

Recommendation Report Detailed Planning Analysis

Owner: Blackrock Acquitaine Limited

6719 Glen Erin Drive

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1. Community Comments

Comments from the public were generally directed towards increased density, adequate community centre and school capacity and increased traffic. Below is a summary and response to the specific comments heard.

Comment

Concern with increased traffic and pedestrian safety.

Response

The second Traffic Impact Study (TIS) submission provided by C.F. Crozier & Associates Inc. dated October 2021 in support of the proposed development was deemed satisfactory by the City's City Planning Strategies Department. It has been determined that the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Comment

Concern with reduced resident and visitor parking rates. Will there be enough parking on-site?

Response

A parking justification was provided by C.F. Crozier & Associates Inc. dated August 2020. The Transportation and Works Department reviewed and commented on the report. The revised proposed parking rates were found satisfactory based on the current parking utilization rates on the site.

Comment

Is there enough water, sewer, and stormwater capacity to support the proposed development?

Response

The Functional Servicing Report (FSR) and Stormwater Management Report, prepared by Skira & Associates Ltd., dated February 1, 2022 was deemed satisfactory by the Transportation and Works Department and Region of Peel. Additional details will be required prior to Site Plan Approval.

Comment

Is there enough capacity in the community centre and schools to support the proposed development?

Response

Both Dufferin-Peel Catholic District School Board and the Peel District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area. Community Services responded that the network of neighbouring community centres will be able to accommodate the development.

Comment

Are design and unit upgrades proposed for the existing building/site?

Response

Design and unit upgrades are not proposed to the existing building. However several improvements are proposed to the existing site.

Comment

Will the units be affordable?

Response

The applicant is proposing market rate rental units through this development application.

Comment

Concern with number of previous applications on the site.

Response

The proposed development will supersede previous development applications for the site. Furthermore, the *Planning Act* does not limit the number of development applications that can be submitted for a property.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The revised applications were circulated to all City departments and commenting agencies on May 3, 2021, October 26, 2021 and April 5, 2022. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

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

The Functional Servicing Report (FSR) and Stormwater Management Report, prepared by Skira & Associates Ltd., dated February 1, 2022 indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area and any impact to the receiving municipal drainage system from the proposed development, on-site stormwater management controls for the post-development discharge are required.

The applicant has demonstrated a satisfactory stormwater servicing concept. On-site water re-use and infiltration are being pursued. Further details related to the stormwater tank, re-use component for water balance requirements, as well as overall refinement of the stormwater management report can be addressed prior to Site Plan approval.

Traffic

Two Traffic Impact Study (TIS) submissions were provided by C.F. Crozier & Associates Inc. in support of the proposed development. Each submission was reviewed and assessed by the City's Transportation and Works Department. The second submission, dated October 2021, complies with the City's TIS guidelines and is deemed satisfactory. The study concluded that in 2025 the proposed development is anticipated to generate 64 (15 in; 49 out) and 73 (44 in, 29 out) two-way site trips for the weekday AM and PM peak hours, respectively.

Even with the additional 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

A Phase One Environmental Site Assessment (ESA) dated June 19, 2020 and a Phase 2 ESA report dated June 24, 2021, both prepared by DS Consultants Ltd. were submitted in support of the proposed development. No further action is required.

Noise

A Noise Feasibility Study prepared by HGC Engineering Ltd., dated March 24, 2022, was submitted for review. The study evaluates the potential impact to and from the proposed development and recommends mitigation measures to reduce any negative impacts. The evaluated noise source that may impact this development is road traffic noise from Aquitaine Avenue and Glen Erin Drive. Noise will be mitigated through central air conditioning in all apartment units, with provisions for air conditioning in the townhouse units flanking Glen Erin Drive. Further mitigation is also to be provided via upgraded building materials. Final details related to noise requirements will be 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 to confirm drainage is contained within the property.

No new municipal infrastructure (roads or services) are required as a result of this development. An 'H' Holding Provision is being requested by the Planning & Building Department which is to include a condition for the applicant to enter into Development Agreement. Further information including any additional technical reports, drawings, and details of the site grading will be addressed prior to Site Plan approval.

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 March 5, 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.

The proposed development will utilize surrounding community infrastructure, has adequate access to servicing and is located in close proximity to transit infrastructure. The proposed development represents an efficient land use pattern that avoids environmental health or safety concerns. The subject

site and proposal represents an opportunity to intensify and increase the range of housing in the area. 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.

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 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

As summarized in the public meeting report dated March 5, 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 5.3.1 and General Policies in Section 5.3.2 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 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 Meadowvale Neighbourhood Character Area, to permit a 12 storey rental apartment building

containing 184 units and 28 townhomes, in addition to the existing 13 storey rental apartment building that occupies the site, with a maximum floor space index (FSI) of 2.0. 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 Meadowvale Neighbourhood Character Area, a Neighbourhood in the City's Urban Structure. Where higher density uses are proposed they should be located in conjunction with existing apartment sites (Section 5.3.5.3).

The subject site is currently designated **Residential High Density – Special Site 2**, which permits apartment buildings with a maximum floor space index (FSI) of 1.4.

Compatibility with the Neighbourhood

Intensification within Neighbourhoods will generally occur through infilling (Section 5.3.5.2) and may be considered where the proposed development is compatible in built form and scale to surrounding development and enhances the existing or planned development (Section 5.3.5.5). Development will be sensitive to the existing and planned context (Section 5.3.5.6). The site is located within the Meadowvale Neighbourhood Character Area. Proposals for additional development on lands with existing apartment buildings will recognize and provide appropriate transition to adjacent low density residential uses (Section 16.1.2.4). The neighbourhood generally consists of residential uses. The lands surrounding the subject site are designated Residential High Density, Residential Medium Density and Greenlands, which permits apartments, townhomes/low rise apartments and passive recreational uses, respectively. The property is surrounded by two storey

townhomes to the north and east of the site and by 9 and 11 storey apartment buildings to the south and west of the site. Townhomes have been proposed along the north and east property lines to create an appropriate transition to neighbouring properties, while the proposed 12 storey apartment building is to be located at the southwest portion of the site. This placement across Glen Erin Drive from the neighbouring 11 storey apartment building, establishes another appropriate transition. The proposed amendment will allow the addition of a 12 storey rental apartment building containing 184 units and 28 rental townhomes, in addition to the existing 13 storey apartment building with a maximum floor space index (FSI) of 2.0.

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 44, 48, 57 and 90 on Aquitaine Avenue
- Number 42 and 104 on Glen Erin Drive

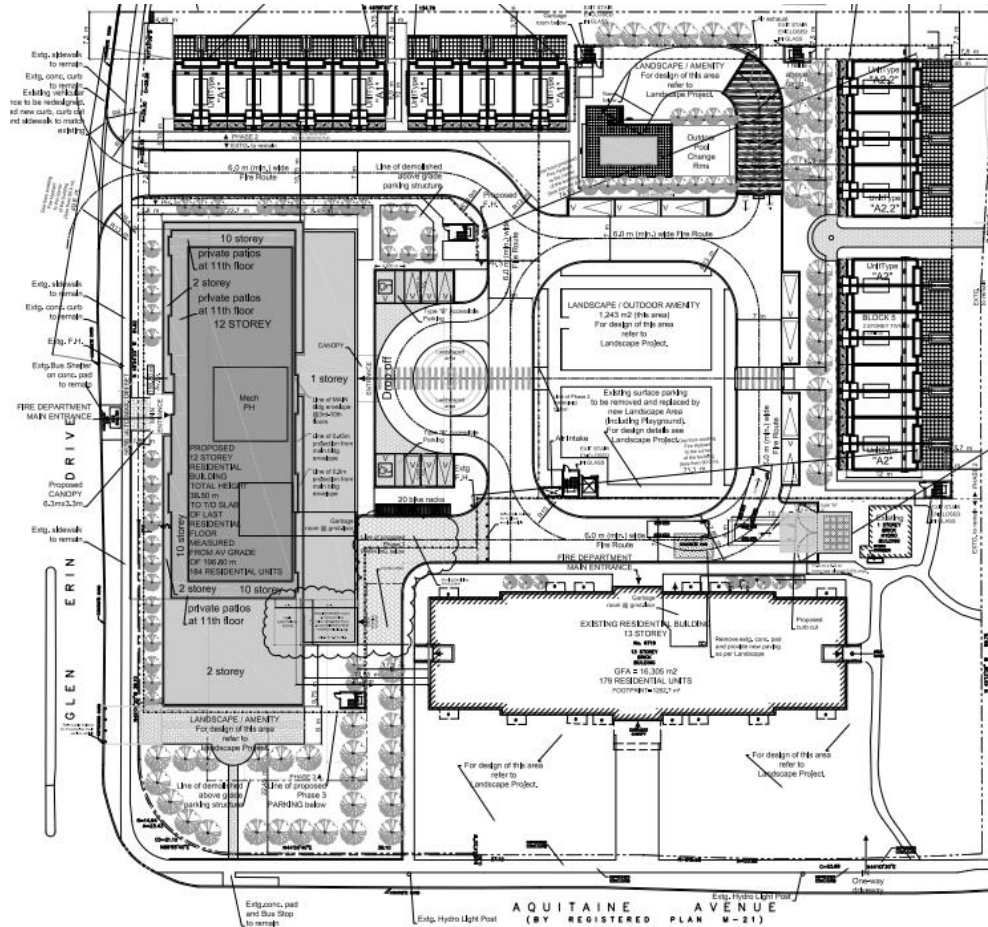
There is a transit stop on Aquitaine Avenue and Glen Erin Drive directly adjacent to the site.

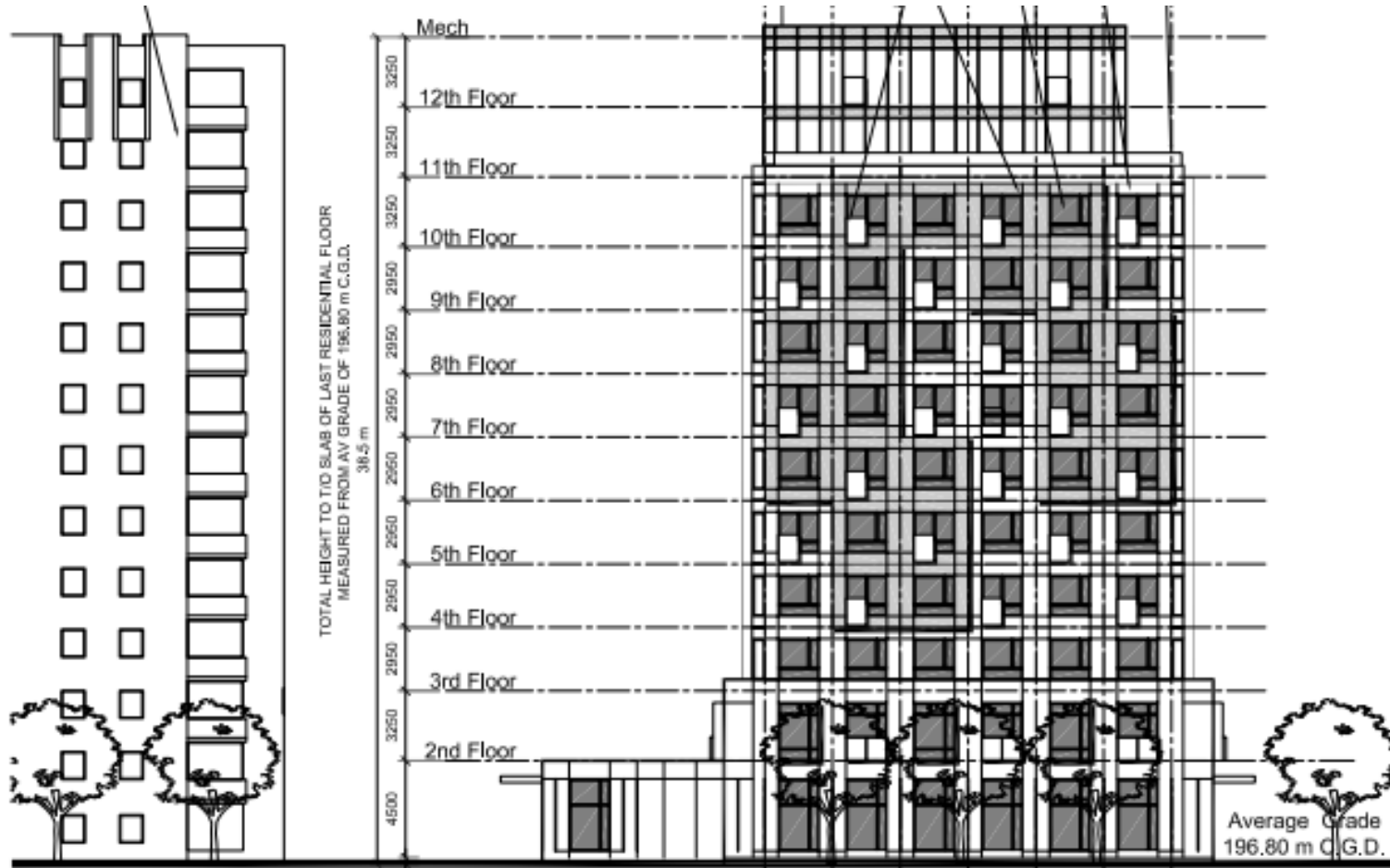
The site is serviced by the Meadowvale Town Centre, Major Transit Terminal, which is an 8 minute walk, approximately 700 m (2,296 ft.) from the site. The Town Centre provides a range of services including a gas station, drug store, banks, restaurants and retail stores. In addition, the Meadowvale Go Station is located approximately 1 km (0.62 miles) northeast of the site. The area is well served by major City of Mississauga facilities including the Meadowvale Community Centre and Library which is within a 7 minute walk and approximately 500 metres (1 640 ft.). The subject site is adjacent to City owned lands identified as Lake Aquitaine Trail (P-130), which connects to the subject property and provides access to Lake Aquitaine Park (P-102), which is 14.3 hectares (35.3 acres) and includes a playground, picnic area, basketball courts and trails. This park is a 6 minute walk, approximately 450 metres (1 476 ft.) from the subject 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 a revised site plan and elevations as follows:

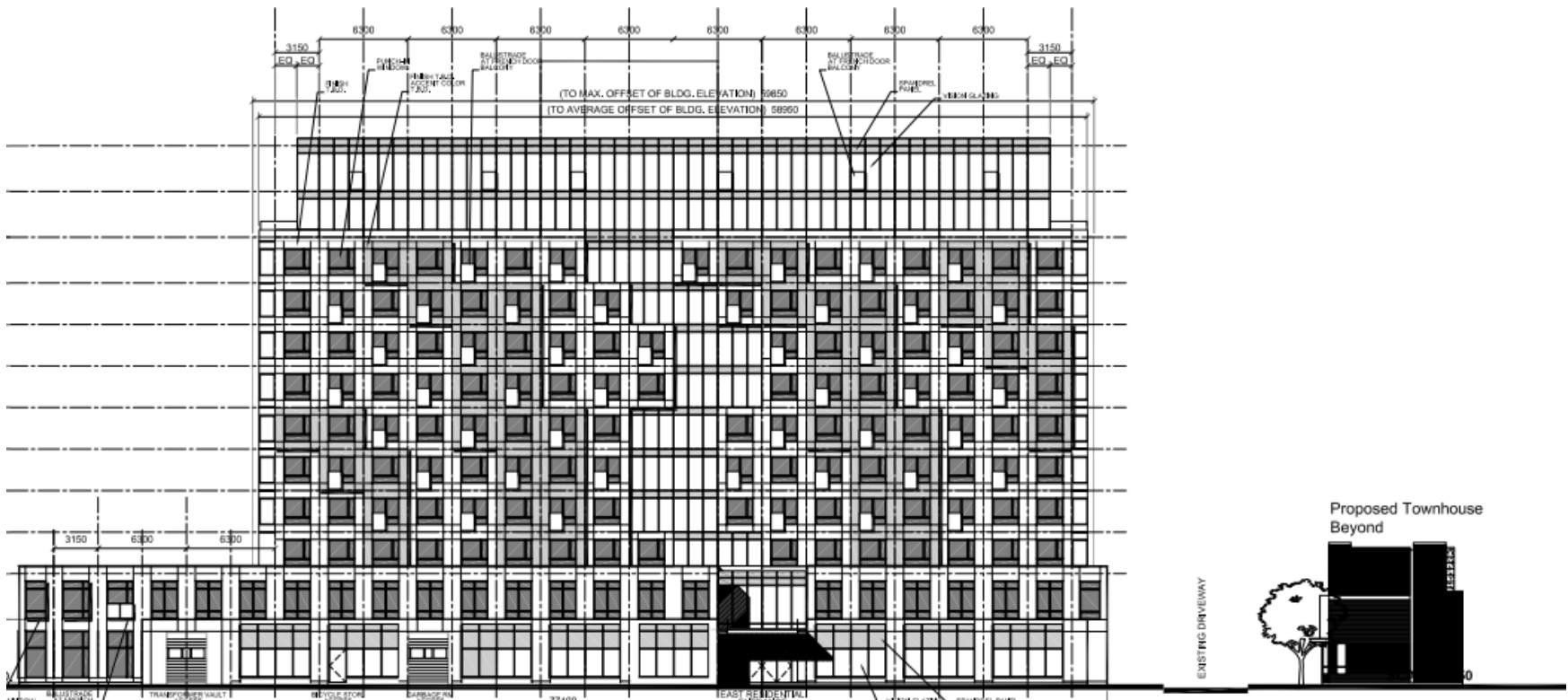




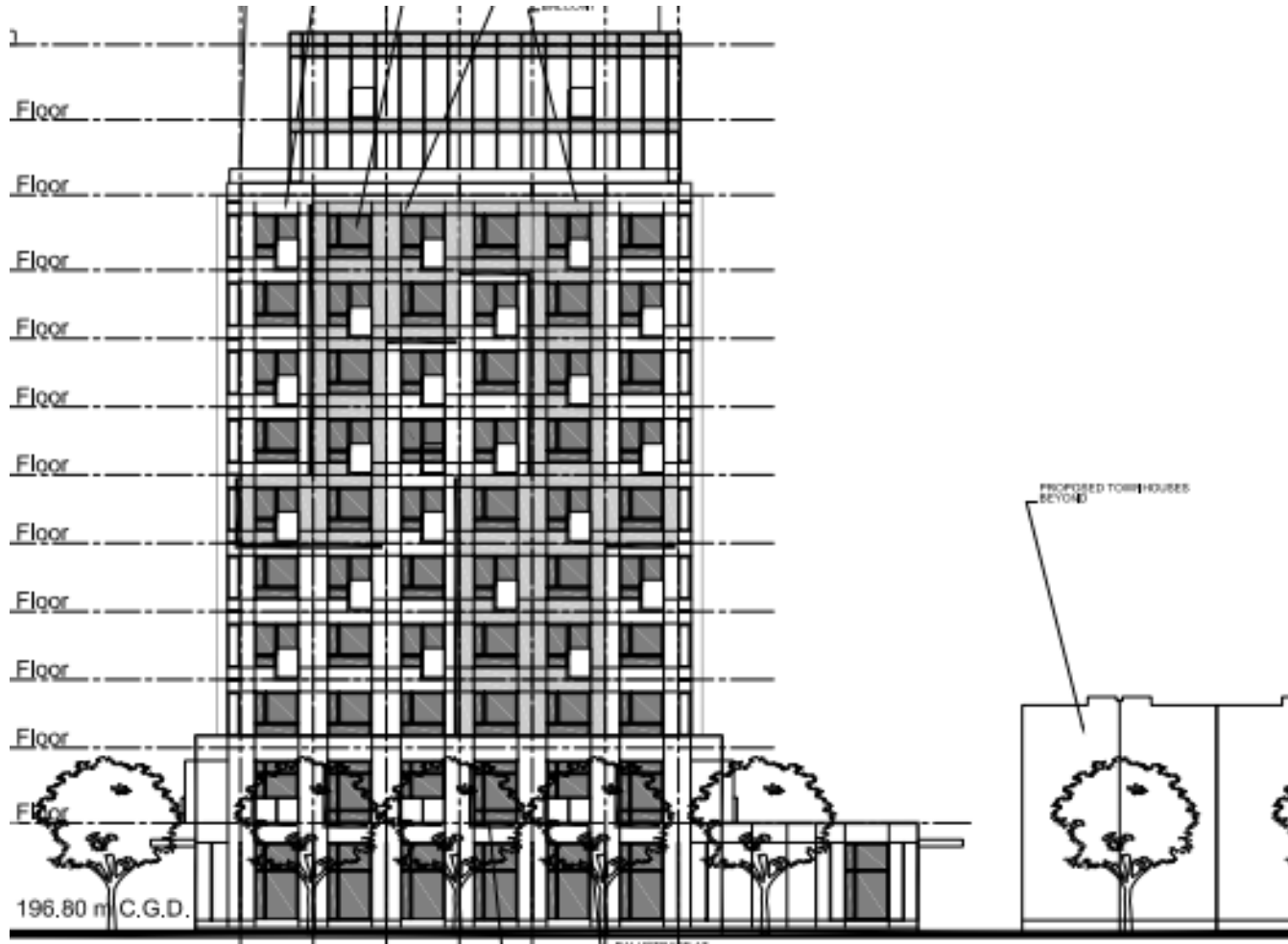
North Elevation of Proposed Apartment Building



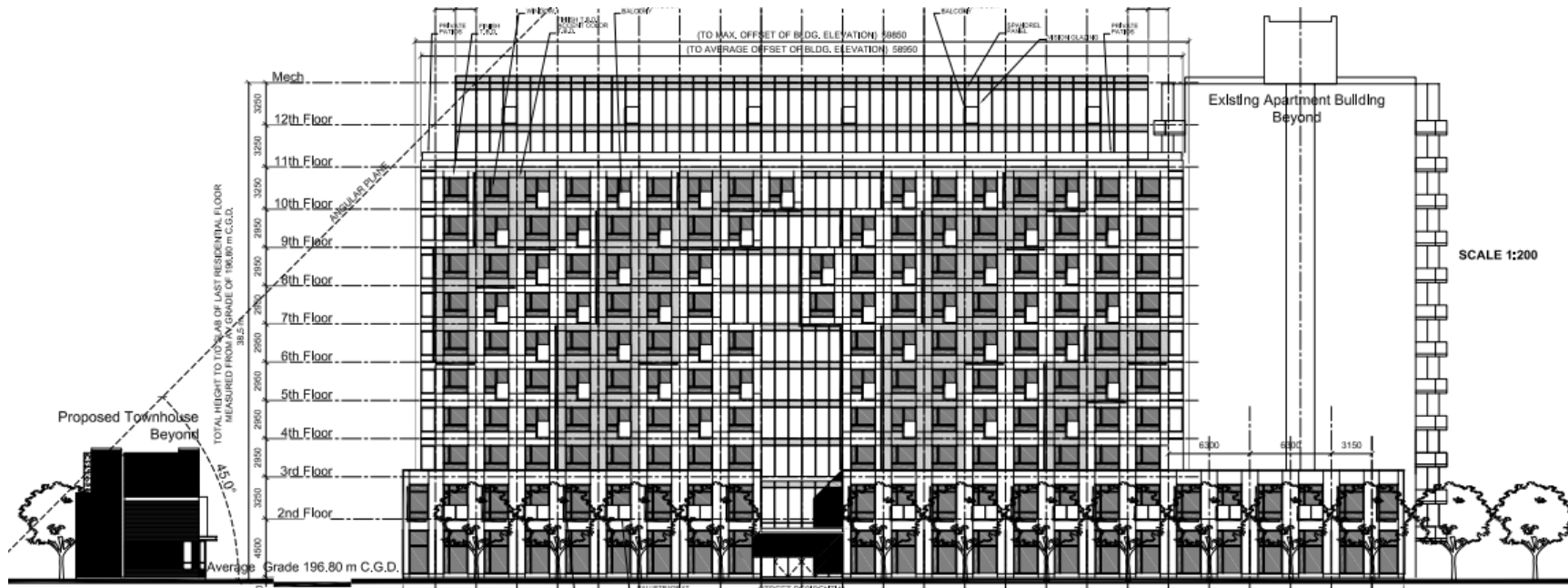
North Elevation of Proposed Townhomes



East Elevation of Proposed Apartment Building and Townhomes



South Elevation of Proposed Apartment Building (From Aquitaine Avenue)



West Elevation of Proposed Apartment Building and Townhomes (From Glen Erin Drive)



South Elevation of Proposed Townhomes

9. Zoning

The proposed **RA4-45** (Apartments - Exception) is appropriate to accommodate the proposed 12 storey rental apartment building containing 184 units and 28 rental townhomes, in addition to the existing 13 storey rental apartment building with a maximum floor space index (FSI) of 2.0.

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

Proposed Zoning Regulations

Zone Regulations	RA4 Zone Regulations	Proposed RA4-45 Zone Regulations
Additional Uses	N/A	Townhouses
Maximum number of dwelling units	N/A	365
Maximum number of townhouse dwelling units	N/A	28
Maximum Floor Space Index (FSI)	1.8	2.0
Minimum Exterior Side Yard	8.5 m (27.9 ft.)	3.5 m (11.5 ft.)
Minimum above grade separation between buildings (apartments)	15.0 m (49.2 ft.)	11.3 m (37.1 ft.)

Zone Regulations	RA4 Zone Regulations	Proposed RA4-45 Zone Regulations
Minimum above grade separation between buildings (townhomes)	15.0 m (49.2 ft.)	3.0 m (9.8 ft.)
Minimum number of resident parking spaces per 1 and 2 bedroom rental dwelling unit	1 bedroom – 1.18 2 bedroom – 1.36	0.89
Minimum number of resident parking spaces per 3 bedroom rental dwelling unit	1.50	1.50
Minimum number of resident parking spaces per 3 bedroom townhouse rental dwelling unit	1.41	1.40
Minimum number of visitor parking spaces	0.20 per apartment dwelling unit 0.25 per townhouse dwelling unit	0.15 per apartment and townhouse unit
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, as it read on the day before section 1 of Schedule 17 to the COVID-19 Economic Recovery Act, 2020 came into force, and associated Official Plan policies, 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 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). Council passed Community Benefits Charges By-law 0134-2022 on June 22, 2022. In accordance with the transition provisions in section 37.1 of the Planning Act, the former height and density bonusing regime continues to apply to lands subject to a zoning by-law that included a requirement to provide community benefits passed prior to the CBC By-law.

On September 16, 2015, applications for official plan amendment and rezoning under File OZ/OPA 14/002 W9 by Blackrock Aquitaine Limited were approved for the subject property to permit 83, three and four storey townhomes and a maximum floor space index (FSI) of 1.34. The subject lands are currently zoned RA4-45 (Apartments) which permits apartments, and 83 standard, back to back and stacked townhouses. The existing RA4-45 zone allows apartments with a maximum height of 18 storeys and a maximum floor space index (FSI) of 1.8. The applicant is seeking to further amend the

RA4-45 zone to permit a 12 storey rental apartment building containing 184 units and 28 rental townhomes, in addition to the existing 13 storey apartment building with a maximum floor space index (FSI) of 2.0. As additional density is proposed, the project meets the minimum threshold for a Section 37 contribution.

The lands are currently subject to a Section 37 agreement, where the owner will be required to pay to the City prior to the issuance of the first above grade building permit, the sum of \$427,189.00 to be used towards:

- Maplewood Park in the amount of \$17,032;
- Lake Aquitaine Trail in the amount of \$248,789;
- Hunter Green Park in the amount of \$156,368; and
- Tree planting in the amount of \$5,000.

If the applications are approved, the zoning by-law will reflect a requirement to provide the same contribution outlined above and supplemented by additional benefits to reflect the additional density in accordance with City policy. Ultimately, the existing Section 37 agreement that applies to the property will be amended to secure these additional benefits. The provision of density bonusing (Section 37) is required as a condition of approval.

11. "H" Holding Symbol

Should this application be approved by Council, staff will request an "H" Holding Symbol which can be lifted upon:

- The execution of a revised Section 37 (Community Benefits) Agreement to the satisfaction of the City
- Receipt of a signed Development Agreement to the satisfaction of the City

12. 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 noise abatement measures, drainage, stormwater management and vent locations. Through the site plan process, further refinements are anticipated for the design of the building entrance / drop off area, central outdoor amenity area, landscaping and grading.

15. Conclusions

In conclusion, City staff has evaluated the application to permit the proposed 12 storey rental apartment building containing 184 units and 28 rental townhomes in addition to the existing 13 storey rental apartment building with a maximum floor space index (FSI) of 2.0 against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The proposal is acceptable from a planning standpoint and can be supported, based on the following:

- the proposed development represents an opportunity to intensify an existing apartment site and efficiently use existing community infrastructure, servicing and transit services
- while the site is located within a Neighbourhood, which are generally not intended to accommodate a significant amount of growth, Mississauga Official Plan allows for intensification within Neighbourhoods through infilling of existing apartment sites
- the proposal is compatible in built form and scale to surrounding development and enhances the existing development. Appropriate transitions to adjacent residential uses have been proposed through the introduction of townhomes along the north and east property lines and a 12 storey apartment building at the southwest portion of the site
- lastly, the proposal contributes to the range of housing choice in Meadowvale Neighbourhood Character Area.

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