

Recommendation Report Detailed Planning Analysis

Owner: Devonshire Erin Mills Inc.

2132 Dundas Street West and 2630 Fifth Line West

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1. Community Comments

Comments from the public at the community and public meetings were generally directed towards the proposed land use, built form and parking. Below is a summary and responses to the specific comments heard.

Comment

Concern was raised that the Sheridan neighbourhood is not an appropriate area for intensification and that the proposed development is out of character with the Sheridan neighbourhood.

Response

While Mississauga Official Plan (MOP) states that Neighbourhood Character Areas are not appropriate areas for significant intensification, intensification in neighbourhoods may occur where it is sensitive to the existing and planned character. Higher density uses, such as apartment buildings, may also be considered when located along right-of-ways identified as Intensification Corridors such as Dundas Street West.

Further, new development is not required to imitate previous development patterns or mirror existing development, but is required to respect and be compatible with the surrounding area. The proposal is for sensitive intensification along Dundas Street West, which already has a different character than the interior of the Sheridan neighbourhood.

Based on the criteria for compatible development set forth in MOP, the proposed development at the northern periphery of the Sheridan neighbourhood is considered to be appropriate.

Comment

The proposed development will result in the loss of privacy and inappropriate overlook on to adjacent properties.

Response

The existing retirement building is set back a minimum of 8.9 m (29.2 ft.) from the south property line with an additional step-back provided to the top storey of the retirement building. The proposed seniors apartment building is located 70.6 m (231.6 ft.) from the south property line, which is considered an appropriate separation distance to address any privacy and overlook concerns.

The existing setback and step-back of the retirement building, significant separation distance to the seniors apartment building, existing mature trees and the 2.0 m (6.6 ft.) privacy fence will minimize privacy and overlook impacts on the adjacent detached dwellings.

Comment

The proposed development will result in additional traffic along Dundas Street West and Fifth Line West.

Response

Vehicular access to the site is proposed by driveway connections to Dundas Street West and Fifth Line West.

A traffic impact study and an addendum prepared by Paradigm Transportation Solutions Limited were reviewed by the City's Transportation and Works Department. It has been determined that the additional trips generated by the development will not impact the operations of the existing road network and intersections.

Comment

The proposed development should provide sufficient parking to accommodate the residents, visitors and staff of the retirement building and seniors apartment building.

Response

A total of 69 parking spaces, including 65 unobstructed parking spaces and 4 obstructed parking spaces, will be provided to accommodate the residents, visitors and staff of the retirement building and seniors apartment building. Specifically, 9 parking spaces will be provided for residents of the retirement building, 41 parking spaces will be provided for residents of the seniors apartment building and 19 parking spaces will be provided for visitors and staff. 4 of the 19 parking spaces will be obstructed at certain times in order to allow loading services.

A parking justification study and addendums prepared by Paradigm Transportation Solutions Limited were reviewed by the City's Planning and Building Department. It has been determined that the proposed parking supply is sufficient to meet the required parking demand.

2. Updated Agency and City Department Comments

The applications were circulated to all City departments and commenting agencies on February 24, 2017. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works Department

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 proposed development is feasible from an acoustical perspective. The development is predominantly impacted by road traffic from Fifth Line West and Dundas Street West. The details of mitigation measures will be confirmed through the site plan and building permit process.

Traffic

Two traffic impact study (TIS) submissions were provided by Paradigm Transportation Solutions Limited in support of the proposed development. The second submission, dated May 2019, complied with the City's TIS guidelines and was deemed satisfactory. The study concluded that the proposed

development is anticipated to generate 28 (10 in, 18 out) and 36 (20 in, 16 out) two-way site trips for the weekday AM and PM peak hours.

The study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Storm Drainage

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, on-site stormwater management controls for the post development discharge are required. Various methods of water reuse on site are being pursued, and low impact design features are also being proposed within landscaped areas and amenity spaces. The applicant has demonstrated a satisfactory stormwater servicing concept, and that there will be no impact on the City's existing storm sewer system.

Environmental

Based on the Phase I Environmental Site Assessment by Chung & Vander Doelen Engineering LTD and associated correspondence, no further action is required at this time.

The information reviewed is satisfactory and meets City requirements. No new municipal infrastructure (roads or services) are required as a result of the development. Any

outstanding items required to facilitate the implementation of the zoning by-law can be addressed through the Site Plan review 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 Information Report dated December 11, 2018 (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 1.1.1 of the PPS states that healthy, liveable and safe communities are sustained by 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.

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 options and densities to meet projected market-based and affordable

housing needs of current and future resident by permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements and needs arising from demographic changes and employment opportunities.

The proposal represents an opportunity to provide important housing for the City's aging population through sensitive intensification within an existing neighbourhood in close proximity to transit infrastructure. The proposed development represents an efficient land use pattern that avoids environmental health or safety concerns. As outlined in this report, the proposed development supports 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 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging

intensification to generally achieve the desired urban structure.

- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

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 2.2.6.1 directs municipalities to support housing choices by identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents.

The proposed development conforms to the Growth Plan as the development will provide an important range of housing choices through sensitive intensification within a future major transit station area. Further, the proposed development will result in a compact built form that is transit supportive and pedestrian friendly.

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 Information Report dated December 11, 2018 (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 and General Policies in Section 5.3.1 direct development and redevelopment to the Urban System to achieve intensified and compact form and a 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.

The proposed development conforms to the Region of Peel Official Plan as it is an appropriate development that efficiently uses land to contribute to important housing choices in an established neighbourhood.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to MOP for the Sheridan Neighbourhood Character Area to recognize the existing three storey retirement building and to permit the four storey seniors apartment building. 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 Sheridan Neighbourhood Character Area and along the Dundas Street Intensification Corridor. The Sheridan neighbourhood is characterized as a predominantly low-rise neighbourhood comprised mainly of detached dwellings with non-residential development on Dundas Street West. The subject site is designated **Residential Medium Density**, which permits all forms of townhouse dwellings. The applications propose to change the designation to **Residential High Density** to recognize the existing retirement building and permit the seniors apartment building.

Under MOP, intensification in Neighbourhood Character Areas and along Intensification Corridors is subject to specific criteria as set forth in the following policies:

- 5.3.5.3 Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres
- 5.3.5.5 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
- 5.3.5.6 Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale
- 5.4.5 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.
- 5.4.11 Hurontario Street and Dundas Street have been identified as Intensification Corridors.
- 5.4.13 Low density residential development will be discouraged from locating within Intensification Corridors.

The proposed development's location along the northern periphery of the Sheridan neighbourhood ensures that the character of the neighbourhood remains unchanged. The character of the subject lands and Dundas Street West already

differ from the core area of the neighbourhood in terms of built form and land use.

Specifically, the original three storey building on the subject lands provided similar uses to the existing retirement building and proposed seniors apartment building. Further, the portion of Dundas Street West between Erin Mills Parkway and Winston Churchill Boulevard is also comprised of non-residential uses within buildings on lots of varying sizes. In terms of built form, the taller building, being the seniors apartment building, is located at the front of the subject site along Dundas Street West with a downward transition provided towards the south to ensure compatibility with the adjacent detached dwellings.

Under MOP, intensification will be directed primarily to Intensification Areas, which includes Intensification Corridors such as Dundas Street West, to support the use of existing and planned infrastructure including frequent transit service. The following policies provide direction regarding the location of and rationale for intensification:

- 5.5.1 The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas.
- 5.5.8 Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.
- 5.5.9 Intensification Areas will be planned to maximize the use of existing and planned infrastructure.

The proposed development intensifies and improves a property along Dundas Street West which is planned to accommodate future Bus Rapid Transit (BRT) service. This development will add new residents and jobs along Dundas Street West that will support the future frequent transit service while continuing to meet the housing needs of the City's aging population.

When evaluating the proposal in the context of the applicable policies above, it is staff's opinion that the proposal meets the directive of MOP regarding intensification within established Neighbourhood Character Areas. The proposed development is sensitive to and compatible with the surrounding neighbourhood as it is located along Dundas Street West. It has been designed to ensure appropriate transitions to the adjacent land uses and is compatible with the land uses already present on the subject lands. The ultimate development of the subject lands will therefore not adversely impact or destabilize the intent, goals and objective of MOP.

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 surrounding lands in proximity to the subject site are designated **Residential Low Density II, Residential Medium Density and Motor Vehicle Commercial** which permit detached dwellings, all forms of townhome dwellings and motor vehicle commercial uses. The proposed amendment to **Residential High Density** would permit the existing retirement building and the proposed seniors apartment building.

MOP defines “compatibility” as, “development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.” While the proposed development is not the same as existing development, the proposed built form and scale will ably coexist with the surrounding development.

The existing lot remains unchanged with the exception of the conveyance of a portion of the frontage along Dundas Street West for the required road widening. The proposed front yard (Dundas Street West), exterior side yard (Fifth Line West), interior side yard (Christ Our King Lutheran Church) and existing rear yard (detached dwellings) setbacks are in keeping with the applicable zoning requirements. The provision of adequate setbacks and step-backs protects neighbouring properties from adverse impacts, while providing for visual continuity and landscaping along the Dundas Street West and Fifth Line West streetscapes.

The proposed built form and scale of the development respects the scale and character of the surrounding area. Although the proposed height (14.2 m (46.6 ft.) / four storeys) is higher than the existing zoning (10.7 m (35.1 ft.) / three storeys), the four storey portion of the development is primarily deployed along Dundas Street West. This street has a designated right-of-way width of 40 m (131.2 ft.), where higher density uses are encouraged. In terms of transition, a reduction in building height is provided towards the rear of the subject property to ensure a

compatible built form and appropriate transition to the adjacent detached dwellings to the south.

Overshadowing and overlook on adjacent properties are minimized through the appropriate deployment of building heights and the provision of adequate setbacks and step-backs. An 8.9 m (29.2 ft.) rear yard setback is provided from the south property line to the existing retirement building. An additional step-back is provided to the top storey of the retirement building, which ensures the majority of the retirement building is contained within a 45 degree angular plane from the rear property line. The rear yard setback and step-back, in combination with an appropriate separation distance, existing mature trees and the 2.0 m (6.6 ft) privacy fence will minimize overlook impacts onto the adjacent detached dwellings.

A sun shadow study was submitted in support of the proposed development and concluded that there was no undue negative impact on adjacent properties or the public realm. Although the eastern sidewalk of Fifth Line West experiences a minor increase in shadowing, the majority of the sidewalk remains in full sun. Due to sufficient separation distance from the seniors apartment building, the adjacent detached dwellings will not be subject to adverse shadowing as a result of the seniors apartment building.

Seven trees, including two City trees, are required to be removed to accommodate the construction of the seniors apartment building. Tree replacement locations have either been identified or, where not possible, payment of cash-in-lieu of tree removal will be pursued.

The proposed development has been designed to respect the existing scale, massing, character and grades of the surrounding area. The proposed grading will improve the existing drainage patterns and conditions where feasible, and the grades along the property lines will be maintained to the extent possible.

The proposed seniors apartment building and the existing retirement building can be successfully integrated into the periphery of the Sheridan neighbourhood. Therefore, it is staff's opinion that the proposed redevelopment meets the directives of MOP regarding compatibility with the Sheridan Neighbourhood Character Area and that the subject lands are suitable for the proposed uses.

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 1 (Local) on Dundas Street West having direct access along Dundas Street and connecting to the Kipling GO Station and Kipling TTC Station

- Number 101/101A (Express) on Dundas Street West having direct access along Dundas Street and connecting to the Kipling GO Station and Kipling TTC Station
- Number 13 (Local) is within 350 m (1,148.3 ft.) on Erin Mills Parkway and provides access along Glen Erin Drive and Erin Mills Parkway and connecting to Meadowvale Town Centre, Erin Mills Town Centre and the Clarkson GO Station

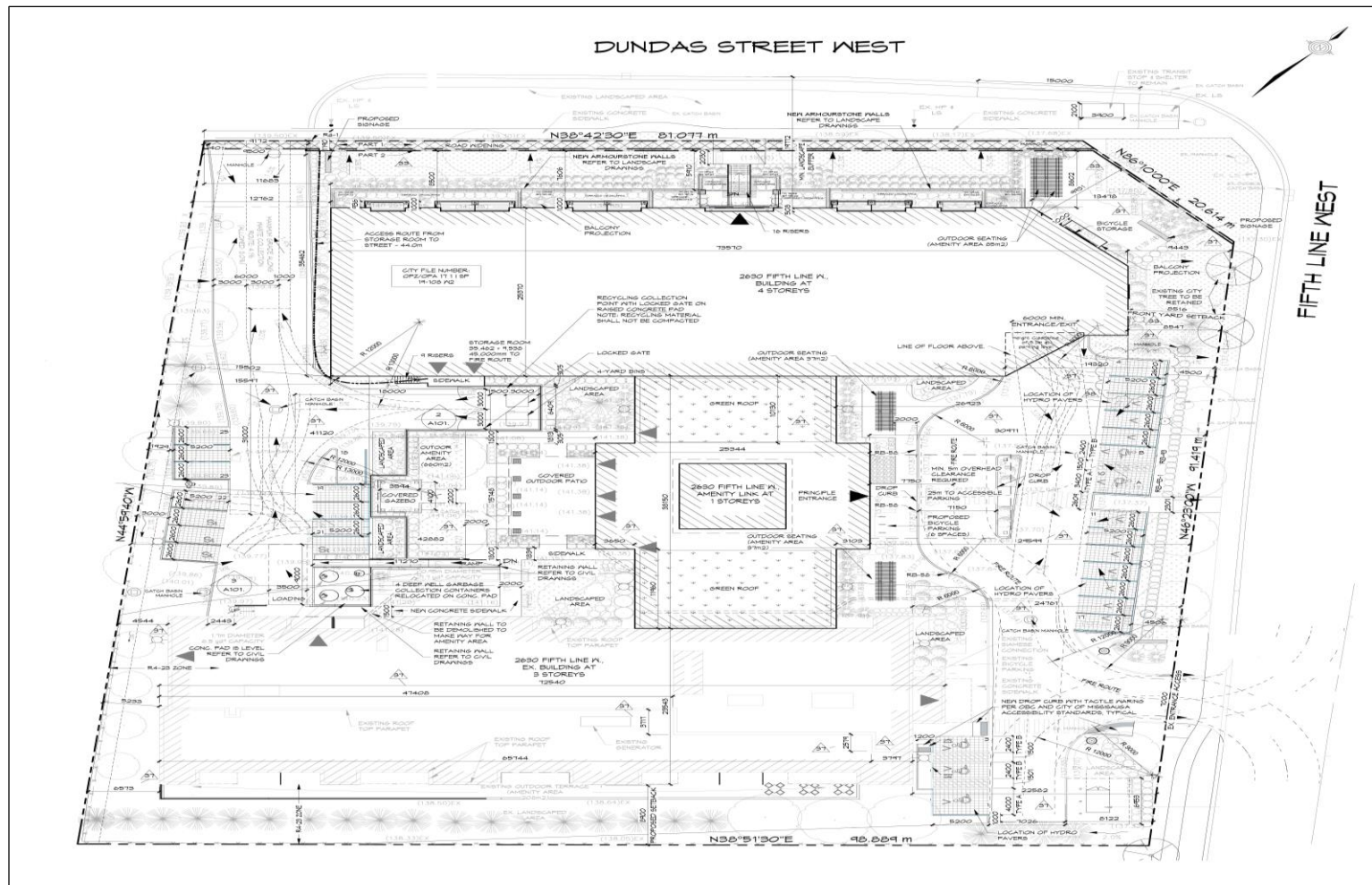
As previously noted, Dundas Street West will accommodate a future BRT service. The location of the future BRT stops have not been confirmed at this time.

Non-residential uses surrounding the subject property include motor vehicle service uses, Christ Our King Lutheran Church and a variety of commercial uses. Don Gould Park is located within 500 m (1,640.4 ft.) and Brookmeade Park is located within 800 m (2,624.7 ft.) of the subject site.

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

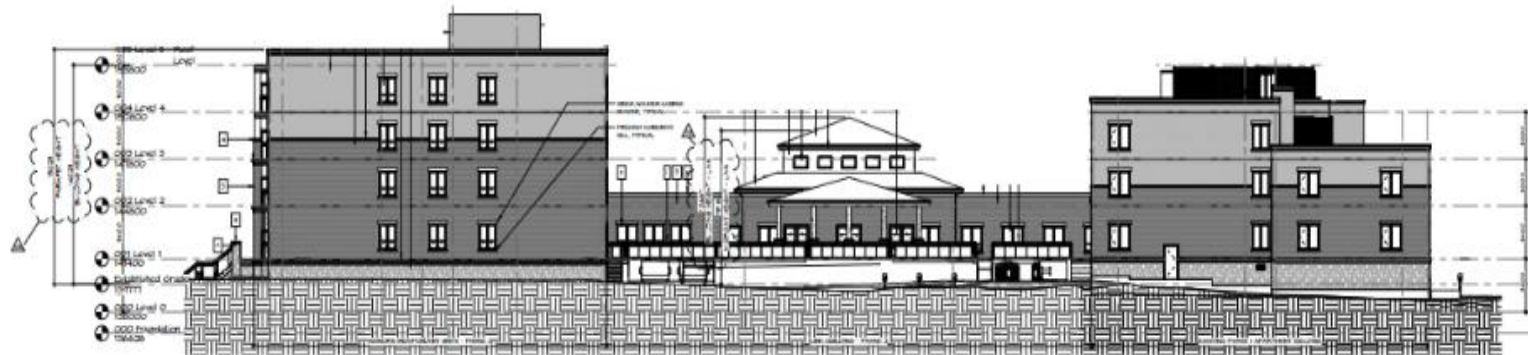
The applicant has provided a revised site plan and elevations as follows:







East Elevation



West Elevation

9. Zoning

The proposed **RA2-Exception** (Apartments - Exception) is appropriate to accommodate the completed retirement building and proposed seniors apartment building.

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

Proposed Zoning Regulations

Zone Regulations	RA2 Zone Regulations	Proposed RA2-Exception Zone Regulations (Includes Approved Variances)
Maximum Floor Space Index (FSI)	1.0 FSI	1.6 FSI
Maximum Height	26.0 m (85.3 ft.) and 8 storeys	14.2 m (46.6 ft.) and 4 storeys – Seniors apartment building 10.0 m (32.8 ft.) and 1 storey – Link building 12.3 m (40.4 ft.) and 3 storeys – Retirement building
Minimum Front and Exterior Side Yard	7.5 m (24.6 ft.) for height up to 13.0 m (42.7 ft.) and 8.5 m (27.9 ft.) for height between 13.0 m (42.7	7.6 m (24.9 ft.) to 8.5 m (27.9 ft.)

Zone Regulations	RA2 Zone Regulations	Proposed RA2-Exception Zone Regulations (Includes Approved Variances)
	ft.) and 20.0 m (65.6 ft.)	
Minimum Interior Side Yard	4.5 m (14.8 ft.) for height up to 13.0 m (42.7 ft.) and 6.0 m (19.7 ft.) for height between 13.0 m (42.7 ft.) and 20.0 m (65.6 ft.)	4.5 m (14.8 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.) for height up to 13.0 m (42.7 ft.) and 10.0 m (32.8 ft.) for height between 13.0 m (42.7 ft.) and 20.0 m (65.6 ft.)	8.9 m (29.2 ft.)
Minimum landscaped area	40% of the lot area	36% of the lot area
Minimum amenity area	The greater of 5.6 m ² (60.3 ft. ²) per dwelling unit or 10% of the site area – 1,014.9 m ² (10,914.6 ft. ²)	1,060 m ² (11,409.8 ft. ²) of exterior amenity and 775 m ² (8,342.0 ft. ²) of interior amenity
Minimum number of parking spaces	Minimum number of parking spaces per retirement dwelling unit: 0.5	Minimum number of parking spaces per retirement dwelling unit: 0.15

Zone Regulations	RA2 Zone Regulations	Proposed RA2-Exception Zone Regulations (Includes Approved Variances)
		<p>Minimum number of parking spaces per apartment dwelling unit: 0.55</p> <p>Minimum number of visitor parking spaces per dwelling unit: 0.11</p>
<p>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.</p> <p>The RA2 zone regulations listed do not include variances previously approved by the Committee of Adjustment.</p>		

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. A Section 37 contribution will not be requested given the proposed development is providing important housing options for the City's aging population.

Bill 197, an amendment to the *Planning Act*, has replaced the Section 37 Bonus provisions with a new Community Benefit Charge (CBC), which will be applied to certain high density developments whether or not there is an increase in permitted height or density. The City will be implementing a new CBC by-law to meet the provincial implementation timeline of September 2022.

11. Site Plan

Prior to the complete development of the subject lands, the applicant will be required to obtain site plan approval for the second phase (seniors apartment building). The site plan application has been submitted and is currently under review.

12. Conclusions

In conclusion, City staff have evaluated the applications to recognize the existing retirement building (Phase 1) and permit the seniors apartment building with a link building (Phase 2) against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The applications have been found to be acceptable and align with the goals and objectives of the *Provincial Policy Statement* and *Growth Plan*, as well as the Mississauga Official Plan based upon the following:

- The proposed development makes efficient use of the subject property and represents sensitive intensification that is compatible with the Sheridan neighbourhood and the Dundas Street intensification corridor
- The proposal provides appropriate transition to the surrounding land uses and important housing options for seniors in the Sheridan neighbourhood while respecting the character of the area
- The existing municipal infrastructure, public transit and community facilities are adequate to support the proposed development