

**Recommendation Report  
Detailed Planning Analysis**

**Owner: Yee Hong Centre for Geriatric Care**

**5510 Mavis Road**

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## 1. Community Comments

There were no comments at the public meeting, however, there was one written submission received. Below is a summary and response to the comments.

### Comment

The proposed height should not exceed that of the existing 5 storey long term care home.

### Response

The current Zoning By-law permits additional development at 6 to 9 storeys, exceeding the height of the existing long term care home. There was a previous application submitted in 2019 under File OZ 19/001 W6 to amend the official plan permissions for this site, which related directly to height and density of additional development. On October 23, 2019 Council approved MOPA #99 which designated the lands **Residential High Density – Special Site 7** (East Credit Neighbourhood) permitting development at a maximum floor space index (FSI) of 2.40 and two additional buildings: one with a maximum height of 18 storeys located at the northeast corner of the site with a maximum floor plate of 750 m<sup>2</sup> (8,073 ft<sup>2</sup>); and a second building with a maximum height of 13 storeys. This rezoning application is in conformity with, and does not exceed, the maximum height permissions of the official plan designation for this property.

### Comment

The proposed development will generate waste and nuisance (rodents) impacts in the neighbourhood.

### Response

The proposed development will maintain waste storage internal to the building, with regular waste pick-up at the existing waste collection point (shared with long term care building). There will be no outdoor waste storage on-site.

## 2. Updated Agency and City Department Comments

### UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The application was circulated to all City departments and commenting agencies on September 10, 2021. A summary of the comments is contained in the Information Report attached as Appendix 1. Below are updated comments.

### Transportation and Works Department

Comments updated February 23, 2022, state that technical reports, plans 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 in accordance with City requirements to confirm the feasibility of the proposal from an engineering standpoint.

### Stormwater

A Functional Servicing and Stormwater Management Report, prepared by Greck and Associates Limited, dated December

9, 2021, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site.

The stormwater management report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving municipal drainage system, new on-site stormwater infrastructure and stormwater management controls for the post-development discharge are proposed. The applicant has demonstrated a satisfactory stormwater servicing concept. Permeable pavers as well as subsurface infiltration on site is being pursued. Additional comments and refinement of the stormwater management report can be addressed prior to Site Plan approval.

### **Traffic**

A total of two (2) traffic impact study (TIS) submissions were provided by Tranplan Associates Inc. in support of the proposed development. The second submission, dated November 2021, complies with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 97 (34 in, 63 out) and 125 (69 in, 56 out) two-way site trips for the weekday AM and PM peak hours in 2026 respectively.

Even 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. The cost for any road improvements required in support of this development application will be borne by the owner.

### **Environmental Compliance**

Based on the Phase One Environmental Site Assessment (file 1-20-0501-41.1), dated January 14, 2021, prepared by Terraprobe, the site is suitable for the proposed use. No further investigation is required at this time.

### **Noise**

A Noise Feasibility Study prepared by HGC Engineering, dated July 29, 2021, was submitted for review. The study evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. The evaluated noise sources that may have an impact on this development include road traffic and stationary mechanical noise. Noise will be mitigated through central A/C in all units, upgraded building materials, and an upgraded louvre on the adjacent Yee Hong long term care home. Final details related to noise requirements will be further addressed with the final design of the building as part of a detailed noise study at the site plan stage.

### **Engineering Plans and Drawings**

The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans, etc.). Based on the review of the materials submitted to date, some additional technical details and minor revisions to the engineering drawings will be required prior to by-law enactment.

Transportation and Works is satisfied that the information reviewed to date is satisfactory and in accordance with City requirements. No new municipal infrastructure (roads or services) are required as a result of this development. Any outstanding items required to facilitate the implementation of the zoning by-law can be addressed through the development agreement and/or the site plan approval process.

### **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**

The Public Meeting Report dated December 23, 2021 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

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.

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 1.4.3 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing types and

densities to meet projected needs of current and future residents of the regional market area.

The subject site and proposal represent an opportunity to intensify, increase the range of housing in the area and provide needed seniors housing. The proposed development represents an efficient land use pattern that avoids environmental health or safety concerns. As outlined in this report, the proposed development and zoning standards support the general intent of the PPS.

## 5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.1.2 c) directs that within settlement areas, growth be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities.
- Section 2.2.1.4 states that complete communities will feature a diverse mix of land uses; improve social equity

and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure.

The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

The proposed development conforms to the Growth Plan as it is intensifying on a high density site, utilizing existing municipal infrastructure, and provides for a range and mix of housing options for people as they age on a corridor served by transit.

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

## 6. Region of Peel Official Plan

As summarized in the public meeting report dated December 23, 2021 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is located within the Urban System of the Region of Peel. General Objectives in Section 5.3 encourage the establishment of healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the

characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

The proposed development conforms to the ROP as it is seeking appropriate development standards that efficiently uses land to contribute to housing choices in the neighbourhoods, and does not require any amendment of the Regional or Municipal Official Plan.

## 7. Mississauga Official Plan (MOP)

The proposal does not require an amendment to the Mississauga Official Plan Policies.

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 East Credit Neighbourhood Character Area, and on a Corridor (Mavis Road).

The subject site is designated **Residential High Density – Special Site 7**, which permits

- development at a maximum floor space index (FSI) of

- 2.40;
- one building with a maximum height of 18 storeys, provided that the building is located at the northeast corner of the site and any portion of the development above 13 storeys consists of one single building with a maximum floor plate of 750 m<sup>2</sup> (8,073 ft<sup>2</sup>);
- one building with a maximum height of 13 storeys and permits accessory offices, personal service establishments and retail store.

### *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 and consistent with the policies of the Plan. Where higher density uses within Neighbourhoods are directed to Corridors, the development is to have regard for the character of the Neighbourhoods and provide appropriate transition in height, built form and density to surrounding lands.

The proposed concept plan and zoning standards requested through this application conform to the Official Plan and provide for appropriate site layout, heights, setbacks, and transition.

### *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 MiWay Transit route number 61 on Mavis Road having direct access to the City Centre Transit Terminal.

There is a transit stop on Mavis Road within 50 m (164 ft.) of the site, on the northwest corner of Father D'Souza Drive and Mavis Road.

St. Francis Xavier Roman Catholic Church is located on the north side of Father D'Souza Drive opposite the subject lands and Heartland Town Centre is located two blocks to the north on Mavis Road.

The proposed development is located 210 m (689 ft.) west of Four Winds Hollow Park which contains a community play site, a parking lot, soccer field and two tennis courts. Highland View Park is located 267 m (876 ft.) to the west from the proposed development and contains a community play site and parking lot. Braeben Golf Course is located 561 m (1,841 ft.) west of the proposed development.

There is an existing multi-use trail running along the east side of Mavis Road. The Cycling Master Plan identifies a proposed cycle track on Matheson Boulevard West to the north and a proposed shared route along Preston Manor Drive to the south of the subject lands.

The location of the subject lands with its access to services and infrastructure, and the requested zoning standards of this

application, are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

## 8. Zoning

The proposed **RA4 – Exception** (Apartments – Exception) is appropriate to accommodate the existing five storey long term care home, new 18 storey retirement building and 13 storey life lease apartment building linked by a 7 storey podium. The entire land area will be treated as one parcel for the purposes of zoning compliance, with a maximum floor space index (FSI) of 2.40, maximum of 200 long term care beds, maximum of 250 retirement dwelling units, maximum of 250 apartment dwelling units and site specific setbacks and performance requirements.

Appendix 3 contains an updated summary of the proposed site specific zoning provisions.

Staff have reviewed the proposed zoning standards, development concept and supporting studies and have found that the noise, shadow and wind impacts are acceptable and there are sufficient landscaping and buffers. Given the above, and its conformity with the Official Plan, the proposed zoning by-law exception standards are appropriate.

## 9. 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.

As the project proposes additional height, is larger than 5,000 m<sup>2</sup> (53,820 ft<sup>2</sup>) in size and the proposed density increase will exceed 1,500 m<sup>2</sup> (16,146 ft<sup>2</sup>), the proposal meets the minimum threshold for a Section 37 contribution. The proposed increase in density is 14,495 m<sup>2</sup> (156,023 ft<sup>2</sup>).

The Planning Act was amended by Bill 197, COVID-19 Economic Recovery Act, 2020, S.O. 2020, c. 18. Section 37 height and density bonus provisions have been replaced with a new Community Benefit Charge (CBC). According to the Planning Act, the former density bonusing provisions continue to apply to development applications until the earlier of the City passing a CBC by-law, or September 18, 2022. If City Council passes a CBC by-law, the charge would be applied City-wide to developments that are 5 storeys or more and with 10 or more residential units whether or not there is an increase in permitted height or density. The timing of Council's adoption of a zoning by-law amendment, if any, will determine whether density bonusing or the CBC bylaw will apply. Should this application be approved by Council, staff will report back to Planning and Development Committee on the provision of

community benefits or density bonusing (Section 37) as a condition of approval.

## 10. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date 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 grading, landscaping and screening.

## 11. Conclusions

In conclusion, City staff has evaluated the application to permit an 18 storey retirement residence and a 13 storey life lease building linked by a 7 storey podium, and retaining the existing long term care home against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The application provides for a range and mix of housing with much needed seniors housing within the East Credit Neighbourhood Character Area and conforms to and implements the Special Site 7 policies of Mississauga Official



Plan. The proposal is compatible with adjacent uses and provides for a built form that supports a mix of housing types and tenures. Staff are of the opinion that the application is consistent with and conform to Provincial, Regional and City planning instruments and recommend that this rezoning application be approved.