

Recommendation Report Detailed Planning Analysis

Owner: 1785 Bloor Holdings Inc.

1785 Bloor Street

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1. Community Comments

Comments from the public were generally directed towards the shadow impact of the building, displacement of amenity space, proximity to a Hydro corridor, and gentrification. Below is a summary and response to the specific comments heard.

Comment

The proposed apartment building will cast a shadow on adjacent properties.

Response

Shadow studies were prepared by the applicant's consultant in accordance with the City of Mississauga's standards. The studies indicated that the proposed building's shadow impact on the abutting residential private outdoor amenity spaces would be less than two consecutive hours. This meets the City's sun/shadow standards.

Comment

The proposed apartment building will remove greenspace used by existing residents as amenity space.

Response

The proposal includes 1,594 m² (17,158 ft²) of additional outdoor amenity space. This new amenity area will include a central courtyard, off-leash dog area, and children's playground.

Comment

The proposed apartment building will be built near the Hydro corridor, potentially resulting in adverse health effects.

Response

Health Canada reports that scientific evidence does not support the claim that long term exposure to extremely low frequency EMF found along Hydro corridors has adverse health effects. Hydro One will be circulated on the site plan application.

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 August 8, 2022. A second submission was made on October 3, 2023, a third was made on December 27, 2023, and finally a partial fourth submission was submitted on February 28, 2024. A summary of the comments is contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works Department

Comments updated on February 15, 2024 state that technical reports and drawings have been reviewed to ensure that engineering matters related to grading, servicing, noise, stormwater management, traffic, and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Noise

A Noise and Vibration Impact Study, prepared by J. E. Coulter Associates Limited, dated December 21, 2023 was submitted for review. The Noise Study evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic. Noise mitigation will be provided in the form of forced air heating, the provision for air conditioning and standard building materials, the details of which will be confirmed through the site plan and building permit processes.

Stormwater

The Functional Servicing and Stormwater Management Report, prepared by WSP dated December 15, 2023, 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. There is an existing ditch located within a stormwater easement located at the northeast border of the site, as well as an existing 1350 mm (53 in.) diameter municipal storm sewer located on Bloor St which will be used as the drainage outlet. Water reuse onsite is being pursued via irrigation as a low impact development design feature. Further

information regarding the groundwater quality treatment will be reviewed at the site plan application stage.

Traffic

Two Traffic Impact Study (TIS) submissions and one Traffic Impact Study Addendum were provided by Trans-Plan in support of the proposed development. The most recent submission, dated December 2023, study complied with the City's TIS guidelines and is deemed satisfactory.

The study concluded that the proposed development is anticipated to generate 78 (20-in, 58-out) and 88 (54-in, 34-out) two-way site trips for the weekday AM and PM peak hours in 2027, 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.

Environmental Compliance

A Phase One and Two Environmental Site Assessment (ESA) dated September 27, 2023, and Certification Letter dated September 28, 2023, both prepared by Pinchin Ltd., have been received in support of the proposed development. The documents indicate that the site is suitable for the proposed use and no further investigation is required at this time.

Other Engineering Matters

Transportation and Works is satisfied that the information reviewed to date is satisfactory and is in accordance with City requirements. Additional requirements and clauses pertaining to development of the lands, including any land dedication, will be captured in the related development agreement, prior to by-law enactment. Any further outstanding items can be dealt with through the site plan application and building permit review processes.

Region of Peel

Comments updated October 30, 2023 state that a Regional watermain project along Bloor Street will need to upgrade the existing 300 mm (11.8 in.) watermain for the site to a 400 mm (15.7 in.) watermain. The applicant provided an updated site servicing plan for detailed engineering review to be conducted during site plan review.

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 10, 2023 (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 1.1.3.1 of the PPS states that settlement areas shall be the focus of growth and development.

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 subject site and proposal represent an opportunity to intensify and increase the range of housing in the area. 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 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.
- Section 2.2.6.1 directs municipalities to support a diverse range of housing options, including rental housing.

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 providing a well-suited built form along Bloor Street with appropriate transition to the neighbouring properties. It conforms to the Growth Plan as it is increasing the diversity and quantity of housing supply within the built-up area.

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 10, 2023 (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 5.6 and General Policies in Section 5.6.11 direct development and redevelopment to the Urban System to achieve intensified and compact built form that appropriately and efficiently uses lands, services, infrastructure,

and public finances, accounting for the characteristics of the existing communities and services.

The proposed development conforms to the ROP as it contributes to the mix of housing options while achieving an appropriate compact built form, utilizing existing community infrastructure and services.

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 14 storey rental apartment building, retain the existing 10 storey rental apartment building, and permit a site Floor Space Index (FSI) of 2.5. 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. 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. A 10 storey rental apartment building with surface parking currently occupies the site. The property is accessed through the western portion of the frontage from Bloor Street.

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 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**, which permits apartment dwellings. Directly west of the subject site is a 9 storey residential apartment building. To the north is a 6 storey apartment. South of Bloor Street, south of the subject site are 6 and 11 storey apartment buildings. East of the subject property is the Hydro One utility corridor and a trail system. Further east are lower density properties consisting of residential mid-rise apartments and detached dwellings.

The proposed amendment would maintain the existing **Residential High Density** designation, while increasing the maximum building height to 14 storeys and increasing the maximum Floor Space Index (FSI) to 2.5 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 (Section 9.2.2.3 (c)); minimize overshadowing and overlook on adjacent neighbours (Section 9.2.2.3 (d)); and be designed to respect the existing scale, massing, character and grades of the surrounding area (Section

9.2.2.3 (g)). 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. Bloor Street is identified as one of these roads where high density residential development should relate to the street (Section 16.2.2.1(a)), with emphasis on forming a gradual transition in massing to low density residential development (Section 16.2.3.1).

Apartment buildings are the predominant built form in the immediate area and the proposal introduces an additional building 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 and the utility corridor to the east of the property provides a sufficient buffer zone to the lower density residential dwellings on Bridgewood Drive.

Staff are of the opinion that the proposal creates an appropriate transition and respects the existing 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 307 – Philip Pocock – Bloor West

The subject lands are serviced by an existing bus route (Route 3), an existing bus route exclusively serviced high school students (Route 307), both operated by Mississauga Transit (Miway). Transit stop #1342 with a concrete bus pad and shelter is located along Bloor Street, west of Bridgewood Drive, near the subject site.

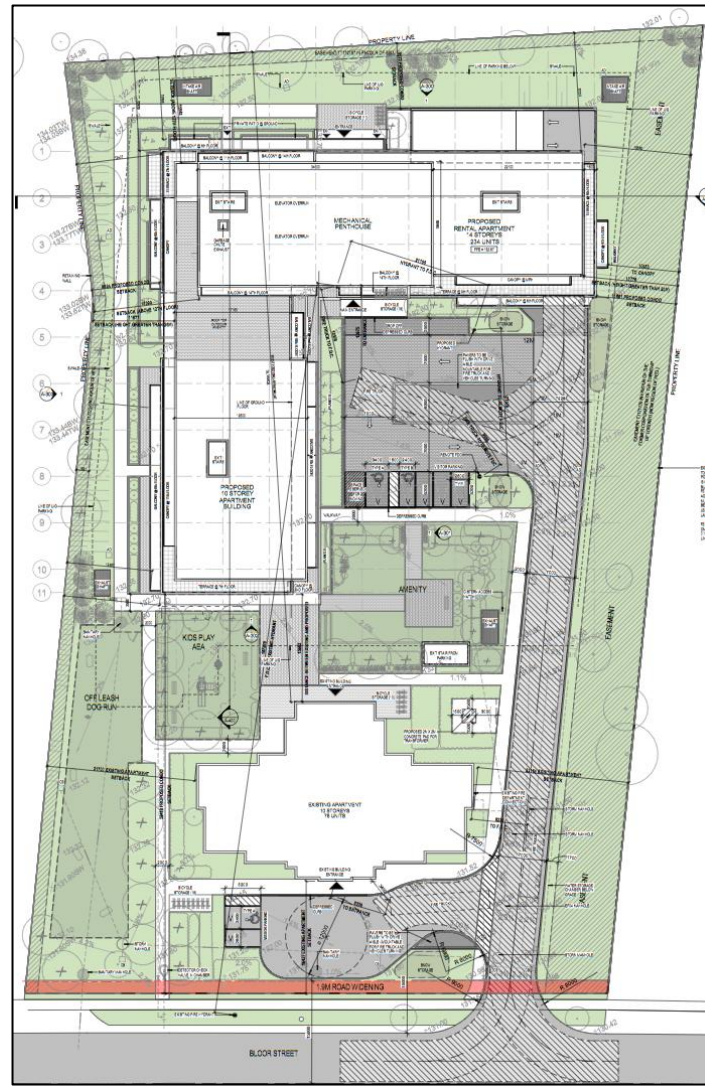
The property is also served by a number of recreational and commercial amenities. There are several parks located within walking distance of the site, including Forest Glen Park, Fleetwood Park, and an off-road trail within the Hydro utility Corridor. The Site is also located within a 500 metres (0.3 mile) Fieldgate Plaza. This shopping mall includes a diversity of retail uses which support the day-to-day needs of residents.

Multimodal transportation options are currently being developed as part of the Bloor Street integrated road project. This includes a bike lane and a signalized pedestrian crossing proposed directly west of 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 as follows:



The applicant has also submitted revised perspective drawings:



Perspective of new apartment building from interior of site



Perspective of new apartment building from from northwest



Perspective of new apartment building from interior of site looking north

9. Zoning

The proposal requires the creation of a new **RA3 - Exception** (Apartments - Exception) zone to accommodate the proposed 14 storey infill rental apartment building with an FSI of 2.5.

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

Proposed Zoning Regulations

Zone Regulations	Existing RA3-21 Exception Zone Regulations	Amended RA3-21 Exception Zone
Maximum Floor Space Index (FSI)	0.8	2.5
Maximum Height	38.0 m (124.7 ft.) and 12 storeys	45.1 m (148 ft.) and 14 storeys
Minimum Rear Yard for that portion of the dwelling with a height greater than 26.0 m (85.3 ft.)	15.0 m (49.2 ft.)	13.4 m (44.0 ft.)
Maximum project of a balcony located above the first storey measured from the outermost face or faces of the building from	1.0 m (3.3 ft.)	2.2 m (7.2 ft.)

Zone Regulations	Existing RA3-21 Exception Zone Regulations	Amended RA3-21 Exception Zone
which the balcony projects		
Required Number of Parking Spaces	1.0 resident spaces per unit 0.2 visitor spaces per unit	0.92 resident spaces per unit 0.05 visitor spaces per unit
Required Number of loading spaces for apartment and/or retirement buildings	One loading space per apartment and/or retirement building containing a minimum of 30 dwelling units , shall be required	1.0
Minimum setback from surface parking spaces or aisles to street line	4.5 m (14.8 ft.)	0.4 m (1.3 ft.)
Minimum depth of a landscaped buffer abutting a lot line that is a street line	4.5 m (14.8 ft.)	0.0 m (0.0 ft.)
Minimum depth of a landscaped buffer along west lot line	3.0 m (9.8 ft.)	0.4 m (1.3 ft.)
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. Section 37 of the Planning Act now allows municipalities to impose a CBC on land to fund costs related to growth. 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 will be administered by the Corporate Services Department, Finance Division. The by-law specifies to 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.

The subject proposal meets the minimum threshold of both 5 or more storeys and 10 or more residential units to qualify for CBC.

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 landscaping, noise mitigation efforts, stormwater management system and the registration of applicable easements.

12. Conclusions

In conclusion, City staff has evaluated the applications to permit a 14 storey rental apartment building and retain the existing 10 storey rental apartment building at 1785 Bloor Street against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The application is seeking to provide an infill residential development within the Applewood Neighbourhood Character Area in accordance with the **Residential High Rise** designation of MOP. The subject site is located along an arterial road where several other apartment dwellings are present within the neighbourhood. The MOP has identified this area as meeting the criteria for intensification. The proposal is compatible with adjacent uses and provides for a built form that supports a mix of housing types while providing 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 has no objection to the approval of these official plan and rezoning applications subject to the recommendations provided in the staff report.