

Recommendation Report Detailed Planning Analysis

Owner: 1840-1850 Bloor E (MISS) Ltd.

1840-1850 Bloor Street

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1. Community Comments

Following the public meeting, letters were received from the public, which were generally directed towards the increase in traffic, the number of parking spaces proposed and the impact on existing greenspace and amenities. Below is a summary and response to the specific comments heard.

Comment

The proposed development will increase traffic congestion on Bloor Street and internally within the site.

Response

The applicant submitted a traffic impact study, which staff have reviewed to assess the proposal's feasibility. The study concluded that the development would have a minimal impact on existing traffic conditions, including internal site circulation and parking. Refer to section 2 of this appendix for additional information on the findings of the traffic impact study.

Comment

The proposed development will create an increased volume of waste collection traffic, creating an increased amount of noise for adjacent townhouses.

Response

The applicant submitted a waste management plan, which was reviewed by the Region of Peel to ensure waste collection was completed in an efficient manner without adverse impacts on the community. Garbage will be stored in an enclosed area

with the loading bays located within the interior of the proposed buildings.

Comment

The proposed development has insufficient parking, which will result in a large amount of cars parking on side streets.

Response

The proposal meets the number of resident and visitor parking spaces required for rental apartments in parking precinct 4 under Zoning By-law 0225-2007.

Comment

The proposed development is creating too much density for the area.

Response

The Mississauga Official Plan has identified Bloor Street, east of Dixie Road, as an area with a mix of high-density residential uses. A large portion of the subject lands where the proposed development is to be located, is currently vacant and underutilized. The design of the proposal is inline with policies related to infill development located in the Applewood Neighbourhood. The proposal will incorporate sensitive design criteria that will be compatible with the surrounding neighbourhood. Additionally, the applicant has submitted the necessary technical studies to confirm the feasibility of the proposal to ensure there is adequate capacity (e.g. infrastructure, services, traffic) to support the additional dwellings and population.

Comment

The proposed development will cause a reduction of green space, which will impact the overall environment.

Response

Even with the proposed development, the property will still have a 49% landscaped area, which exceeds the minimum zoning requirement for lands zoned **RA4**.

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 June 22, 2020. Revised submissions were received and circulated on March 7, 2023, September 5, 2024, and January 17, 2025. 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 details provided in the reports, plans and

studies in order to confirm the engineering feasibility of the development proposal.

Traffic

A Traffic Impact Study prepared by BA Consulting Group Ltd., dated February 2020, was submitted in support of the proposed development. Staff are generally satisfied from a feasibility perspective but will require additional information to ensure that City requirements are adequately addressed. The study concluded that the proposed development is anticipated to generate 275 (70 in, 205 out) and 320 (195 in, 125 out) two-way site trips for the weekday AM and PM peak hours in 2025, respectively.

With the traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Stormwater

A Functional Servicing and Stormwater Management Report prepared by C.F. Crozier and Associates Inc., dated August 2024, was submitted in support of the proposed development. The submitted report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. 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. The applicant has proposed an underground stormwater tank to house stormwater run off along with additional low impact development features such as bioswales, green roofs and features for rainwater irrigation.

Further technical information is required to address staff comments related to the stormwater tank dimensions and the impact of the proposed green roof on the building.

Environmental Compliance

A Phase One Environmental Site Assessment (ESA), dated February 2024, Phase Two ESA, dated June 26, 2024, and Remedial Action Plan, dated December 11, 2024, all prepared by G2S Consulting Inc., were submitted in support of the proposed development. The Phase Two ESA indicates that remediation is required to meet the applicable Ministry of the Environment, Conservation and Parks Standards. The remedial work will commence during construction phase and subsequent confirmatory soil sampling will be completed. A final remediation report is required to be submitted to the Transportation and Works Department upon completion of the remediation activities for review. In addition, a certification letter from a Qualified Person will be required, stating that land to be dedicated to the City is environmentally suitable for the proposed use.

Noise

An Environmental Noise Assessment prepared by Jade Acoustics Inc., dated December 14, 2022, and revised June 27,

2024, was submitted in support of the proposed development. The study evaluated the potential impact to and from the proposed development and recommended mitigation measures, including implementation of a Class 4 Area designation, to reduce any negative impacts. The Transportation & Works Department retained WSP Canada Inc. to conduct a peer review of the submitted Environmental Noise Study, which confirmed the analysis and findings of the submitted study to support implementation of the Class 4 Area designation. A detailed Noise Study will be required through the Site Plan approval process to confirm the sound level criteria associated with the mechanical equipment and ventilation systems for the proposed building satisfy the Ministry of the Environment, Conservation and Parks NPC-300 Environmental Noise Guideline.

Noise sources that may have an impact on the proposed development include road traffic from Bloor Street and stationary noise sources from the industrial facilities south of the subject site in the Dixie Employment Area. The submitted Environmental Noise Assessment confirms that noise mitigation will be required, including ventilation requirements such as provisions for central air conditioning and noise attenuation barriers, the details of which will be confirmed through the Site Plan and building permit processes. Purchasers/tenants are to be advised that sound levels due to increasing road traffic and stationary noise may occasionally interfere with some activities of the dwelling occupants.

3. Provincial Planning Statement 2024

The *Provincial Planning Statement* (PPS, 2024) came into effect October 20, 2024. It replaces the *Provincial Policy Statement, 2020* (PPS, 2020) and *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019* (Growth Plan).

The PPS, 2024 is a consolidated statement of the government's policies on land use planning and is intended to enable municipalities to address issues, including:

- increasing the housing supply
- supporting a strong competitive economy
- aligning development with infrastructure
- providing people with a sense of place through heritage
- protecting the environment, public health and safety

Under the *Planning Act* all decisions affecting planning matters are required to be consistent with the PPS, 2024. Relevant policies include, but are not limited to the following:

Section 2.2 of the PPS, 2024 requires an appropriate mix of housing options and densities by facilitating all types of residential intensification, promoting densities which efficiently use land and infrastructure, and ensuring the creation of housing affordable to low and moderate income households.

Section 2.3 of the PPS, 2024 supports general intensification and redevelopment where it will support the achievement of complete communities, directing growth to built-up areas.

Section 3.5 of the PPS, 2024 states that major facilities (e.g. industrial lands) which require separation from sensitive uses (e.g. residences) shall be planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate potential adverse effects.

Section 3.9 of the PPS, 2024 states healthy communities should be promoted by providing for a full range of publicly-accessible trails, public spaces and open space areas.

The proposed development will contribute to the provision of housing by accommodating intensification within a built-up area. The proposal increases the supply of rental apartment units and provides a mix of family sized units. With the application of a Class 4 noise designation to the southern portion of the site, the abutting industrial uses will be able to continue to operate.

4. Region of Peel Official Plan

As summarized in the public meeting report dated July 3, 2020 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan (ROP). The subject property is located within the Urban System of the Region of Peel. General Objectives and policies in the ROP direct growth and density within these built-up areas, including but not limited to:

Section 5.3.1 - Direct the majority of new population growth to the Urban System, within the Delineated Built-up Area, leveraging existing and planned infrastructure investments.

Section 5.6.3 - Achieve intensified and compact built form that efficiently uses land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.

Section 5.6.11 - Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary.

The proposed development conforms to the ROP as it represents appropriate intensification within the built-up area, efficiently using land with existing infrastructure and provides additional housing.

5. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan policies for the Applewood Neighbourhood Character Area, to permit two 18 storey apartment buildings containing 433 dwelling units. 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 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. Although Neighbourhoods are generally not appropriate areas for significant intensification, MOP acknowledges that Neighbourhoods will not remain static, and that new development should be sensitive to the existing and planned character.

The subject site is designated **Residential High Density**, which permits apartment dwellings. Two 14 storey rental apartment buildings with surface parking currently occupy the site.

MOP's policies regarding growth direct infill development and intensification within Neighbourhoods to sites with existing apartment buildings. This direction is under the condition the

redevelopment creates an appropriate transition and is compatible with the surrounding context. The following policies are applicable:

Section 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.

Section 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.

Section 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.

Section 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 neighbouring apartment buildings, 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 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. A range of uses are permitted in the Applewood Neighbourhood Character Area including residential, commercial, retail and institutional uses. The surrounding lands on the north and south sides of Bloor Street near the subject site are designated **Residential High Density** with a small area directly north being designated **Residential Medium Density**. The former designation permit apartment dwellings, while the latter permits townhouses. Directly east of the property is a 14 storey apartment building. To the south are one storey commercial and industrial buildings. To the west is the Hydro One utility corridor and trail system, a 6 storey apartment, townhomes and detached dwellings. North of the subject property, across from Bloor Street, are 4 and 11 storey apartment buildings.

The proposed amendment would maintain the existing **Residential High Density** designation, while increasing the maximum building height to 18 storeys and increasing the maximum Floor Space Index (FSI) to 1.7 on the subject lands.

Mississauga Official Plan requires that infill and redevelopment within Neighbourhoods respect the existing and planned character (Section 9.1.3). Furthermore, MOP identifies that while new development in Neighbourhoods need not mirror

existing development, it should respect the scale and character of the surrounding area; minimize overshadowing and overlook on adjacent neighbours; and be designed to respect the existing scale, massing, character and grades of the surrounding area (Section 9.2.2.3). Section 16 of MOP includes policies to help shape future development in established Neighbourhoods. 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 Applewood Neighbourhood Character Area is recognized as a mature and well-established neighbourhood with a mix of detached, semi-detached, townhouse and apartment dwellings, with apartments being predominantly located along arterial and major roads. For new high density developments in this area, emphasis is placed on a gradual transition in massing and limiting height to not exceed the height of any existing buildings on the property (Section 16.2.3.1).

Apartment buildings are the predominant built form in the immediate area and the proposal introduces two additional buildings consistent with that context, albeit at a higher height than what exists today. Despite the greater height, the proposal has been designed to mitigate any adverse impacts on adjacent properties. The lower density residential dwellings, west of the property, have a trail and utility corridor acting as a buffer from the apartment. Additionally, noise mitigation techniques are being implemented into the proposal to ensure adverse impacts to the proposed development are minimized and mitigated, and to ensure the long-term operational and economic viability of the adjacent employment uses.

Staff are of the opinion that the proposal creates an appropriate transition and respects the existing character of the area.

Noise Land Use Compatibility

The applicable *Ministry of Environment, Conservation and Parks* (MECP) noise guideline is NPC-300, which is considered to follow the principles of land use compatibility contained within the *Provincial Planning Statement* (PPS). NPC-300 provides guidance and criteria with respect to environmental noise from transportation and stationary sources, for planning approval processes for noise sensitive land uses such as residential. NPC-300 contains provisions for a Class 4 area classification which is meant for sensitive land uses, such as residential, which are planned in proximity to existing, lawfully established stationary noise sources. The Class 4 area classification allows for two main permissions: 1) it allows the existing noise sources to renew their Environmental Compliance Approvals and thereby allow operations to continue while in proximity to sensitive land uses, and 2) it permits new residential to be within a higher noise exposure than if under the standard Class 1 classification (55dBA vs 50dBA for outdoor amenity areas and 60dBA vs. 50dBA measured at the plane of the residential window).

A Preliminary Environmental Noise Report prepared by Jade Acoustics Inc. was submitted in support of the development applications. Field studies and industrial data were collected to predict the potential sound levels at the residential points of reception from the neighbouring industries. The City retained

the services of WSP Canada Inc. to conduct a peer review of the report.

The studies concluded that there is some noise generated by the neighbouring industry, Wajax, which fell within the Class 4 Area noise limit.

Section 6.10 – Noise of MOP recognizes NPC-300 as the applicable Provincial Government environmental noise guideline for sound level limits. Section 6.10.1.6 states that the use of Class 4 area classifications is at the City's sole discretion. The introduction of a Class 4 area classification will require Council approval. It will be considered only when:

- the development proposal is for a new noise sensitive land use in proximity to an existing, lawfully established stationary noise source
- the development proposal for a new noise sensitive use does not impair the long term viability and operation of an employment use
- it is in the strategic interest of the City, furthers the objectives of Mississauga Official Plan and supports community building goals
- all possible measures of noise attenuation have been assessed for both the proposed development site and the stationary noise source

Section 6.10.1.6.b of MOP further states that notwithstanding the above criteria, the use of Class 4 will be received more favourably if the stationary noise source is a temporary situation and it is expected that the stationary noise source will be removed through future redevelopment. In this instance, the adjacent industrial uses are not temporary in nature and there are no current plans for those uses to be removed through future redevelopment plans.

Both Jade Acoustics Inc. and WSP Canada Inc. have recommended the application of a Class 4 area classification in this instance. The area that is being recommended to be subject to the Class 4 area classification is outlined in Appendix 3.

Staff have reviewed the analysis and recommendations, concluding that a Class 4 Area classification would be appropriate for the southern portion of the property since all mitigation measures will be implemented to ensure noise impacts are minimized.

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 307 – Philip Pocock – Bloor West

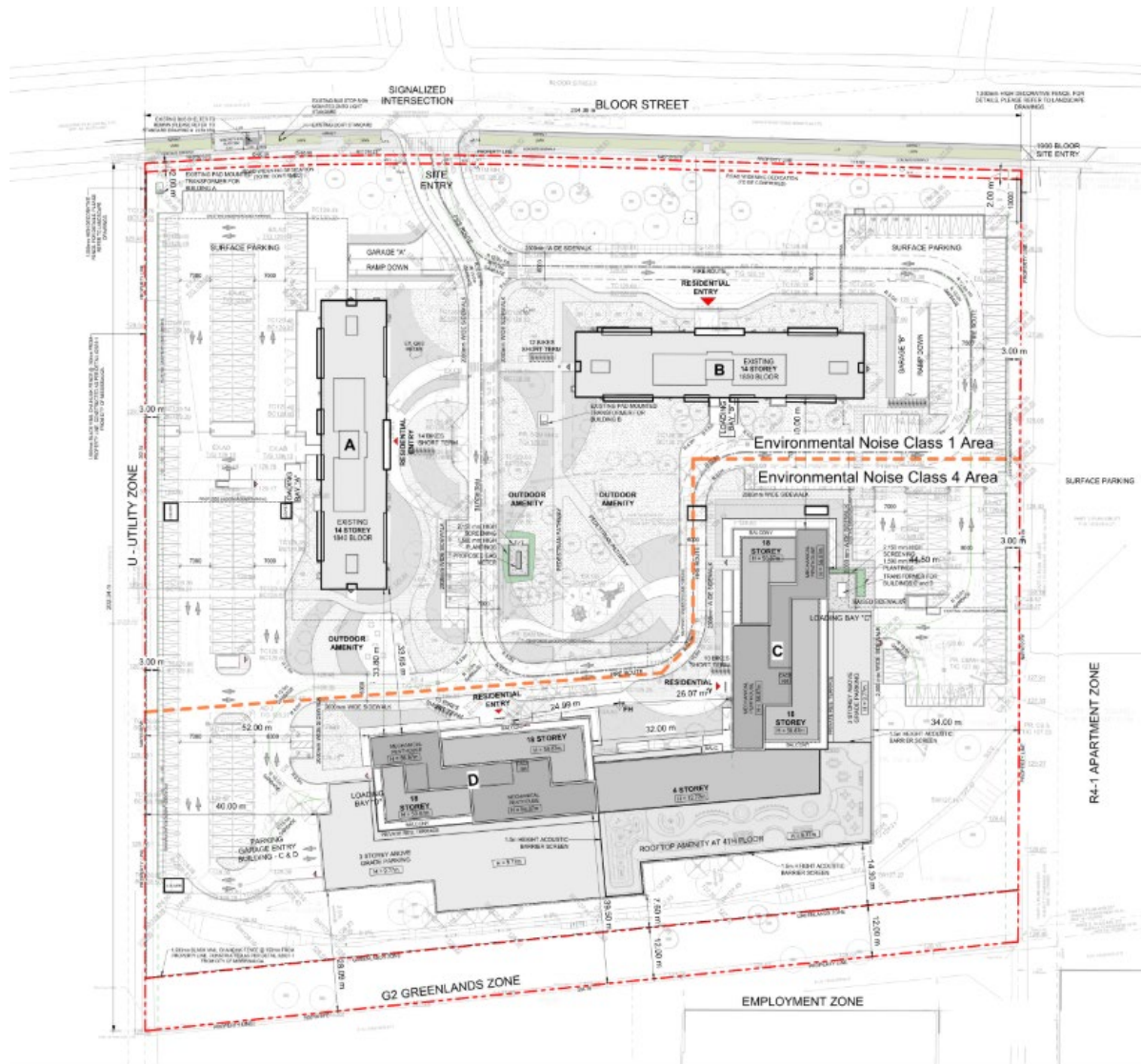
The subject lands are serviced by an existing bus route (Route 3) and an existing bus route exclusively servicing high school students (Route 307), both operated by Mississauga Transit (Miway). Transit stop #1337 with a concrete bus pad and shelter is located along Bloor Street, south of Bridgewood Drive, near the subject site.

The property is also served by a number of recreational and commercial amenities. There are several parks located within walking distance of the site, including Forest Glen Park, Fleetwood Park, and an off-road trail within the Hydro utility corridor. The site is also located within 600 m (1,969 ft.) of Fieldgate Plaza. This commercial plaza includes a diversity of retail uses which support the day-to-day needs of residents. While there is an active development application in process for the Fieldgate Plaza lands, as of the date of this report, the proposed development includes an increase in commercial gross floor area over what exists in the plaza.

Multimodal transportation options are currently being developed as part of the Bloor Street integrated road project. This may include bike lane(s) and signalized pedestrian crossings.

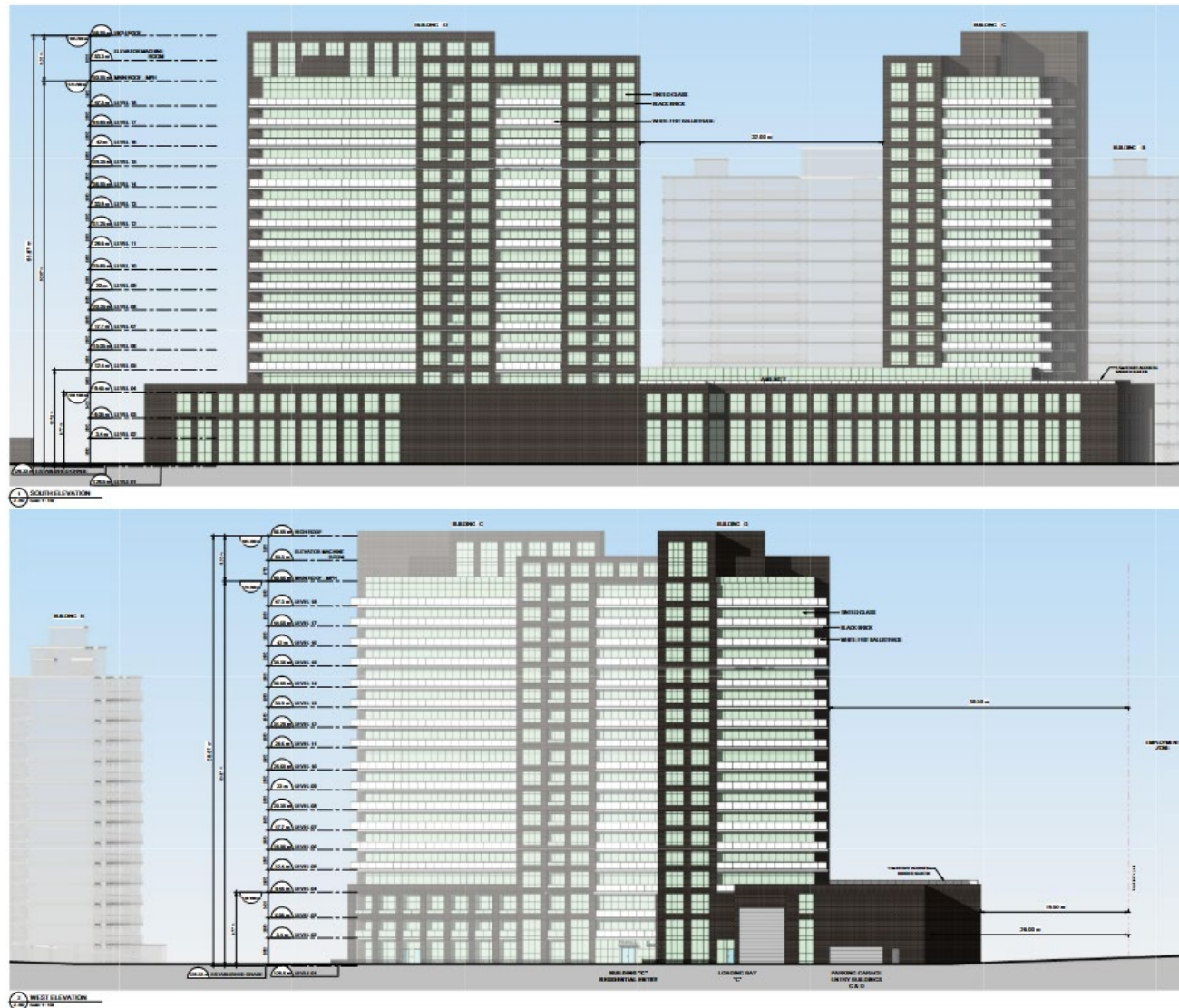
For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, and the PPS.

6. Site Plan and Elevations



Concept Plan





Elevations (South and West)

7. Zoning

The proposal requires the creation of a new **RA4 – Exception** (Apartments) zone to accommodate the proposed two 18 storey rental apartment buildings with an FSI of 1.7.

The southern portion of the property contains the **G2** (Greenlands) zone. The application will not affect the existing provisions of this portion.

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

Proposed Zoning Regulations

| Zone Regulations | RA4-1 Zone Regulations | Proposed RA4 - Exception Zone Regulations |
|---|---|---|
| Maximum Floor Space Index (FSI) | 1.0 | 1.7 |
| Maximum Height | 56.0 m (184 ft) | 57.0 m (187 ft) |
| Maximum gross floor area – Apartment Zone per storey for each storey above 12 storeys | 1 000.0 m ² (10 764.0 ft) | 1 825.0 m ² (19 645.0 ft) |
| Maximum project 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) | 2.0 m (6.6 ft) |

| Zone Regulations | RA4-1 Zone Regulations | Proposed RA4 - Exception Zone Regulations |
|---|------------------------|---|
| 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. | | |

8. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. Staff have received a formal site plan approval application for the proposed development on February 25, 2025.

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, noise mitigation and traffic configuration. Through the site plan process, further refinements to the overall site design are anticipated.

9. Conclusions

In conclusion, City staff has evaluated the applications to permit two 18 storey rental apartment buildings containing 433 dwelling units, while retaining the existing two 14 storey rental

apartment buildings against the *Provincial Planning Statement*, Region of Peel Official Plan and Mississauga Official Plan.

The applications are seeking to provide infill residential development in the Applewood Neighbourhood Character Area in accordance with the **Residential High Density** designation of MOP. The subject site is located along an arterial road where the predominant building type is apartment buildings. MOP has identified this area as meeting the criteria for intensification. The proposal is compatible with adjacent uses, with a Class 4 noise designation allowing the abutting industrial lands to be able to continue to operate. The built form supports a mix of rental housing options including family sized units. It also provides an appropriate transition to adjacent uses.

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