

Recommendation Report Detailed Planning Analysis

Owner: Starlight Group Property Holdings Inc.

1485 Williamsport Drive and 3480 Havenwood Drive

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1. Community Comments

Comments from the public were generally directed towards concerns about increased traffic congestion, overcrowding of local schools and neighborhoods, insufficient resident and visitor parking, potential shadow impacts, increased pollution and negative effects on air quality, issues related to higher density, pedestrian safety, waste management, snow removal, and the potential rise in crime rates. Below is a summary and response to the specific comments heard.

Comment

This development will increase the amount of traffic on the existing road network in the area and pose risks to pedestrian safety.

Response

The Transportation Impact Study (TIS), prepared by LEA Consulting Ltd. and dated November 2022, was submitted in support of the proposed development. The initial proposal has been revised, reducing the number of units from 202 to 154. LEA Consulting Ltd. provided an updated letter dated August 15, 2024, confirming that the impact on the surrounding road network will be minimal. This study and conclusion has been deemed satisfactory by the City's Transportation and Works Department. An updated TIS will be required, to the satisfaction of the City's Transportation and Works Department, prior to implementation of the site specific zoning by-law.

Comment

Increased enrollment from the proposed development will lead to overcrowding of local schools.

Response

Comments are provided from the Peel District School Board and the Dufferin-Peel Catholic District School Board, both dated August 12, 2024, confirming there is adequate capacity to accommodate for the increase in student yield resulting from the proposed development.

Comment

The proposed development will create negative shadow impacts on nearby properties.

Response

A Shadow Study, prepared by Urban Strategies Inc. and Architecture Unfolded, dated May 24, 2024, was submitted in support of the proposed development. The study confirms that while the development will cast some additional shadows on adjacent properties, these impacts are minimal and within the acceptable limits set by the City's Sun and Shadow Guidelines. The design adjustments ensure adequate sunlight access is maintained in key areas, with only minor additional shading impacts.

Comment

There is insufficient existing parking on site that has led to overflow parking in the surrounding area. This development will further exacerbate the problem.

Response

The Transportation Addendum Letter, prepared by LEA Consulting Ltd. dated May 23, 2024, was submitted in support of the proposed development. The results of the study indicate that the proposed parking supply will be able to accommodate predicted parking demand associated with the proposed building while maintaining an appropriate supply to serve the two existing apartment buildings on-site. The City's Transportation and Works Department have reviewed the study and support the proposed parking ratios.

Comment

The development will contribute to higher pollution levels and affect air quality.

Response

The proposed development incorporates strategies to mitigate pollution and protect air quality. The Low Impact Design (LID) Features, prepared by Urban Strategies Inc. dated June 2018, include permeable paving, grass swales, and native vegetation to manage stormwater and enhance local air quality. Additionally, the Environmental Noise Assessment prepared by SLR Consulting (Canada) Ltd., dated September 15, 2023, confirms that noise levels will be within acceptable limits, ensuring minimal impact on the surrounding environment.

Comment

The proposed increase in density will lead to overcrowding in the community.

Response

The initial proposal included two eight storey rental apartment buildings. The applicant has since reduced the density by modifying the development to a single ten storey rental apartment building. This reduction ensures that the increased density aligns with the existing infrastructure and amenities, preventing any significant overcrowding. The design continues to incorporate ample open spaces and on-site amenity facilities, giving tenants recreational opportunities on-site.

Comment

The increase in traffic will pose risks to pedestrian safety.

Response

The development includes well-designed pedestrian pathways and crossings, ensuring safe and convenient movement throughout the site. Additionally, traffic calming measures and clear signage will be implemented to minimize the risk of accidents, creating a safer environment for pedestrians.

Comment

The proposed development may place additional demands on waste management and snow removal services.

Response

The proposed development has consolidated the garbage collection area for both existing and new residential buildings at 1485 Williamsport Drive within the proposed rental apartment. This consolidation maintains the same number of garbage pick-up stops, ensuring no additional burden on waste collection services. The Region of Peel has reviewed the garbage

collection area and find it acceptable. Snow removal responsibilities remain with the property owner, who have committed to securing adequate private services. While on-site snow storage is planned, heavy snowfalls may necessitate off-site removal, with all associated costs covered by the property owner.

Comment

The proposal will cause disruption when construction occurs.

Response

It is anticipated that there will be some level of disruption to the area resulting from construction activity occurring on the subject property. 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.

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 October 17, 2018. 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 can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Based on a review of the materials submitted to date, staff are satisfied with the information provided in the reports, plans or studies in order to confirm the engineering feasibility of the development proposal.

Additional technical details and revisions are required to comply with City requirements from an engineering standpoint, which will be dealt with through the detailed design phase during the Site Plan application. Below are detailed comments.

Traffic:

A Transportation Addendum Letter prepared by LEA Consulting Ltd. dated May 23, 2024, was provided in support of the proposed development. Based on the submission, staff are generally satisfied from a feasibility perspective. The letter concluded that the proposed development is anticipated to generate 46 (12 in, 34 out) and 40 (26 in, 14 out) net two-way site trips for the weekday AM and PM peak hours in 2028, respectively.

With the estimated traffic generated by the proposed development, the study area intersections and proposed

vehicular accesses are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Stormwater:

The Functional Servicing and Stormwater Management Report prepared LEA Consulting Ltd. dated June 1, 2018, 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 its impact on the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge are required.

In general, the applicant has demonstrated a satisfactory stormwater servicing concept. Stormwater will be collected by the storm sewers within the site's private roads and stored in stormwater management tanks before being discharged to Williamsport Drive and Havenwood Drive. Irrigation has been proposed as a Low Impact Development (LID) feature. Further technical information is required to address staff comments related to discharge rates, which will be provided during the Site Plan application process.

Environmental Compliance:

The Phase One Environmental Site Assessment (ESA), dated September 16, 2022, along with the reliance letter, dated September 25, 2023, both prepared by Pinchin, were submitted in support of the proposed development. The report indicated that the site is suitable for the proposed use and no further investigation is required at this time.

Noise:

An Environmental Noise Assessment prepared by SLR Consulting Ltd., dated December 8, 2022, and revised September 15, 2023, evaluated the potential impact to and from the development, and recommended mitigation measures to reduce any negative impacts.

Noise sources that may have an impact on this development include road traffic from Dixie Road, Bloor Street, and Havenwood Drive. The submitted noise assessment confirms that noise mitigation will be required, including ventilation requirements such as provisions for central air conditioning, the details of which will be confirmed through Site Plan and building permit processes. Purchasers/tenants are to be advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants.

Engineering Plans/Drawings:

The applicant has submitted a number of technical plans and drawings, and staff are generally satisfied with the details provided to confirm feasibility of the development proposal from an engineering standpoint.

School Accommodation

In comments dated August 12, 2024, the Peel District School Board and the Dufferin-Peel Catholic District School Board indicated that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of

Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.

The below updated accommodation numbers were provided by the Dufferin-Peel Catholic District School Board.

Student Yield	School Accommodation	
3 JK to Grade 8 3 Grade 9 to 12	St. Alfred Catholic Elementary School	Philip Pocock Catholic Secondary School
	Enrolment: 372 Capacity: 444 Portables: 0	Enrolment:1,024 Capacity: 1,257 Portables: 0

The below updated accommodation numbers were provided by the Peel District School Board.

Student Yield	School Accommodation		
22 K to Grade 5 9 Grade 6 to 8 19 Grade 9 to 12	Brian W. Flemming P.S	Glenhaven Sr. P.S	Glenforest S.S
	Enrolment: 372 Capacity: 444 Portables: 0	Enrolment:1,024 Capacity: 1,257 Portables: 0	Enrolment: 1,115 Capacity: 1,023 Potables: 3

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 February 8, 2019 (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 1.4.1 of the PPS states that the need for municipalities to provide a range of housing types and densities to meet projected requirements of current and future residents. This policy encourages the development of affordable housing and the efficient use of land and resources.

The proposed development supports the general intent of the policies of the PPS by promoting efficient land use through gentle intensification, ensuring that the density is appropriate for the existing infrastructure and community. It contributes to the supply of housing by offering a mix of options to accommodate various needs, supporting the goal of creating complete communities. Additionally, the development integrates sustainable practices, making effective use of existing public services and amenities, thereby aligning with the overall objectives of sustainable growth and community well-being.

5. Conformity with Growth Plan

The Growth Plan was updated August 28, 2020, 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 February 8, 2019 (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 5.2.3 direct development and redevelopment to the Urban System to achieve complete communities and manage resources efficiently.

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 Neighbourhood Character Area, to permit a Floor Space Index (FSI) of 1.5. 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, a well-established residential area characterized by a mix of housing types and proximity to essential amenities and public transit.

The subject site is designated **Residential High Density**, which permits apartment buildings, retirement homes, long-term care facilities, supportive housing, and secondary uses such as daycare facilities and small-scale commercial spaces. The applicant is proposing a new ten storey rental apartment building on a site occupied by two existing nine storey rental apartment buildings.

MOP's policies regarding growth direct infill development and intensification within Neighbourhoods to sites with existing apartment buildings, provided the redevelopment creates an appropriate transition and is compatible with the surrounding context. The following policies are applicable:

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.

5.3.5.7 Transportation planning within Neighbourhoods will give priority to active transportation modes.

The proposed development is consistent with the policies of MOP in that it will intensify an existing apartment site. While the new building will exceed the height of existing apartment buildings on site, appropriate setbacks and the general building massing and layout are such that an appropriate transition in built form and scale is achieved. Based on this, staff are of the opinion that the subject site is appropriate for residential intensification and higher density uses, which is achieved through the proposed development.

Compatibility

Intensification within Neighbourhoods must be compatible in built form and scale with surrounding development and sensitive to the existing and planned context. The Applewood Neighbourhood Character Area permits a variety of uses, including residential, commercial, and institutional. In the vicinity of the site, the area is characterized by predominantly mid-rise residential buildings, typically ranging from 8 to 12 storeys.

The proposed development seeks to increase the FSI from the current maximum of 1.2 to 1.5, enabling the introduction of a new ten-storey rental apartment building. Mississauga Official Plan (Section 9.1.3) allows for infill and redevelopment within Neighbourhoods, as long as it respects the existing and planned character. The proposed FSI increase is intended to accommodate additional density while ensuring that the development remains compatible with the surrounding context. Although the new building is slightly taller than existing residential buildings on the site, the Official Plan (Section 9.2.2.3(c)) acknowledges that new development need not replicate existing structures but should respect the scale and character of the area.

This proposal aligns with the Mississauga Official Plan's policies by balancing the need for intensification with the preservation of the neighborhood's character. Staff are of the opinion that the proposed increase in FSI to 1.5 (from 1.2) is both suitable and enhances the character of the area.

Services and Infrastructure

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

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The site is currently serviced by the following MiWay Transit routes:

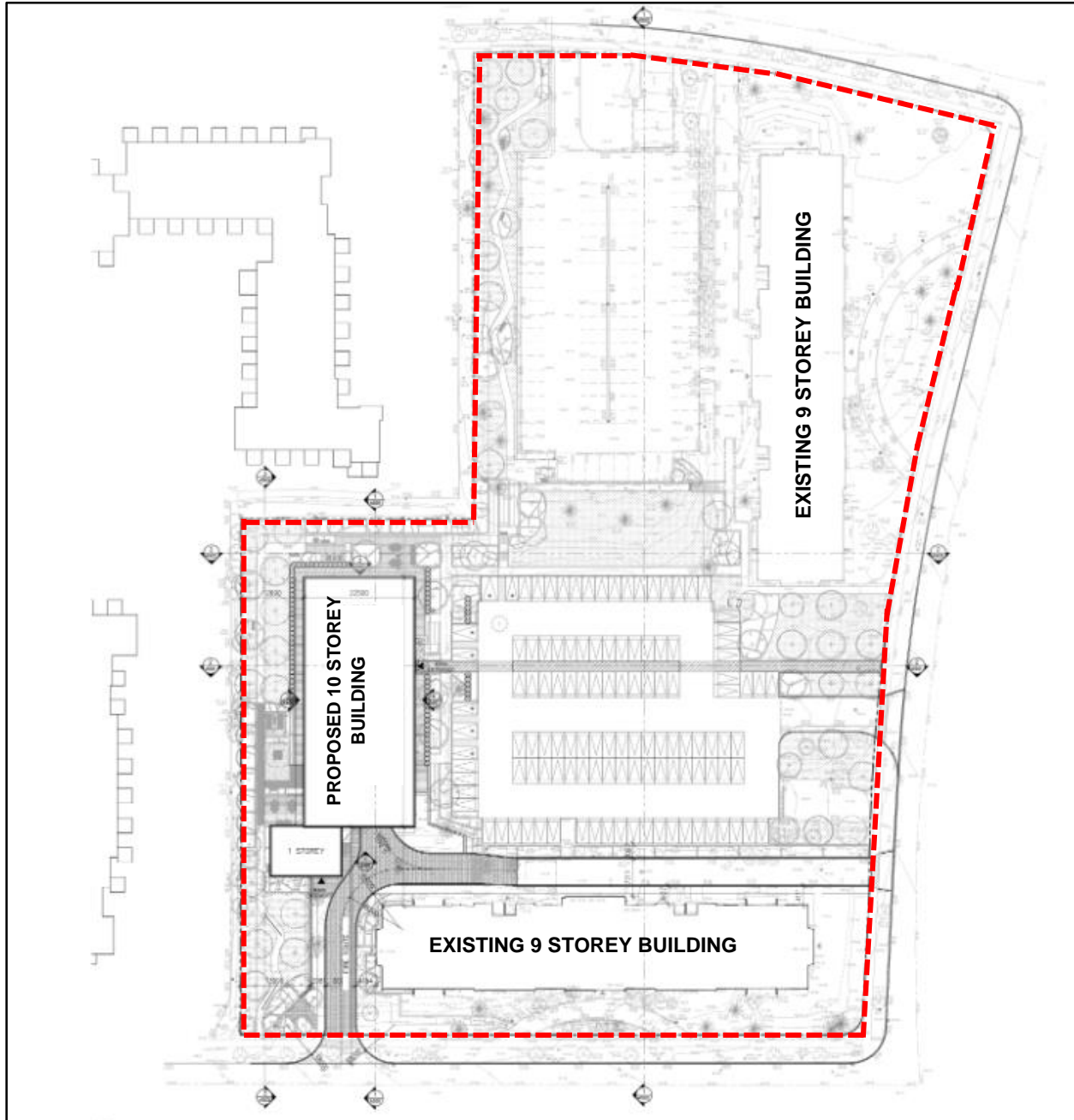
- Route 3 – Bloor
- Route 5 – Dixie

The site at 3480 Havenwood Drive and 1485 Williamsport Drive is located near Applewood Hills Plaza, offering a variety of retail stores, service commercial uses and restaurants. Additionally, residents have access to amenities such as the Burnhamthorpe Library, and nearby parks including Garnetwood Park, Jaycee Park, Forest Glen Park, and Applewood Heights Park, which feature walking trails, soccer fields, baseball diamond, tennis courts and playgrounds.

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 perspectives as follows:





9. Zoning

The site currently is split-zoned, where 3480 Havenwood Drive is zoned **RA2-1** (Apartment) and 1485 Williamsport Drive is zoned **RA3-1** (Apartment), the zoning by-law amendment proposes to zone the entire site as **RA3-Exception** (Apartment).

The proposed **RA3 – Exception** (Apartment) is appropriate to accommodate the proposed development with a building height of ten storeys and an FSI of 1.5.

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

Proposed Zoning Regulations

Zone Regulations	Existing RA2/RA3 Zone Regulations	Existing RA3-1 Exception Zone Regulations	Proposed RA3-Exception Zone Regulations
Maximum Floor Space Index (FSI)	1.0	1.2	1.5
Minimum rear yard for that portion of the dwelling with a height greater than 26.0 m (85.3 ft.)	15 m (49.2 ft.)	15 m (49.2 ft.)	11.0 m (36.1 ft.)
Maximum encroachment of a balcony located above the first storey , sunroom, window,	1.0 m (3.3 ft.)	1.0 m (3.3 ft.)	1.5 m (4.9 ft.)

Zone Regulations	Existing RA2/RA3 Zone Regulations	Existing RA3-1 Exception Zone Regulations	Proposed RA3-Exception Zone Regulations
chimney , pilaster, cornice, balustrade or roof eaves into a required yard			
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	1.0 m (3.3 ft.)	1.0 m (3.3 ft.)	1.5 m (4.9 ft.)
Minimum number of resident parking spaces per unit	1.0	1.0	0.87
Minimum number of visitor parking spaces per unit	0.2	0.2	0.1
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

Schedule 17 of Bill 197, *COVID-19 Economic Recovery Act*, 2020, amended the Planning Act. The Section 37

Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which is administered by the Corporate Services Department, Finance Division. The by-law specifies which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case. As the subject proposal is more than five storeys and contains 10 or more residential units in total, the CBC will be applicable and will be payable at the time of first building permit.

11. 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 wind mitigation measures, soil depths, location of ramps and exterior stairs. Through the site plan

process, further refinements are anticipated for the design of the amenity area and greenspace.

12. Green Development Initiatives

The applicant has identified that the following green development initiatives will be incorporated into the development:

- Low Impact Design features for stormwater management such as permeable paving and grass swales
- Use of native vegetation in landscaping
- Pedestrian walkway within the site is continuous, universally accessible, and barrier-free
- Shade trees will be placed along pedestrian pathways and amenity areas to provide solar protection for residents
- All exterior light fixtures will be properly shielded to prevent glare and light to trespass onto neighbouring properties

13. Conclusions

In conclusion, City staff has evaluated the applications to permit one new ten storey rental apartment building containing 154 units, against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The proposal aligns with the relevant planning policies at the provincial, regional, and municipal levels. It conforms to the PPS's objectives for efficient land use and sustainable development, supports the Growth Plan's focus on intensification within built-up areas, and adheres to the Region of Peel and Mississauga Official Plans by promoting responsible growth within the Urban System. The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved.