m<sup>2</sup> (13,488.2 ft<sup>2</sup>).

### Comment

The development is too tall and will block views and create privacy concerns.

**Response**

The proposed location of the apartment buildings are parallel to Hurontario in line with the existing two 24 storey apartment buildings to the south. The portion of the building along Bristol Road East has a maximum height of six storeys and is located approximately 45 metres (147.6 ft.) from the abutting 3 storey townhomes to the north.

**Comment**

There will be an increase in noise and environmental pollution as a result of the development.

**Response**

While there may be some disturbances associated with the construction, these impacts will be temporary. In addition, the electrical transformer, garbage and recycling areas are located within the building and will not impact adjacent properties.

**Comment**

Concern the development will result in a shortage of parking at the adjacent retail centre.

**Response**

A parking justification study was prepared for the proposed development and concluded that an adequate amount of parking is being proposed to accommodate the proposed development. Overflow parking from the proposal is not expected to impact parking at the adjacent retail plaza. City staff support the proposed parking reduction.

**Comment**

There is a need for affordable housing units.

**Response**

The project will add to the existing housing supply in the area by introducing an additional 504 units. The unit mix will contain one, two and three bedroom units and will add more options for people to live within the general Hurontario Street area.

**2. Updated Agency and City Department Comments**

The applications were circulated to all City departments and commenting agencies on May 1, 2019, with further circulations on June 12, 2020, August 30, 2020, and November 12, 2020. A summary of the original comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

**Transportation and Works**

Comments dated January 8, 2021, state that technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Stormwater

The Functional Servicing Report and Stormwater Management Report indicate that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious surface area from the proposed development and/or the impact to the receiving Municipal

drainage system, on-site stormwater management controls for the post development discharge is required. The applicant has demonstrated a satisfactory stormwater servicing concept. Water reuse on site is being pursued. Additional information is required to determine if a permanent groundwater management strategy is required for the underground parking garage. Further details related to the stormwater tank, reuse component to meet the water balance requirement, as well as the overall refinement of the stormwater management report can be addressed prior to site plan approval.

#### Traffic

A Traffic Impact Study (TIS) was provided by Lea Consulting Ltd. in support of the proposed development. The study was reviewed and audited by the City's Transportation and Works Department. Based on the submission dated March 2019, the study complies with the City's TIS guidelines and is deemed satisfactory. The study concludes that the proposed development is anticipated to generate 135 (22 in, 113 out) and 192 (113 in, 79 out) two-way site trips for the weekday AM and PM peak hours in 2024, respectively.

The traffic generated by the proposed development, is expected to operate at acceptable levels of service with minimal impact to existing traffic conditions, area intersections and proposed vehicular access points.

#### Environmental Compliance

Final copies of the required environmental reports (Phase Two Environmental Site Assessment and Remedial Action Plan) have been received. The results of the Environmental Site Assessments prepared by Soil-Mat Engineers & Consultants

Ltd. indicate that remediation of the site is required and outlines the proposed remediation plan for the property.

Upon completion of the site remediation, a Final Clean-up Report must be submitted to the City confirming the suitability of the site for the intended use. In addition, a Record of Site Condition must be filed in accordance with Ministry of Environment, Conservation and Parks regulations, and all supporting documents must be submitted to the City.

All of the above-mentioned environmental matters will be addressed prior to the lifting of the 'H' holding symbol.

#### Noise

The evaluation of the noise sources that may have an impact on this development include road, rail (future HuLRT) and air traffic. Noise mitigation will be required, including sound barriers for outdoor living areas, the details of which will be confirmed through the Site Plan process. Potential noise sources that may be generated by the development, including mechanical equipment, will be mitigated through the detailed design of the building at site plan stage.

#### Other Engineering Matters

Municipal Infrastructure, including but not limited to sanitary sewer works and road works along Bristol Road and Hurontario Street, are required in support of this development. These requirements will be further evaluated as part of the municipal infrastructure detailed design process prior to the lifting of the 'H' holding symbol.

Other site specific details related to internal site grading and servicing connections will be dealt with through the site plan process.

### **School Accommodations**

In comments, dated September 18, 2020 the Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to if Bill 20 or Bill 51 satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.

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

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

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these

policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

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

### **4. Consistency with PPS**

Section 1.1.3.2 of the PPS requires development to reflect "*densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.*" Section 1.1.3.3 of the PPS states that "*planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock*" and Section 1.1.3.4 of the PPS states that "*appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.*"

Chapter 5 – Direct Growth of Mississauga Official Plan (MOP) indicates that where higher density is proposed, it should be located on sites located along Corridors or in conjunction with existing commercial centres.

Chapter 9 – Build A Desirable Urban Form of MOP indicates that intensification may be directed to Neighbourhoods and Corridors, provided that the design is appropriate and context sensitive to the surrounding area.

In addition, Chapter 7 – Complete Communities contains policies that require developments to be compact in nature to support public health and be designed in a manner that is conducive to overall health and safety. Developments shall provide a range of housing choices in terms of type, tenure and price.

Furthermore, MOP identifies the Hurontario Corridor as an area intended for intensification due to the level of transit servicing the area and the future LRT on Hurontario Street.

The relevant MOP policies in this report are consistent with the PPS.

## 5. Conformity with Growth Plan

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

Section 5.4.5 of MOP states that where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.

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

The relevant MOP policies in this report conform with the Growth Plan for the Greater Golden Horseshoe.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

## 6. Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.5 direct development and redevelopment to the Urban System to achieve healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities. A future objective is to achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. It addresses the natural and built

environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. It envisions that growth will be directed to Intensification Areas comprised of Intensification Area (among others) that will promote a desirable urban form that supports transit.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan.

## 7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan policies for the Hurontario Neighbourhood Character Area, to permit the designation and add a Special Site policy to permit residential apartment buildings with heights of 18 and 24 storeys connected by a six storey podium including a minimum area of 900 m<sup>2</sup> (9,687.5 ft<sup>2</sup>) for retail and service commercial uses located on the ground floor. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***

- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

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

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

### *Directing Growth*

The subject site is located in the Hurontario Neighbourhood Character Area, where residential intensification is to generally occur through infilling and the development of existing commercial sites as mixed uses areas. Higher density uses within Neighbourhoods should be directed to Corridors.

The subject site is designated **Mixed Use**, which permits commercial and residential uses. The applicant proposes to redesignate the site to **Residential High Density** to permit an 18 storey and a 24 storey apartment building connected by a six storey podium with ground floor retail and service commercial uses. The proposal meets the objectives of the intensification policies in the Hurontario Neighbourhood Character Area.

*Compatibility with the Neighbourhood*

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The site is located within the Hurontario Neighbourhood Character Area. A range of uses is permitted in the neighbourhood, including residential and commercial uses. The surrounding land uses consist of townhomes to the north, apartments to the south, and mixed use abutting the site. The proposed amendment is compatible with the surrounding area.

*Services and Infrastructure*

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

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site. The site is currently serviced by the following MiWay Transit routes:

- Number 19 and 103 on Hurontario Street
- Number 10 on Bristol Road and Britannia Road
- Number 502, Brampton Zum

There is a transit stop (#1950) located along Hurontario Street at Bristol Road East which will be maintained.

The site abuts an existing commercial plaza which includes retail, service commercial uses and a financial institution. The Frank McKechnie Community Centre and Library is located 850 m (2,789 ft.) east of the property.

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

**8. Revised Site Plan and Elevations**

The applicant has provided revised site plan and elevations as follows.







Elevations

## 9. Zoning

The proposed **H-RA5-56 (Apartments - Exception)** is appropriate to accommodate the proposed 18 and 24 storey apartment buildings with an FSI of 4.0 and a total of 510 units.

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

### Proposed Zoning Regulations

| Zone Regulations  | RA5 Zone Regulations                                  | Proposed H-RA5-56 Zone Regulations  |
|---|---|---|
| Additional Permitted Uses                                     | N/A   | Outdoor garden centre accessory to a retail store<br>Restaurant<br>Take-out restaurant<br>Outdoor patio accessory to a restaurant and take-out restaurant<br>Animal care establishment<br>Veterinary clinic<br>Commercial school<br>Recreational establishment<br>Beverage/food preparation establishment |
| Maximum Floor Space Index (FSI)                               | 2.9   | 4.0   |
| Maximum gross floor area – apartment zone per storey for each | 1 000 m <sup>2</sup><br>(10,764 sq.ft. <sup>2</sup> ) | 750 m <sup>2</sup><br>(8,073 sq.ft. <sup>2</sup> )  |

| Zone Regulations   | RA5 Zone Regulations                                  | Proposed H-RA5-56 Zone Regulations                 |
|--|---|--|
| storey above 7 storeys for Building 'A' identified on Schedule RA5-56 of this Exception  |   |  |
| Maximum gross floor area – apartment zone per storey for each storey above 10 storeys for Building 'B' identified on Schedule RA5-56 of this Exception | 1 000 m <sup>2</sup><br>(10,764 sq.ft. <sup>2</sup> ) | 750 m <sup>2</sup><br>(8,073 sq.ft. <sup>2</sup> ) |
| Minimum Front, Exterior, Side and Rear Yard  | 4.5 m – 7.5 m<br>(14.8 ft. – 24.6 ft.)                | In accordance with the Exception Schedule          |
| Maximum encroachment outside the buildable area of a canopy or awning located at the ground floor into a required yard along Bristol Road East         | N/A   | 1.0 m (9.8 ft.)                                    |
| Maximum encroachment outside the buildable area of a canopy or awning located at the   | N/A   | 3.0 m (9.8 ft.)                                    |

| Zone Regulations   | RA5 Zone Regulations       | Proposed H-RA5-56 Zone Regulations            |
|--|----------------------------|---|
| ground floor into a required yard  |                            |   |
| Minimum setback from a parking structure completely below finished grade to a <b>front</b> and/or <b>exterior lot line</b> | 3.0 m<br>(9.8 ft.)         | 3.0 m (9.8 ft.)                               |
| Minimum setback from a parking structure completely below finished grade to any other <b>lot line</b>                      | 3.0 m<br>(9.8 ft.)         | 4.0 m<br>(13.1 ft.)                           |
| Minimum <b>landscaped area</b>   | 40% of the <b>lot area</b> | 15% of the <b>lot area</b>                    |
| Minimum <b>height</b> of mechanical or architectural appurtenances located on the roof of an apartment                     | 6.0 m (19.7 ft.)           | 7.0 m (22.9 ft.)                              |
| Minimum <b>gross floor area – non-residential</b>  | N/A                        | 900 m <sup>2</sup> (9,687.5 ft <sup>2</sup> ) |
| Minimum number of resident <b>parking spaces</b><br>per studio unit<br>per 1-bedroom unit                                  | 1.00<br>1.18               | 0.80<br>0.85                                  |

| Zone Regulations   | RA5 Zone Regulations                              | Proposed H-RA5-56 Zone Regulations  |
|--|---|---|
| per 2-bedroom unit<br>per 3-bedroom unit   | 1.36<br>1.50                                      | 1.0<br>1.2  |
| Minimum number of shared visitor parking spaces per rental apartment dwelling unit | N/A   | 0.15  |
| Required number of <b>parking spaces</b> for non-residential uses                  | As outlined in Table 3.1.1.2 in the Zoning By-law | 4.3 parking spaces per 100 m <sup>2</sup> of <b>gross floor area non-residential</b><br><br>For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following:<br>the greater of<br>0.15 visitor spaces per unit<br>or<br>Parking required for all non-residential uses, located in the same building or on the same lot as the residential use, except restaurant greater than 220 m <sup>2</sup> gross floor area which shall be provided in accordance with the applicable regulations contained in Table 3.1.2.2 of this By-law. |
| Maximum number   |   |   |

| Zone Regulations                          | RA5 Zone Regulations | Proposed H-RA5-56 Zone Regulations |
|---|----------------------|------------------------------------|
| of car share parking spaces               | N/A                  | 3                                  |
| Maximum number of tandem spaces permitted | N/A                  | 10% of the required parking spaces |

## 10. Bonus Zoning

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

The subject lands are currently zoned **C2-15** (Neighbourhood Commercial-Exception) which permits retail and service commercial uses, including garden centre and outdoor patio accessory to a restaurant, convenience restaurant or take-out restaurant. The applicant is seeking to permit 18 and a 24 storey apartment buildings connected by a six storey podium and allow for retail and service commercial uses on the ground floor. As the project is larger than 5 000 m<sup>2</sup> (53,819.6 ft<sup>2</sup>) in size, it meets the minimum threshold for a Section 37 contribution.

## 11. "H" Holding Symbol

Should this application be approved by Council, staff recommend the inclusion of an "H" Holding Symbol which can be lifted upon:

- The execution of a Section 37 (Community Benefits) Agreement to the satisfaction of the City
- Receipt of a signed Development Agreement with Municipal Infrastructure Schedules in a form satisfactory to the City of Mississauga, the Region of Peel or any other appropriate authority to capture items including but not limited to municipal infrastructure detailed design, securities, fees, and insurance
- Receipt of any additional technical reports, studies, drawings, to the satisfaction of the City, in support of the municipal infrastructure detailed design, including but not limited to: a Final Clean-up Report confirming that the property meets the applicable MECP standards; an updated geotechnical report outlining backfill and bedding recommendations for any required municipal service
- Receipt of satisfactory grading plan and servicing plans
- Confirmation that the Record of Site Condition has been filed with the Ministry of Environment, Conservation and Parks, together with any supporting documentation
- Temporary Discharge to Storm Sewer commitment letter

## 12. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. A site plan application has been submitted for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as wind and noise mitigation measures and landscape details including soil volumes.

## 13. Conclusions

In conclusion, City staff has evaluated the applications to permit an 18 and 24 storey apartment buildings connected by a six storey podium with ground floor retail and service commercial uses against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The site is located in the Hurontario Neighbourhood Character Area on the southeast corner of Hurontario Street and Bristol Road East. Residential intensification in Neighbourhoods is to occur on sites located along Corridors and in conjunction with existing apartment sites or commercial centres. Hurontario Street is designated as an intensification corridor in Mississauga Official Plan. The intersection of Bristol Road East and Hurontario Street is the location of a proposed transit stop for the Hurontario LRT. The subject property was created by severance from the abutting commercial property. The

proposed development is compatible in built form and scale to the surrounding area, enhances the existing development and is consistent with the policies of the Mississauga Official Plan.

The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved.

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