

## Recommendation Report Detailed Planning Analysis

**Owner: TC Core GP Inc. & Mustang Equities Inc.  
(Hazelview Investments)**

**1750 Bloor Street and 3315 Fieldgate Drive**

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## 1. Community Comments

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

### **Comment**

Concern with increased density and height proposed.

### **Response**

The proposal have been revised from two apartment buildings with heights of six and 15 storeys to one apartment building with a height of 15 storeys with amenity uses at the mechanical penthouse level storeys and a freestanding, one storey amenity building.

### **Comment**

Concern with outdoor amenity areas including noise and lighting from the proposed basketball court and location of the dog run adjacent to existing townhomes on Kirkwall Crescent.

### **Response**

The proposed basketball court has been removed and the dog run relocated to the existing building along Fieldgate Drive. There will be no lights for evening/night play on the outdoor field.

### **Comment**

Concern with the six storey apartment building located internal to the site and the perceived overlook on the townhomes along Kirkwall Crescent.

### **Response**

This proposed apartment building was eliminated from the proposal.

### **Comment**

Concern with capacity being exceeded at the neighbourhood schools.

### **Response**

The Peel District School Board and the Dufferin-Peel Catholic District School Board were circulated and have both advised that there is sufficient capacity for the students that will be generated by this proposal.

### **Comment**

Concern with increased traffic as a result of this development.

### **Response**

A Traffic Impact Study (TIS) was submitted in support of the application which analyzed current and projected traffic volumes on the neighbouring street network as a result of the proposed development. The Transportation and Works Department has determined that the traffic volumes on the adjacent road network can be managed and accommodated within the original planned capacity.

### **Comment**

Concern with residents parking on the abutting streets.

**Response**

The application has submitted a Parking Justification Study, which supports a reduction in the parking rates for this proposed rental apartment building and indicates that there will be sufficient parking on the site to accommodate residents and visitors.

**Comment**

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

**Response**

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

**Comment**

Concern with the general maintenance of the existing property including derelict vehicles and garbage.

**Response**

The owners confirmed that the property was recently purchased and that they were in the process of addressing a number of items including upgrades to the existing buildings, location of garbage bins, and removal of non-tenant vehicles from the site. The proposal has indoor garbage/recycling rooms.

**Comment**

Concern with crime and safety in the area.

**Response**

The Police Bike Patrol and park security indicated that there are no issues with the adjacent Bethesda Park.

**Comment**

Concern that the abutting park is currently overcrowded.

**Response**

The Community Services Department has indicated that residents from the development are served by Bethesda Park and Burnhamdale Park. In addition, the applicant is proposing a number of amenities on the site, including an indoor pool and outdoor playing field for residents.

**Comment**

Concern that property values in the neighbourhood will decrease.

**Response**

This development represents a significant investment in the neighbourhood that may translate into further investment. Applewood is a diverse and desirable neighbourhood and there is no reason to believe that property values will not continue to rise over time.

**Comment**

Concern with shadow impacts from the proposed buildings on the adjoining neighbourhood.

**Response**

The proposal has been revised from two apartment buildings (6 and 15 storeys) to one 15 storey apartment building. The

applicant submitted a sun/shadow study prepared by Bousfields Inc. that has been reviewed by staff to ensure that the shadow impacts on the adjoining lands are not significant.

**Comment**

Request for information on the estimated processing time of application and the length of time required for construction.

**Response**

Development applications typically take 12 to 18 months to process. Construction is anticipated to take approximately 2 years.

**Comment**

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

**Response**

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

**Comment**

Will this development be affordable housing or low income housing?

**Response**

The proposal is providing market rental apartments.

**2. Updated Agency and City Department Comments****UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**

The applications were circulated to all City departments and commenting agencies on February 18, 2021. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

**Transportation and Works Department**

Comments updated April 12, 2021, state that technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

**Noise**

The evaluation of the noise sources that may have an impact on this development included road traffic. Noise mitigation will be required, the details of which will be confirmed through the site plan and building permit processes. Potential noise sources that may be generated by the development, including mechanical equipment, will be mitigated through the detailed design of the building during site plan approval.

### Stormwater

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

The applicant has demonstrated a satisfactory stormwater servicing concept, including a commitment to manage the groundwater on-site generated from the proposed underground parking, resulting in no impact on the City's storm sewer system. Rainwater harvesting for landscaped areas, an infiltration trench, and a bio-swale on-site, are being pursued to achieve the water balance and low impact development requirements.

Some additional information is required to satisfy the groundwater management strategy, water balance criteria, but this requirement and overall refinement of the stormwater management report can be addressed prior to site plan approval.

### Traffic

A total of four (4) traffic impact study (TIS) submissions were provided by Lea Consulting Ltd. in support of the proposed development. Each submission was reviewed and audited by the City's Transportation and Works Department. Based on the fourth submission, dated October 2020, the study complied with the City's TIS guidelines and was deemed satisfactory. The study concluded that the proposed development is anticipated to generate 57 (14 in, 43 out) and 65 (42 in, 23 out) two-way site

trips for the weekday AM and PM peak hours in 2022 respectively. With the traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

### Environmental Compliance

Based on the Phase One Environmental Site Assessment (ESA), dated March 22, 2019, prepared by Pinchin, it has been determined that no further investigation is required and the site meets the applicable standards for the proposed residential development.

Transportation and Works is satisfied that the information reviewed to date is satisfactory and in accordance with City requirements. Additional clauses related with the development of the lands will be captured in the related Development Agreement prior to zoning by-law enactment and any outstanding items required to facilitate the implementation of the zoning by-law can be addressed through the site plan and building permit review process.

### School Accommodation

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

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

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

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

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

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

Section 1.1.3.2 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."*

Section 5 of Mississauga Official Plan (MOP) (Direct Growth) has policies that designate Neighbourhoods as areas where intensification may be considered where the proposed development is compatible in built form, density and scale to the surrounding neighbourhood. The property is within the Applewood Neighbourhood Character Area.

Section 9 of MOP (Build a Desirable Urban Form) has a range of policies that encourages intensification in Neighbourhoods to respect the scale and character of the surrounding area and to minimize overshadowing and overlook on adjacent properties.

The amount of intensification proposed as part of the subject development supports the general intent of the PPS, the Growth Plan and MOP. The proposed development can utilize surrounding community infrastructure and has access to adequate servicing.

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 5.3.5.2 states that residential intensification within Neighbourhoods will generally occur through infilling.

Section 5.3.5.5 states that intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.

Section 9.2.2.3 states that while new development need not mirror existing development, new development in Neighbourhoods will (c) respect the scale and character of the surrounding area; (d) minimize overshadowing and overlook on adjacent neighbours; (g) be designed to respect the existing scale, massing, character and grades of the surrounding area.

The relevant MOP policies in this report conform with the *Growth Plan for the Greater Golden Horseshoe*. The proposed development conforms to the Growth Plan and it is intensifying an underutilized high density site and utilizing existing municipal infrastructure.

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 in Neighbourhood Areas will respect the scale and character of the surrounding area.

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

## 7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Applewood Character Area, to permit an increase in height and floor space index (FSI). 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 Applewood Neighbourhood Character Area. Neighbourhoods are stable areas where limited growth is anticipated. Development in Neighbourhoods will be required to be context sensitive and respect the existing or planned character and scale of development.

The subject site is designated **Residential High Density**, which permits apartments. The applicant is proposing to designate the site **Residential High Density** with a Special Site to permit an increase in height and floor space index (FSI). The proposal meets the objectives of the neighbourhood policies within the Applewood 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 Applewood Neighbourhood Character Area. A range of uses are permitted in the neighbourhood, including residential and commercial uses. The surrounding land uses consist of a gas station, commercial plaza and apartments to the north, townhomes and a public park to the south, and apartments to the east and west of the site.

While the policies of MOP suggest that new development should not exceed the height of any existing buildings on the property, this rental housing proposal, combines the density



proposed in two buildings into one building fronting onto Bloor Street that has been sensitively designed to be compatible with the two existing 11 storey buildings. This results in a proposal that is less visually impactful on the lower density residential uses to the south of the subject lands. As well, the applicant is proposing a new amenity building as part of the development that will provide upgraded recreational uses to existing and future residents. The additional apartment building will provide new market rental housing stock in this neighbourhood that will add to the existing stock and availability of housing choices for residents.

In order to limit the impact of the proposed development on the existing townhouses and lower density residential uses on Kirkwall Crescent, the applicant has reduced the number of residential units and revised the original development proposal from two apartment building with heights of 6 and 15 storeys, to one 15 storey building with amenity uses at the mechanical level facing Bloor Street, and a one storey amenity building, which incorporates a service building facing Kirkwall Crescent.

The design, scale and location of the amenity/service building and its associated landscape buffers and green roof collectively limit the impact of the proposed development on the privacy, overlook and sun access to the existing lower density residential buildings on Kirkwall Crescent. It will also create new desirable views for the existing buildings. The location and design of the amenity/service building maintains the existing building setbacks, introduces a landscape buffer that is designed to enhance the street frontage and a building design that is sensitive to the existing character of Kirkwall Crescent. This revised proposal achieves an appropriate transition in building

scale, resulting in a site layout and design that is compatible with and enhances the existing character of Kirkwall Crescent.

The proposed 15 storey building maintains an appropriate building setback to support a landscape design and building entrance location which, together with the removal of the existing street facing vehicular drop off associated with the existing apartment along Bloor Street, also improves the Bloor Street frontage. The proposed apartment building location is offset from the long elevation of the existing apartment building along Fieldgate Drive in a way that maintains access to the improved views created by the proposed amenity/service building and the central outdoor amenity area/field. The existing building and proposed building will frame a landscaped outdoor space at the corner of Bloor Street and Fieldgate Drive that will not only provide an important amenity for the residents and pedestrians, but will also enhance the Bloor Street corridor in a manner that is consistent with the City's vision.

Prior to site plan approval, staff will continue to work with the applicant to introduce further improvements to the building elevations and the composition of exterior finishes that will result in an appropriate visual transition relative to the existing buildings and the surrounding context. In addition, landscaping elements will be brought up to current City standards on the entire site.

Based on the above-noted features, the revised development proposal is compatible with the surrounding area.

### *Services and Infrastructure*

Comments received from the applicable City departments and external agencies indicate that 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 3 on Bloor Street

There is a transit stop on Bloor Street at the existing driveway into the site that will remain.

The commercial plaza across Bloor Street includes food stores, convenience and retail stores, dry cleaners, medical offices, commercial schools, pharmacy, laundry facility, hair salon and a take-out restaurant.

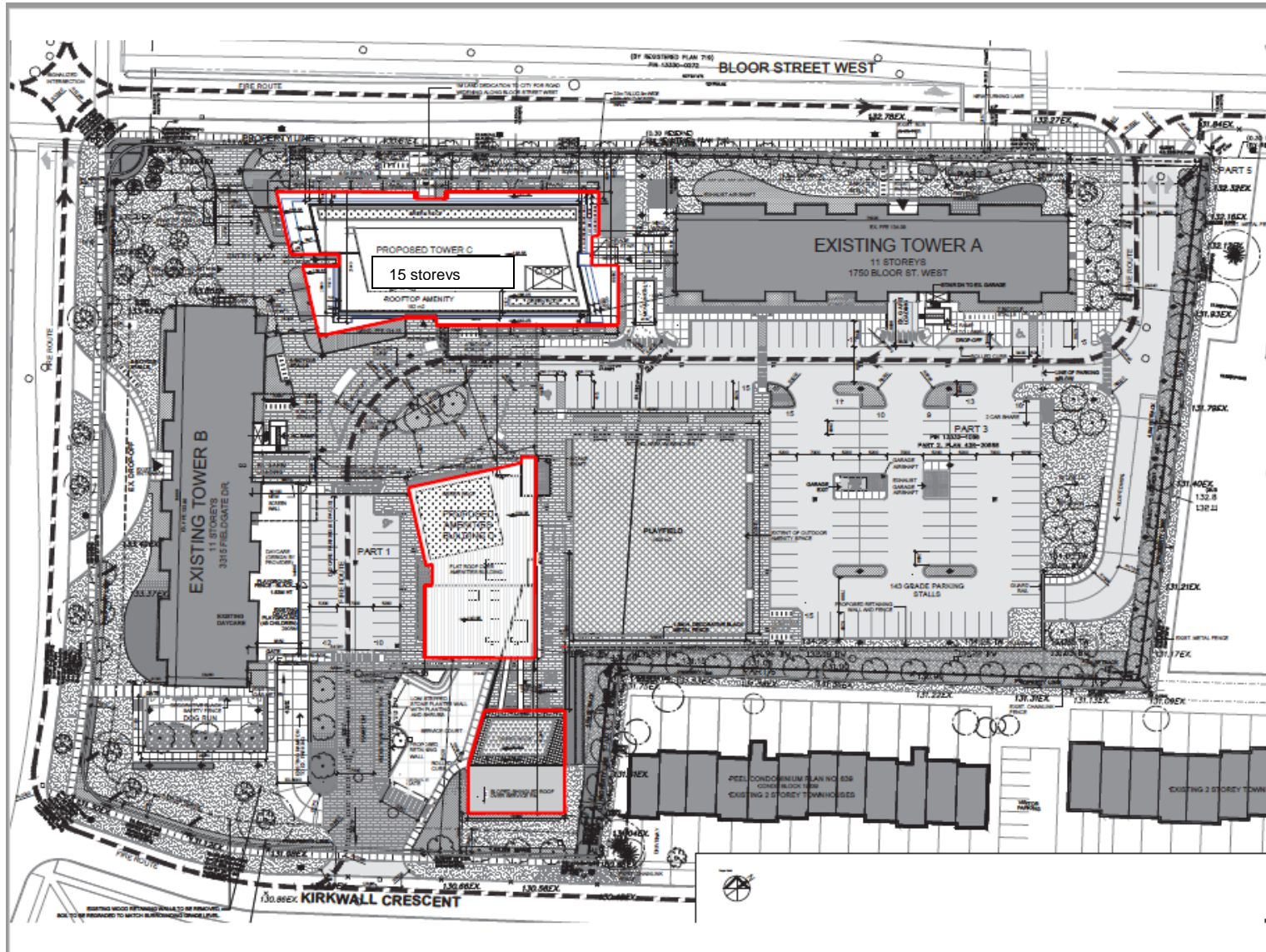
Bethesda Common Park is a neighbourhood park with a play structure abutting the subject property to the south. Two parks, Burnhamdale Park (southwest) and Forest Glen Park (north of Bloor Street) are both located within 700 m (0.43 miles) of the property.

The Burnhamthorpe Community Centre is located approximately 1.7 km (1.1 miles) northwest of the property, and consists of a gymnasium, multi-purpose rooms indoor pool, outdoor rink.

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

## **8. Revised Site Plan and Elevations**

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



Site Plan



Revised rendering showing removal of two storeys



VIEW LOOKING SOUTH EAST

Revised rendering showing removal of two storeys

## 9. Zoning

The proposed **RA3-38** (Apartments - Exception) is appropriate to accommodate the proposed 15 storey apartment building with a maximum FSI of 1.8 and a total of 204 additional units for a total of 566 residential units.

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

### Proposed Zoning Regulations

Zone Regulations	RA3 Zone Regulations	Proposed RA3-38 Zone Regulations
Maximum floor space index (FSI)	1.2	1.8
Maximum height	38.0 m (124.7 ft.) 12 storeys	54m (177/2 ft.) 15 storeys
Setbacks and building separations will be identified on an exception schedule in accordance with the site plan drawing		
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	1.5 m (4.9 ft.)	2.5 m (8.2 ft.)
Minimum setback from a waste enclosure/loading	10.0 m (32.8 ft.)	7.5 m (24.6 ft.)

Zone Regulations	RA3 Zone Regulations	Proposed RA3-38 Zone Regulations
area to a <b>street line</b>		
Notwithstanding any other provisions of this By-law, the calculation of <b>height</b> for <b>apartment, long-term care and retirement buildings</b> , shall be exclusive of mechanical or architectural appurtenances such as mechanical equipment, mechanical penthouse, elevator machine rooms, telecommunication equipment and enclosures, parapets, turrets, cupolas, stairs and stair enclosures, located on the roof of a dwelling provided that the maximum height of the top of such elements is no higher than 8.5 m above the height limit otherwise applicable.		
Amenity uses will be permitted at the		√

Zone Regulations	RA3 Zone Regulations	Proposed RA3-38 Zone Regulations
mechanical penthouse level		
Minimum number of resident <b>parking spaces</b> per rental apartment <b>dwelling unit</b>	1.18 per 1 bedroom unit 1.16 per 2 bedroom unit 1.50 per 3 bedroom unit	0.80
Minimum number of visitor <b>parking spaces</b> per rental apartment <b>dwelling unit</b>	0.25	0.09

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

## 10. Bonus Zoning

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

The subject lands are currently zoned **RA3-1** (Apartments – Exception) which permits apartments. The **RA3-1** zone allows buildings up to 12 storeys and a maximum floor spaces index (FSI) of 1.2. The applicant is seeking to permit a 15 storey apartment building, in addition to the existing two 11 storey

apartments with a proposed FSI of 1.8. As the project is higher than what is permitted on the site, it meets the minimum threshold for a Section 37 contribution.

## 11. 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 under File SP 20-129 W3.

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 confirm fire servicing distances, lighting plan, noise and wind migration measures. In addition, staff will continue to work with the applicant to introduce further improvements to the building elevations and the composition of exterior finishes that will result in an appropriate visual transition relative to the existing buildings and the surrounding context.

## 12. Conclusions

In conclusion, City staff has evaluated the applications to permit a 15 storey apartment building and one storey amenity/service building 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 within the Applewood Neighbourhood Character Area on the southeast corner of Bloor Street and Fieldgate Drive.

The applications seek to intensify rental residential uses on an existing rental apartment site. The redevelopment of this site will add new rental stock to the neighbourhood and support a mix of housing types and tenures. Further, it will result in an overall upgrade to the site in terms of recreational amenities and landscaping.

Staff are of the opinion that the applications are consistent with and conform to Provincial, Region and City planning instruments. Staff have no objection to the approval of the official plan and rezoning applications subject to the recommendations provided in the staff report.

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