



PLANNING JUSTIFICATION REPORT

3480 Havenwood Drive | 1485 Williamsport Drive

CITY OF MISSISSAUGA

June 11, 2018

Prepared by Urban Strategies Inc.

**URBAN
STRATEGIES
INC .**

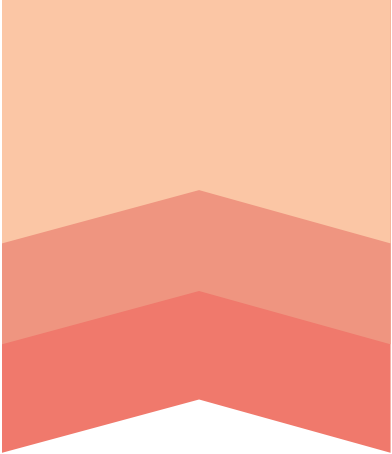


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1.0 Introduction

This Planning Justification Report has been prepared by Urban Strategies in support of an official plan amendment and a zoning by-law amendment application by Starlight Investments for 3480 Havenwood Drive and 1485 Williamsport Drive in Mississauga. Starlight Investments is requesting changes to the official plan and zoning by-law in order to permit intensification of the site. The purpose of this report is to demonstrate that certain current Official Plan and Zoning policies applicable to the site are not consistent with the Provincial Policy Statement (PPS), the 2017 Growth Plan for the Greater Golden Horseshoe (Growth Plan), and the Region of Peel Official Plan; and that the proposed amendments to those documents to allow for intensification of the site are consistent with provincial policy and the intent of the Mississauga Official Plan and Mississauga Zoning By-law.

The proposed development will add two new rental housing buildings to the site at 1485 Williamsport Drive (Building C) and at 3480 Havenwood Drive (Building D). The proposed new buildings are each eight storeys in height and are connected by a common residential lobby on the ground floor. Building C is proposed with 99 units and Building D is proposed with 103 units for a total of 202 new units. Both buildings are proposed with a mix of unit sizes, ranging from bachelor to 3-bedroom apartments. The existing rental buildings comprising 264 units will be retained.

The proposal introduces a number of features and amenities that will be available to both existing and future residents. Two bicycle parking rooms with capacity for 280 bicycles are proposed for the lower ground floor for long-term bicycle parking for residents of all four buildings. The existing outdoor space will become more usable

and liveable: the grounds will be landscaped, with pedestrian paths linking the new buildings and two outdoor lounge areas. 70 bicycle parking spaces will also be added outdoors for visitor or short-term bicycle parking. The amount of amenity space will exceed the required minimum under the zoning by-law and replace the existing underutilized grass lawn and pool. All new amenity spaces will be made available to both existing and new residents. The buildings will also become more pedestrian-friendly: a new pedestrian path will be constructed on the north side of the site, where none currently exists. The number of vehicular access points to the site (curb-cuts) will be reduced, improving the area streetscape and pedestrian safety.

The site is located within the Applewood Neighbourhood near the intersection of Bloor Street and Dixie Road. The intersection of Bloor St and Dixie Road in particular has the highest concentration of dense housing in the neighbourhood. The remainder of the neighbourhood is primarily single-family dwellings with some townhouses and low-rise apartment buildings interspersed throughout. The proposal maintains the maximum heights outlined in the zoning by-law while also maximizing the potential of such a large lot area, currently including extensive surface parking. The proposed development is an appropriate form of infill development within an existing higher-density residential area. It responds to various land-use policy directions as set out in this report.

Relevant high-level policy supports the requested official plan and zoning by-law amendments and proposed redevelopment of the site. The Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, and Mississauga Official Plan support infill housing in existing urban areas, and in Urban Growth Centres.

The proposed development will:

- increase the number of rental units on the site with the addition of 202 new units
- retain the existing rental units
- improve outdoor and indoor amenities for residents of all four buildings
- reduce sidewalk curb-cuts by streamlining vehicular access to the site

This report includes:

- A documentation of the existing and emerging site and area conditions
- A description of the proposed development
- A detailed review of the planning framework as it pertains to the subject site
- An analysis of the policy and site plan issues in relation to the proposed development



Rendering of proposed new Buildings B and C looking south from Havenwood Drive

2.0 Site & Surroundings

The subject site is located northeast of the intersection of Bloor Street and Dixie Road. The subject site refers to two adjacent properties: 3480 Havenwood Drive and 1485 Williamsport Drive. The 22,204 m² (5.5 acre) site has frontage on Williamsport Drive to the north and south and Havenwood Drive to the east. Currently, the subject site has two 9-storey apartment buildings with 132 units per building. The buildings date from approximately 1967 but have recently been upgraded with new lobbies, kitchens and bathrooms. The site has both surface and underground parking for 254 vehicles. Parking is currently underutilized: only 143 of the 254 spaces (49%) are currently in use. The outdoor amenity space is similarly underdeveloped and underutilized: while there is an outdoor pool located on the premises it is the only amenity space; the remainder of the site is an ill-used grass lawn, which affords poor quality open space for residents. The current landscaping includes several trees primarily around the perimeter and along the edges of surface parking areas.

Vehicles access the site from ten curb cuts around the perimeter of the site. The three northern curb cuts on Williamsport Drive provide access to a surface parking area, a below grade parking area and a service area for Building A. That building also has a circular driveway on Havenwood Drive. Further south on Havenwood Drive are three more curb cuts also providing access to a surface parking area, below grade parking and a services access for Building B, respectively from north to south. Building B is also served by a circular drive from Williamsport. The

grade of the site is actually raised above the “below grade” garages, resulting in a grade difference of approximately 2 metres from the sidewalk to the centre of the site. This grade changes is exploited by the proposed intensification.

2.1 Adjacent properties

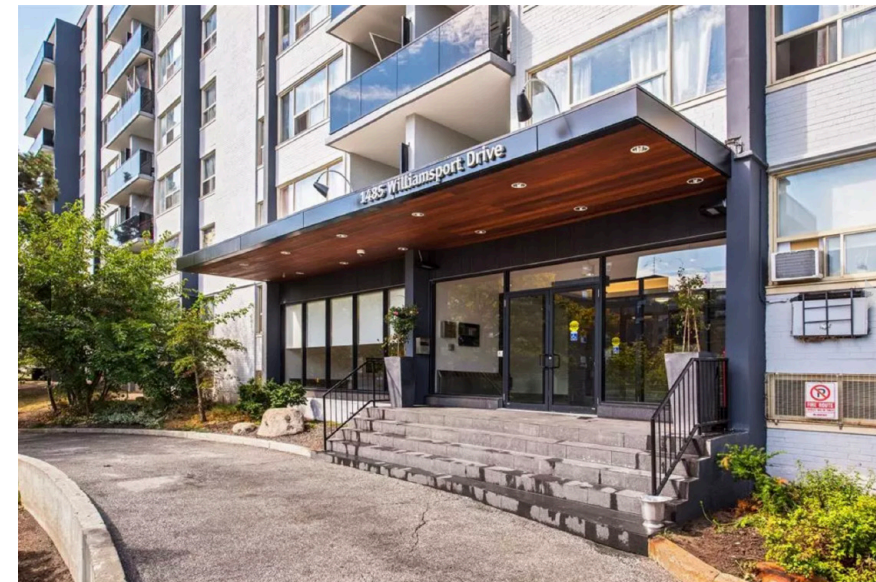
A three- and four-storey townhouse complex is located to the west of the site and fronts onto Williamsport Drive to the west, completing the block. The Mississauga Williamsport YMCA Child Care Center is located across the street on the north side of Williamsport Drive. Also to the north are a townhouse complex, Gullenden Park, and vehicular access to St. Sofia Separate School. East of the site is a two-storey townhouse complex along Havenwood Drive. To the south of the site are two six-storey apartment buildings along Williamsport Drive and Havenwood Drive.

A retail complex, High Point Mall, is located to the southwest of the subject site at the intersection of Bloor Street and Dixie Road with the address of 3415 Dixie Road. Businesses include a grocery store, gas station, drugstore, medical centre, restaurants, coin laundry, and other small-scale retail stores. There are also two low-rise office buildings at a height of four and five storeys. Two apartment towers at 26 and 27 storeys are located on the west side of the intersection of Dixie and Bloor.

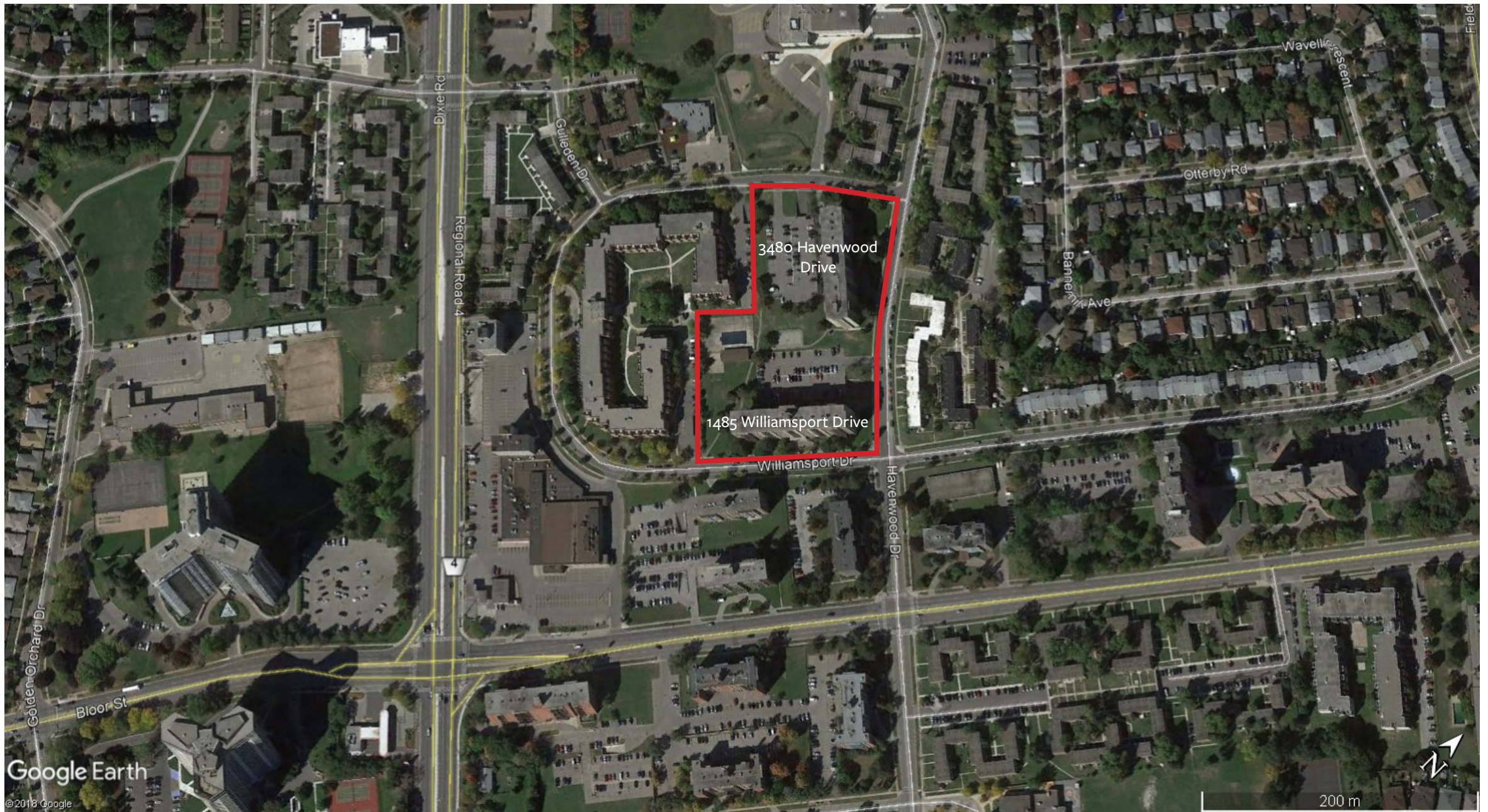
Properties beyond the immediate vicinity are discussed in the following section and include community amenities, such as schools, shopping plazas, social service centres including daycare providers, parks, and religious institutions.



3480 Havenwood Drive



1485 Williamsport Drive



2.2 Surrounding Neighbourhood

The site is located within the Applewood neighbourhood in the eastern part of Mississauga. The Applewood neighbourhood is generally bounded by Burnhamthorpe Road to the north, Cawthra Road to the west, Dundas Street to the south, and the Etobicoke Creek to the east. Dixie Road is located to the west of the site and is the main north-south artery. The Applewood neighbourhood is home to generally single-family subdivisions, but also has townhouse developments and higher-density apartment buildings throughout the neighbourhood.

The neighbourhood is well-served by parks, recreation, and open space. Gulleden Park is located directly to the north of the site and includes a playground, soccer field, baseball field, and two tennis courts. Gulleden Park also links the site to the Burnhamthorpe Community Centre. The Community Centre includes Chic Murray Arena, an outdoor covered rink, and a gymnasium. There is also a swimming pool located at Glenforest Secondary School. Jaycee Park is located to the northeast on Havenwood Drive at Gulleden Drive and features an accessible playground that was constructed in 2017. Glenforest Park is situated between Glenforest Secondary School and Glenforest Public School to the east of the site on Fieldgate Drive. It features a playground, splash pad, and softball diamond. A running track and football field is also located on the grounds of Glenforest Secondary School. There are also two parks located west of Dixie Road south of Burnhamthorpe Road: Dixie Woods Park and Kennedy Park. Dixie Woods Park is a densely forested natural park and Kennedy Park has six tennis courts, a playground, and a soccer field.

Community services are available at three nearby sites: the Burnhamthorpe Library at Burnhamthorpe Road and Dixie Road, Our Place Peel on Bloor Street, and the Burnhamthorpe Community Centre. The Burnhamthorpe Library is approximately a 10-minute walk away.

Etobicoke Creek to the east runs north-south and is the dividing line between Mississauga and Toronto. The Etobicoke Creek Trail runs along the river and provides a link between Burnhamthorpe Road and Eglinton Avenue.

There are three retail plazas located within the neighbourhood: High Point Mall at Bloor Street and Dixie Road, Wiszla Plaza at Burnhamthorpe Road and Dixie Road, and Fieldgate Plaza at Bloor Street and Fieldgate Drive. All plazas offer a mix of retail stores and services. The closest retail plaza, High Point Mall, is about a 4-minute walk from the site. It has a grocery store, drug store, dental office, medical centre, restaurants, coin laundry, optician, and two office buildings. Wiszla Plaza and Rockwood Mall similarly offer a range of retail stores and services.

There are five places of worship in the neighbourhood: Logos Christian Family Church on Bloor Street north of Bloor Street, Masjid Adam Islamic Centre on Bloor Street at Fieldgate Drive, and Sts. Martha and Mary Parish, Bethel Church of the Nazarene, and Manjushri Buddhist Temple, which are located on Burnhamthorpe Road at Ponytrail Drive.

Daycare services are provided at four locations in the neighbourhood: Mississauga Williamsport YMCA Child Care Centre and St. Sofia Separate School and the YMCA, Forest Glen PLASP at Forest Glen Public School, and Educare Children's Centre.

There are six schools within the immediate neighbourhood. Within the Peel District School Board, the site is part of the Glenforest family of schools. The home elementary school is Brian W. Fleming for grades K-5, which is located south of Burnhamthorpe on Havenwood Drive. A second elementary school, Forest Glen Public School for grades K-5, serves other parts of the neighbourhood. For the upper years, Glenhaven Senior Public School for grades 6-8 is located north of the site on Gulleden Drive, and Glenforest Secondary School for grades K-5 is located to the east next to Forest Glen Public School.

Within the Dufferin-Peel Catholic District School Board, there is are two schools within the immediate surrounding neighbourhood. St. Alfred Separate School, the home elementary school for grades K-8, is located on Havenwood Drive south of Bloor Street next to Brian W. Fleming Public School. St. Sofia Separate School, which serves grades K-8, is a Regional Byzantine Rite elementary school.

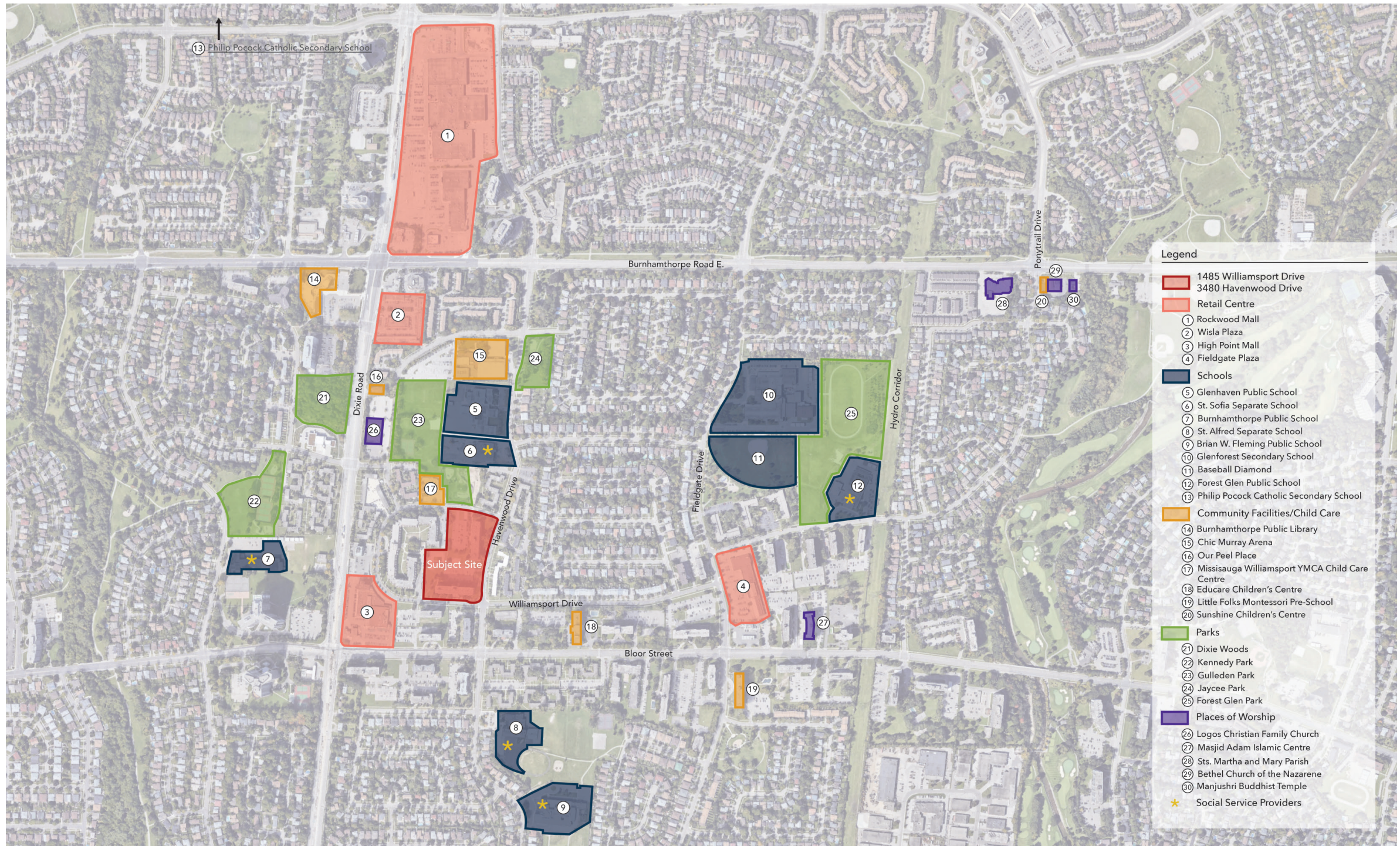


Figure 1: Nearby community amenities and services

2.3 Transit Access and Transportation

2.3.1 Public Transit

Dixie Road is a Regional Arterial and designated as a Corridor in the Official Plan. It is a major north-south link connecting to Highway 401 in the north and the Queen Elizabeth Way to the south. It also provides a direct link to the Dixie GO Station to the south at Dixie Road and Dundas Street as well as the Mississauga Transitway to the north at Dixie Road and Eastgate Parkway.

Bloor Street, located to the south of the site, is designated as a major collector in the Official Plan. It provides access to Highway 427 and the City of Toronto to the east. Burnhamthorpe Road, which is located to the north of the site, is designated as an Arterial. It connects directly to the city centre and the future Hurontario LRT.

The neighbourhood is well-served by transit. There are four bus routes, the 5 Dixie, 3 Bloor, 26 Burnhamthorpe, and 76 City Centre-Subway buses, which provide service. Both the 5 Dixie and the 3 Bloor are about a 6-minute walk from the site. They provide service every 10 minutes during the morning rush hour. The 5 Dixie connects the site to Long Branch GO Station and Dixie GO Station to the south and Dixie Transitway Station to the north. Route 3 Bloor connects the site to the City Centre Transit Terminal at Square One Shopping Centre in the west and Islington Station in Toronto in the east. The 26 Burnhamthorpe and the 76 City-Centre Subway bus are about a 10-minute walk on Burnhamthorpe Road at Havenwood Drive. The 26 Burnhamthorpe connects Erin Mills Parkway and Islington Station via the City Centre Transit Terminal while the 76 City-Centre Subway connects City Centre Transit Terminal to Islington Station. The buses provide service every 15 minutes during the morning rush. These buses also provide a direct connection to the city centre and the future Hurontario LRT.

Mississauga is currently undertaking a long-range planning exercise for Dundas Street. In March 2018, the City released the Master Plan, which recommends implementing a bus rapid transit (BRT) corridor along Dundas Street, pursuing mixed-use, transit-supportive intensification along the corridor, and creating a complete street that supports public transit, private vehicles, and active transportation uses. Dundas Street is about a 20-minute walk away and is also accessible via public transit along Dixie. Improvements to Dundas Street will have system-wide benefits to residents of the existing and proposed development.

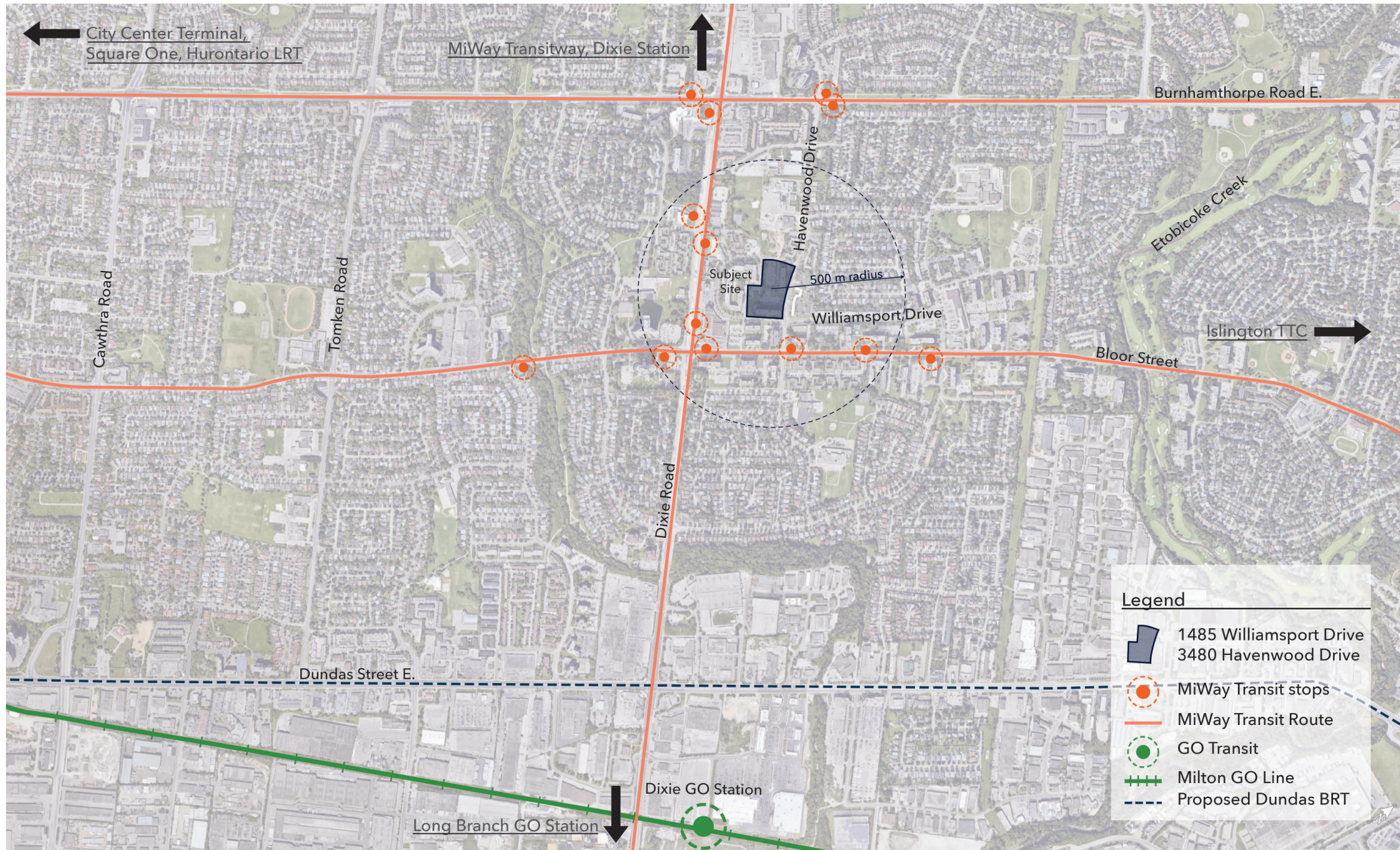


Figure 2: Existing and proposed public transit routes and network

2.3.2 Cycling

The site is well-situated for cyclists: a boulevard trail is located on the north side of Burnhamthorpe Road and on-road shared use lanes are located on Williamsport Drive between Gulleden Dr and Havenwood Drive, on Havenwood Drive between Williamsport Drive and Haven Glenn, and east and west of the site on Haven Glenn and Winding Trail. Access to the Etobicoke Creek Trail is possible via Ponytrail Drive to the east.

In addition to the existing cycling facilities, new cycling infrastructure is planned on nearby roads. Bloor Street and Burnhamthorpe are indicated as primary on-road cycling/ boulevard routes and Dixie Road is indicated as a primary on-road/ boulevard route (Regional) in the City of Mississauga Long Term Cycling Routes (Official Plan, Schedule 7).

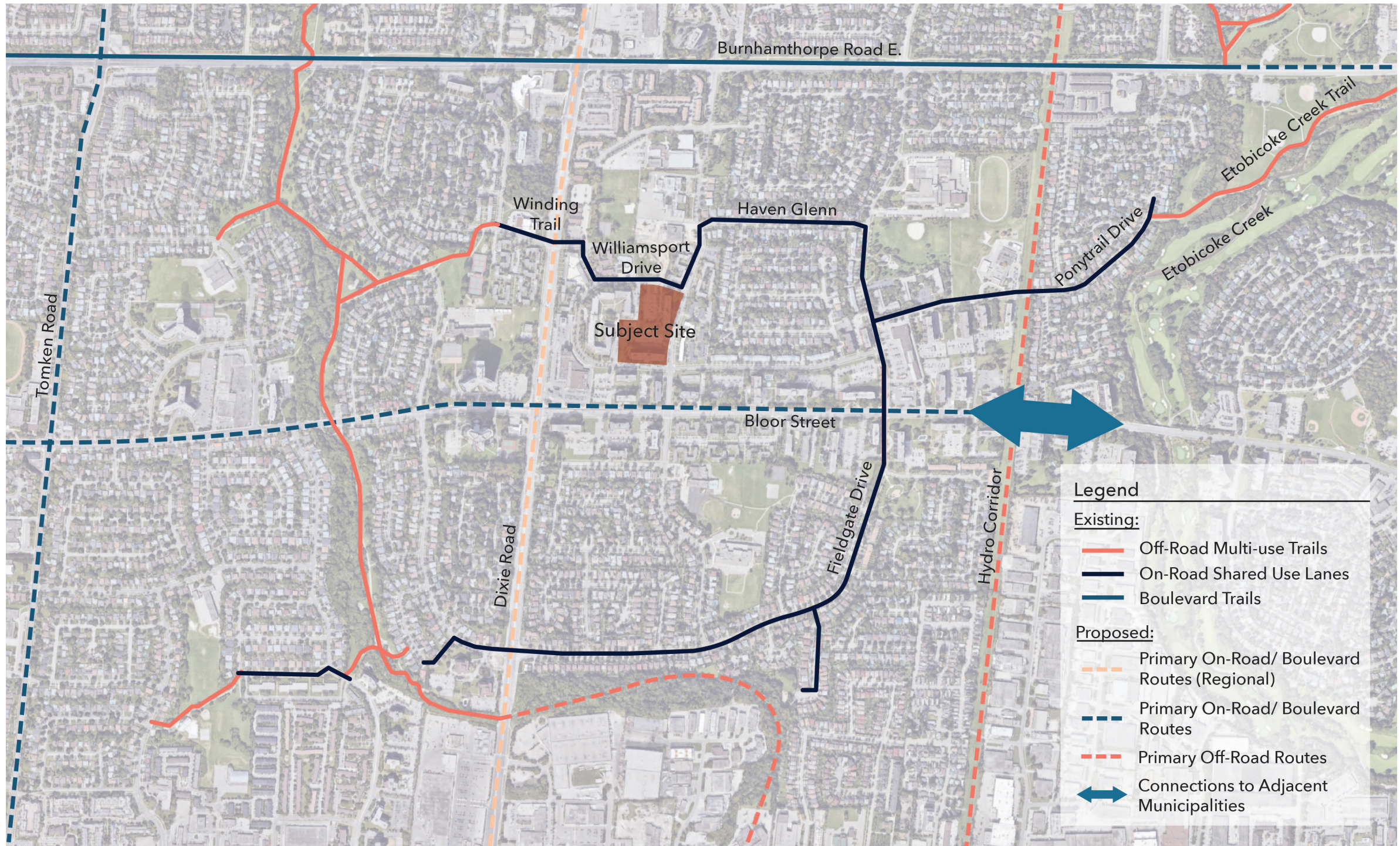


Figure 3: Existing and proposed bicycle routes

2.4 Recent Development Activity

Recent low- and mid-rise apartment building proposals and approvals within the area south of Eastgate Parkway, west of Ponytrail Drive, north of Dundas Street, and east of Tomken Road are included in the following table. This list was prepared by reviewing Staff Reports, City Council, and OMB Decisions, and from information provided through the City of Mississauga’s Development Applications webpage and map and reflects the changes currently happening in the area.

Two projects have been approved and three have been proposed. New development is occurring both on major streets, such as Bloor Street, as well as on local streets, such as Silver Spear Road and Ponytrail Drive. Heights range from 6 to 16 storeys across the five developments. All applications require amendments to the zoning by-law and three require amendments to the official plan.

#	Address	Use	Height	# units	Application type	Status
1	1750 Bloor St and 3315 Fieldgate Dr	Residential	15, 6	292	OPA, ZBLA	Proposed
2	1355 Silver Spear Rd	Residential, rental	10	100	ZBLA, SPA	Approved
3	1315 Silver Spear Rd	Residential	8	159	OPA, ZBLA	Proposed
4	1850 Rathburn Rd E and 4100 Ponytrail Dr	Residential	15, 12	278	OPA, ZBLA	Approved
5	4064, 4070 and 4078 Dixie Rd	Residential	14 + 16 stacked townhouses	245	ZBLA, SPA	Proposed

Table 1: Recent Development Activity

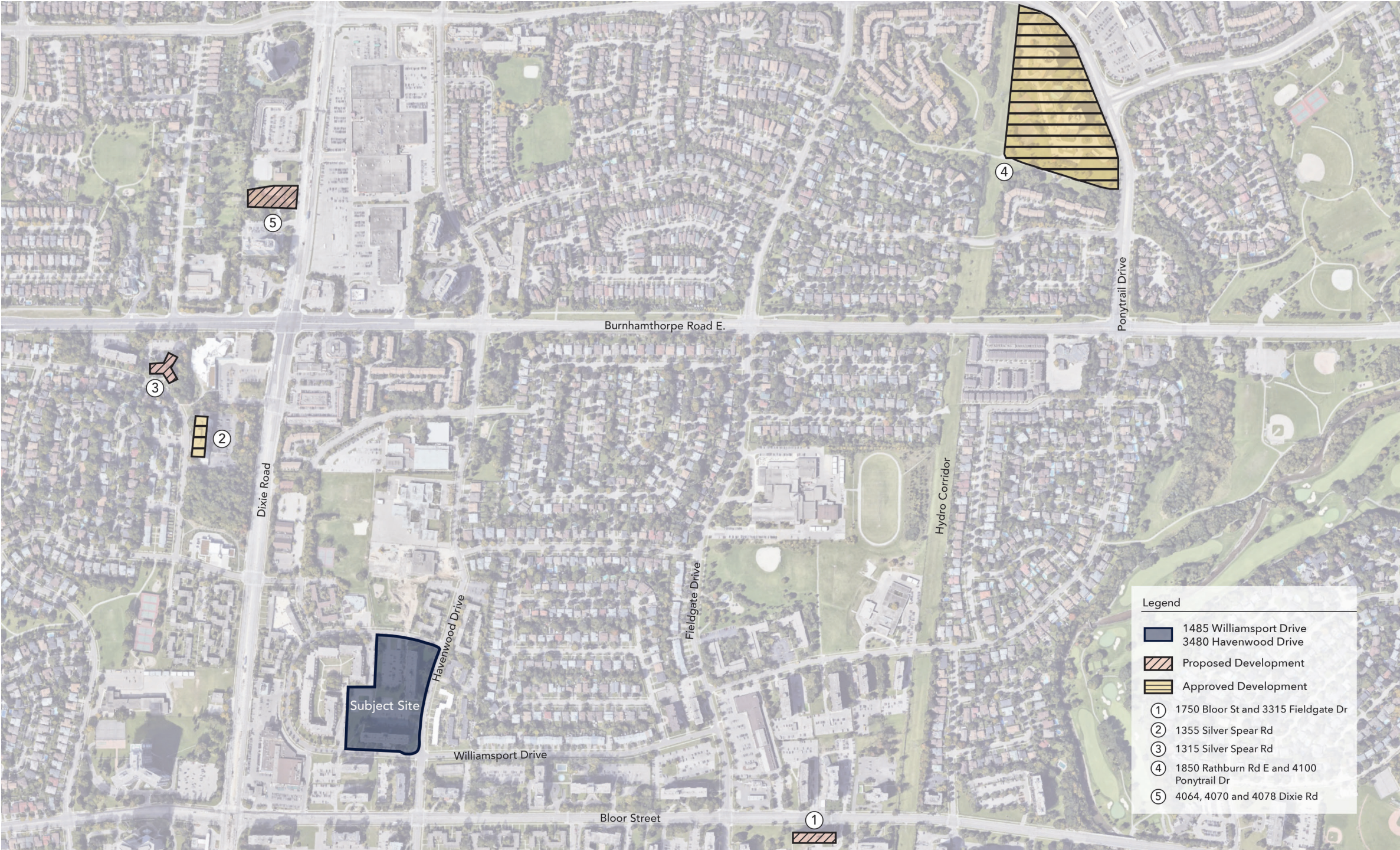


Figure 4: Nearby development

3.0 Proposed Development

The proposed development adds two new 8-storey infill rental apartment buildings to the subject site, retaining the existing two rental buildings. The proposed buildings will be located to the west and north of the two existing buildings, replacing surface parking and swimming pool.

The northern building, Building D, includes 99 rental units, while the southern building, Building C, includes 103 rental units. Both buildings are massed to complement the existing buildings. The proposed buildings will be 8 storeys and 25 m in height whereas the existing buildings are 9 storeys tall. Due to the grade change on the site related to the below grade garage, the new buildings will match the height of the existing ones while being one storey shorter. The new proposed buildings will reference the form and character of the existing buildings, including the existing buildings' slab design, recessed and slightly projecting balconies, and access to exterior outdoor areas. The proposed massing is a similar slab typology to the existing buildings and is consistent with the area's character, specifically the pattern, height, and scale, of existing buildings.

Units in the new buildings will feature large floor-to-ceiling windows and glass-walled balconies. Additional windows are interspersed throughout the exterior above the second floor, creating visual interest and a playful façade. A two-storey link connects the two buildings with a shared lobby and features floor-to-ceiling glass and seating and a rooftop amenity area with lounge space.

The new buildings have been sited to the interior of the property, between the existing 9-storey buildings and 4-storey townhouses to the west of the site. The proposed development is separated from the adjacent 4-storey townhouses property by 8.4 metres exceeding the minimum required rear/side yard setback of 4.5 m for sites abutting Apartment zones (the adjacent property is zoned RA1).

Landscaped Area and Amenity

The grounds of the site will be upgraded from the existing lawn and swimming pool to include new trees and landscaping and fencing to improve privacy. Changes will include: construction of a new pedestrian pathway to Williamsport Drive, creation of two new outdoor lounge and dining areas, planted gardens, and a wooden privacy fence separating the site from the townhouses to the west. Landscaped areas and trees in front of the entrances to the existing buildings will be maintained. New amenity spaces will be made available to residents of both existing and new buildings. The new amenity spaces include 425 m² of indoor space and 2,962 m² of outdoor space for a total of 3,387 m² of amenity space. The 3,387 m² of amenity space exceeds the required of 2,609.6 m² for the entire site under the Mississauga zoning by-law.

Landscaped area of 10,605 m² of is provided, which represents 48% of the lot area. This exceeds the by-law requirement of a landscaped area of a minimum of 40% of the lot area.

The site features significant grade changes. There is approximately a 2 m difference in grade between the northeast and southwest corners of the property as well as the northwest and southeast corners. The site currently takes advantage of that grade change. For example, the lobby of the existing Williamsport Drive building is raised (and accessed via a sloping circular driveway) allowing units on a level lower than the lobby. Similarly, the proposed shared "lower ground floor" of the new construction has underground parking, interior long-term bicycle parking with direct access to the exterior without use of ramps and residential units.

Vehicular Access, Parking and Cycling

The new development reduces the number of vehicular curb cuts on Havenwood Drive and Williamsport Drive from ten to eight. On each street, there is currently one curb cut to access the surface parking, one to access the underground parking, and one to access the loading area, as well as two cuts associated with each existing building's circular drive. The new design consolidates the access for loading and underground parking and provides one entrance to access the surface parking. The existing circular drives are maintained. A truck turnaround is also added to the loading and underground parking entrance. In addition, the surface parking will now be connected through the site rather than as two separate lots, as they are now. The surface parking will be rebuilt to maximize landscaped area and amenity area, provide a new pedestrian pathway to Williamsport Drive, and create a new pick-up and drop-off point in front of the lobby to the two new buildings. The reduction of curb cuts will also help reduce the potential for pedestrian-vehicular conflicts and make the vehicle circulation safer.

The proposal includes a reduction to the parking ratio. The current parking rate for a rental apartment under the zoning by-law is: 1.00 spaces per bachelor unit, 1.18 spaces per one-bedroom unit, 1.36 spaces per two-bedroom unit, 1.50 spaces per three-bedroom unit, and 0.20 visitor spaces per unit, resulting in a requirement for 255 new tenant spaces and 40 new visitor spaces for a total of 296 spaces. Under the proposed zoning by-law, 257 tenant and 46 visitor spaces, for a total of 303 spaces, are proposed, based on a new ratio of: 0.55 parking spaces per dwelling unit for residents and 0.1 parking spaces per dwelling unit for visitors. This amount of parking reflects the observed demand on site and allows for a high level of outdoor amenity space. The rate further allows for a balance between providing parking for existing and new tenants while also recognizing the site's location in an area well-served by transit, near a mixed-use community node, within walking distance of two retail and commercial shopping malls, and on long-term cycling routes.

To encourage the use of public and active transportation, long- and short-term bicycle parking is proposed at a rate of 0.6 long-term spaces per unit and 0.15 short-term spaces per unit, consistent with rates applied in the City Centre. This results in 280 long-term and 70 short-term bicycle parking spaces proposed for the development available to residents of both the existing and new building. Long-term bicycle parking will be provided indoors in two dedicated bike parking rooms accessible through the lower ground floor. One room is situated closer to Building A and D east of the surface parking, while the second entrance is closer to Buildings C and B south of the surface parking. As a consequence of the grade changes across the site, both can be accessed at grade, but will be located on the lower ground floor.

In summary, the proposed new buildings will have a total gross floor area of 19,500 m² and contain a total of 202 new rental units.

The site, after redevelopment, will have a total gross floor area of 45,680 m² and a total of 466 housing units. The resultant density (FSI) is 2.1 times the site area.

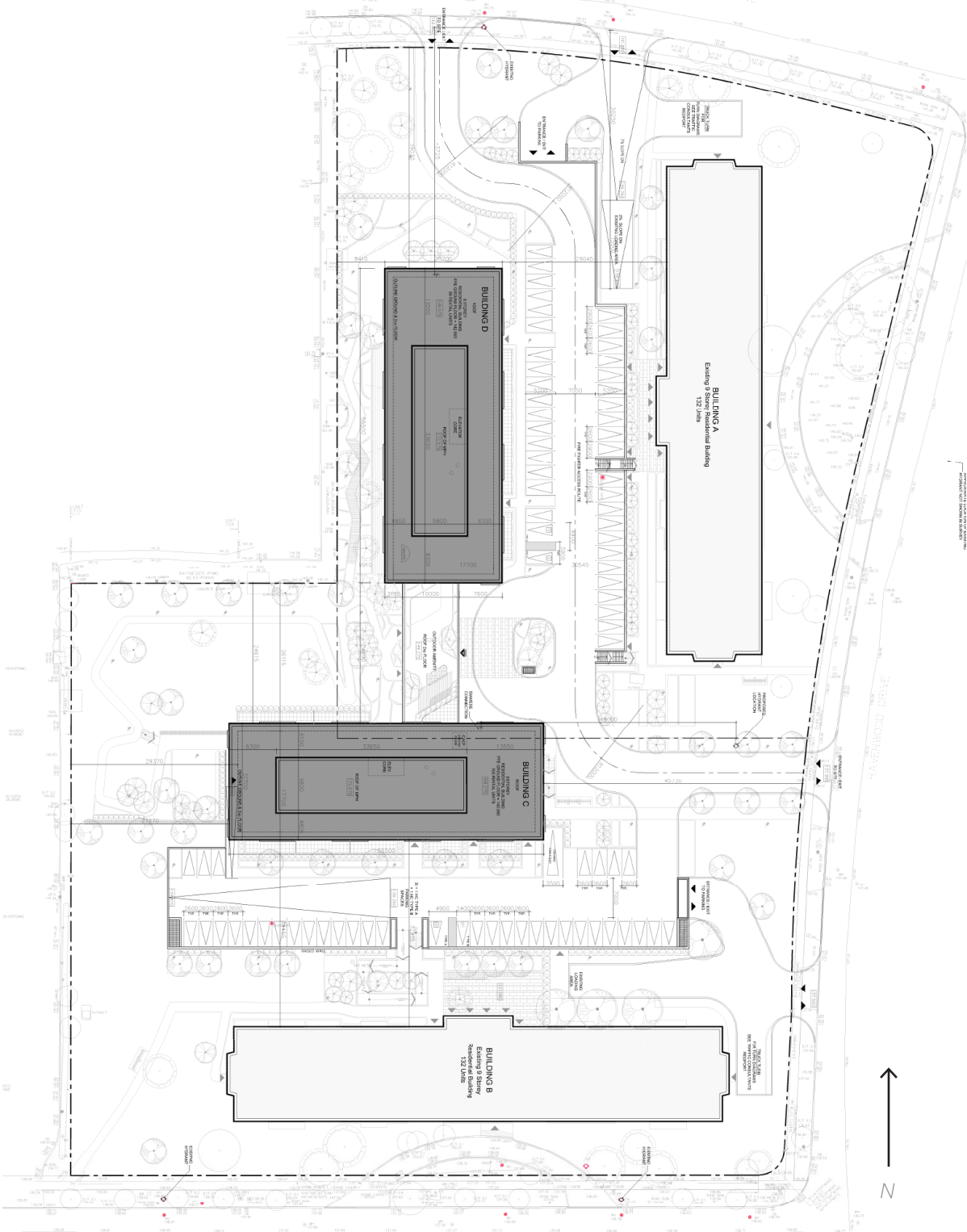


Figure 5: Proposed development site plan

3.1 Amendments Sought

The proposed development requires the following amendments and approvals:

Official Plan Amendments

The proposed development will require an amendment to the City of Mississauga Official Plan for the following:

- 1. Floor space index (FSI) range of 0.5 to 1.2 to be increased to 2.1.

The current Official Plan policy for the Applewood Neighbourhood limits the density to a range of 0.5 to 1.2 whereas the redeveloped site will have a density of 2.1.

Zoning By-law Amendments

The proposed development will require an amendment to the City of Mississauga’s Zoning By-Law No. 0225-2007 for the following site specific development parameters:

- 1. Minimum off-street parking to be reduced.
 - a. Existing requirement:
 - i. 1.00 spaces per bachelor unit,
 - ii. 1.18 spaces per one-bedroom unit,
 - iii. 1.36 spaces per two-bedroom unit,
 - iv. 1.50 spaces per three-bedroom unit, and
 - v. 0.20 visitor spaces per unit.
 - b. Proposed rates:
 - i. Residents: 0.55 spaces per dwelling unit; and
 - ii. Visitors: 0.1 spaces per dwelling unit.
- 2. An increase in the maximum floor space index (FSI) from 1.2 to 2.1.

Site Plan Approval

- 1. The proposed development will require Site Plan Approval. A Site Plan Approval application will be submitted at a later date.

4.0 Policy Review

This review of policy includes an assessment of where the existing official plan policies and zoning by-law relating to the site are/are not consistent with or in conformity with higher-level policy. It also examines the alignment of the proposed official plan and zoning amendments and development with these policy instruments.

4.1 Provincial Policy

4.1.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The latest version of the PPS came into effect on April 30, 2014, and it applies to planning decisions made on or after that date. Section 3 of the Planning Act requires all planning decisions and applications to be consistent with the policies in the PPS.

The proposed development is consistent with the policy direction set out by the PPS. Specific relevant sections are outlined below.

Section 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Section 1.1.1 of the PPS outlines a number of criteria to sustain healthy, livable and safe communities. These include promoting efficient development and land use patterns, and avoiding development that would promote the inefficient use of land.

Section 1.1.2 states that “sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years,” and that within settlement areas, this land shall be made available through intensification and redevelopment. The PPS defines intensification

as the development of a site at a higher density than currently exists through the redevelopment of existing, vacant or underutilized lots, or through infill development and building expansion. The proposal directly seeks to implement the desire of intensification through redeveloping a currently underutilized site which contains a building with a low density.

Section 1.1.3 discusses settlement areas and focuses on the type of land use patterns that should emerge within settlement areas, and how planning authorities should identify and promote opportunities for intensification and redevelopment. Settlement areas are to be based on densities and a mix of land uses which make efficient use of land and resources; are appropriate for, and effectively use available and planned infrastructure facilities; support active transportation; and are transit-supportive. Section 1.1.3.2 in particular requires that land use patterns in settlement areas should be based on 1) densities and a mix of land uses that efficiently use resources and infrastructure, minimize negative impacts to air quality and climate change and promote energy efficiency, support active transportation and public transport; and 2) a range of uses that support intensification and redevelopment. Section 1.1.3.3 also directs planning authorities to identify locations that are appropriate for development.

Section 1.4 – Housing

Section 1.4 of the PPS promotes the development of new housing types and densities to meet the projected requirements of current and future residents through residential intensification and redevelopment (1.4.1). The PPS also encourages the development of new housing in areas where appropriate levels of infrastructure and public service facilities are or will be available for current and future needs. The site is in such an area as it is within walking distance of bus routes on both Dixie Road and Bloor Street.

Section 1.4.3 encourages compact residential development which minimizes the cost of housing and makes efficient use of available land resources. A total of 202 new rental units will be provided through this proposal, contributing to the housing availability in an area with good levels of infrastructure and public service facilities. The range of housing to be provided will contribute to the mix of housing in the local area and will specifically provide rental housing, which is a vital component in maintaining a healthy housing market.

Section 1.5 – Public Spaces, Recreation, Parks, Trails and Open Space

Section 1.5 of the PPS promotes the creation of healthy and active communities, through planning public streets, safe spaces and facilities, and by facilitating active transportation. While the proposed development does not include on site parkland dedication, it does provide additional housing close to existing active transportation connections and existing parks, such as Gulliden Park, which is located immediately across Williamsport Drive from the site.

Section 1.6 – Infrastructure and Public Service Facilities

Section 1.6 of the PPS seeks to ensure that new development patterns promote efficient use of existing water, sewer and transportation infrastructure. The proposal is set to occur within an existing built-up area where there are suitable water and sewage facilities available to the site.

Section 1.6 also calls for the integration of transportation and land use considerations at all stages of the planning process, with the intent to support current and future transit use and active transportation. The proposed development is located within walking distance of two bus routes.

Section 1.7 – Long-Term Economic Prosperity

Section 1.7 of the PPS aims to support long-term economic prosperity by optimizing the availability and use of land, resources, infrastructure and public service facilities in the long-term. The proposed development will establish an appropriate density on an infill site which is well serviced by transit infrastructure, services and facilities. The proposal is consistent with a range of the aims under Section 1.7 of the PPS in that it will contribute to a sense of place by providing a well-designed built form (1.7.1d) and it comprises the development of a brownfield site (1.7.1e). Overall, the development of such an infill site which is well serviced will ensure the efficient use of land and protect the long-term prosperity of the locality.

Section 1.8 – Energy Conservation, Air Quality and Climate Change
Section 1.8 of the PPS states the planning authorities shall support energy efficiency and improved air quality through land use and development patterns that promote compact form and a structure of nodes and corridors, promote the use of public transit, and improve the mix of employment and housing choices to shorten commute journeys. The proposal supports a pattern of development reflective of this aim, delivering a compact development on an infill site close to public transit.

Summary and Conclusions

The proposed development is consistent with the PPS. The PPS provides high level guidance on land use planning and development, seeking to create healthy, livable, safe and complete communities which maximize both planning and existing infrastructure. Importantly, the proposal will deliver much needed housing, which contributes to the long-term economic prosperity of the Province.

The proposal makes efficient use of land, public infrastructure and transit services, and provides for an appropriate form of

intensification within the context of an area intended for higher density. Whereas current Mississauga Official Plan policies establish areas intended for high density development in the neighbourhood, the limits on the density prohibit this from occurring. Therefore, the current Applewood neighbourhood policies are not consistent with provincial policy. The proposed amendments are consistent with the PPS. In particular, section 1.1.3.3, which directs municipalities to identify locations for densification, is consistent with the proposed development.

4.1.2 Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) is a provincial plan that defines how and where long-term growth and development should occur in the Greater Golden Horseshoe, which includes the City of Mississauga. The Government of Ontario released the Growth Plan in 2006 and released an update in 2017. The plan directs growth and development in the region to 2041, including policies pertaining to transportation, infrastructure, land use planning, urban form, housing, and natural heritage protection. The overriding goals of the plan are to prioritize intensification, complete communities, integrated land use and infrastructure planning, and providing a range of housing options while capitalizing on new economic and employment opportunities as they emerge. The Places to Grow Act states that all decisions by municipalities under the Planning Act shall conform to the Growth Plan.

The proposed development implements a number of policies in the Growth Plan. The most relevant policies are discussed below.

Section 1.2.1 – Guiding Principles

The Growth Plan is based on the following principles: building compact, vibrant and complete communities; planning and managing growth to support a strong and competitive economy; protecting and enhancing valuable natural resources of land; optimizing the use of existing and planned infrastructure to support compact and efficient growth.

The proposal contributes to the creation of a complete community, delivering housing that will support healthy and active living in a location that is close to services and facilities catering to people’s daily needs. The proposal provides an appropriate intensification close to existing transit infrastructure and also protects the character of existing residences. By intensifying an underutilized site, the proposed development represents an improved land use pattern based on compact and efficient land use development.

Section 2.2.1 – Managing Growth

Policies in Section 2.2.1 of the Growth Plan outline how development must accommodate future growth. The proposed development is consistent with the policy of managing growth as it: directs growth to a built-up area of the community through intensification in a compact built form; reduces automobile dependency through the development of a transit-supportive development near existing transit infrastructure and a pedestrian-friendly urban environment by connecting to the existing waterfront trail; provides convenient access to the transit network, publicly-accessible open space and healthy, local, and affordable food options; and directs development to an existing settlement area that is serviced by municipal water and wastewater systems.

The site is located close to transit and near existing and planned cycling routes. Currently, boulevard trails are located on the north side of Burnhamthorpe Road. On-road shared use lanes are located on Williamsport Drive between Gulleden Drive and Havenwood Drive, on Havenwood Drive between Williamsport Drive and Haven Glenn, and east and west of the site on Haven Glenn and Winding Trail. Bloor Street and Burnhamthorpe are indicated as primary on-road cycling/ boulevard routes and Dixie Road is indicated as a primary on-road/ boulevard route (Regional) in the City of Mississauga Long Term Cycling Routes (Official Plan, Schedule 7).

Section 2.2.6 – Housing

Section 2.2.6 of the Growth Plan more directly relates to municipalities and sets a requirement for housing strategies to be prepared by each upper- and single-tier municipality. The underlying objective for these housing strategies is that sufficient supply of land should be designated for intensification and redevelopment to deliver new housing in the region. In accordance with the Growth Plan policies, the proposed development would contribute to a greater diversity of housing options and densities, offering a range of unit sizes of up to 3 bedrooms, providing purpose-built rental housing, and supporting complete communities by increasing density near services and amenities.

Section 3.2 – Infrastructure to Support Growth

The policies of Section 3 in the Growth Plan support the notion that dense and compact urban forms are a key driver in the efficient use and investment in a variety of infrastructure, including transportation, water, waste removal, and community services. The proposed development is consistent with these policies, as it facilitates compact growth in a neighbourhood well-served by existing infrastructure, retail and commercial services, municipal services, and transportation.

Section 3.2.1 – Integrated Planning

Policy 3.2.1.1 notes that in order to implement the Growth Plan, infrastructure planning, land-use planning and infrastructure investment will be coordinated. The proposed development promotes the efficient use of existing infrastructure.

Section 3.2.3 – Moving People

Policy 3.2.3 of the Growth Plan sets out criteria for transit planning and development. Infrastructure should shape growth by prioritizing areas with planned employment and residential densities for development, increasing the capacity of transit systems, achieving transit-supportive densities, increasing the modal share of transit, and developing comprehensive and integrated active transportation networks. The proposed development will contribute to achieving these goals by increasing the density near two transit routes, thereby increasing the transit user base. The density and compact built form sought for the site aligns with the existing infrastructure, ensuring land use and transport are integrated with opportunities for increasing the modal share of transit. The site is also located on an east-west route in the cycling network.

Summary and Conclusion

The proposal conforms to the above-noted policies of the Growth Plan. The site is well-situated at the intersection of two frequent bus routes on Dixie Road and Bloor Street and provides access to other public transportation terminals, including Islington TTC Station, Dixie GO Station, and Dixie Transitway Station. The site is situated in a part of the Applewood Neighbourhood intended for greater density compared to the rest of the neighbourhood. The site is also located near many commercial, retail, municipal, and recreational services. The proposed development will ensure a co-ordinated and appropriate intensification of land is provided in a

compact building form. As a result, the restrictions on density for the specific site location as indicated in the Applewood Neighbourhood policies in the Mississauga Official Plan inhibit the redevelopment potential of the site. By increasing the density of the site, the proposal is therefore consistent with the Growth Plan and its guidance where to direct growth.

4.2 Regional Policy and Regulations

4.2.1 Region of Peel Official Plan (2016)

The Region of Peel Official Plan is a long-term plan which provides further guidance for planning and development in Mississauga. A recent amendment to the Official Plan (ROPA 27) requires municipalities, such as the City of Mississauga, to incorporate the Healthy Development Framework into their official plans. ROPA 27 was introduced in 2017 to achieve conformity to Provincial initiatives around health and the built environment, age-friendly planning, and technical and administrative updates.

The proposal conforms to the Healthy Development Framework in that it will provide additional density on a well-located site, with immediate access to transit, services and active recreational infrastructure. More generally, the proposal conforms to the separate chapters and policies of the Region of Peel Official Plan as set out below.

Chapter 2 – The Natural Environment

Chapter 2 of the Region of Peel Official Plan addresses the natural environment. This chapter sets out a broad range of policies to protect Peel’s natural environment, with an ultimate goal to create and maintain a system of environmental features to ensure a resilient and self-sustaining natural environment. The proposal conforms to Policy 2.2.5 in particular in that it will promote sustainable development and promote effective groundwater management with landscaping to prevent water run-off and improve the water absorption potential of soft surfaces.

Chapter 5 – Regional Structure

Chapter 5 sets out broad planning goals, objectives and policies for the Region with the aim to respond to the pressures of growth. The Plan aims to establish healthy communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities (5.1.2).

Section 5.2 identifies the 2031 Regional Urban Boundary for the Region of Peel. The Regional Urban Boundary will accommodate growth to the year 2031 and ensure that growth occurs in a phased manner over a long-term period. Lands within the Regional Urban Boundary are identified as ‘Urban System’ and lands outside are identified as ‘Rural System.’ The site is located within the Urban System (Schedule D). The urban boundary is intended to provide enough land to accommodate growth until the year 2031.

The proposed development achieves a range of objectives and policies in Chapter 5 by:

- redeveloping a site located within the Urban System (5.3.2.2, 5.5.1.1);
- establishing a healthy, complete community that offers living,

working, and recreational options to residents (5.3.1.3), offers a mix of land uses, efficiently utilizes municipal services including public transit, and encourages transit-oriented design (5.3.1.4, 5.5.1.6, 5.5.2.1);

- creating communities that are accessible by transit, bicycle, or on foot (5.3.1.5, 5.5.1.6);
- acknowledging Peel Region’s changing age structure by creating opportunities that allow residents to age in place (5.3.1.8, 5.5.1.6);
- achieving an intensified land use and compact built form that capitalizes on existing services (5.3.1.4, 5.5.1.4, 5.5.1.5, 5.5.2.2, 5.5.3.1, 5.5.3.2.2);
- creating safe environments through quality design (5.3.1.6);
- providing a range and mix of housing types, densities, and tenures (5.8.1.1, 5.8.4.1.1);
- reducing auto dependency through the provision of active transportation infrastructure such as bicycle parking and facilities (5.9.9.1.1; 5.9.9.2.1(a); 5.9.10.1.2); and
- creating a compact built form with a diverse range of land uses to foster and support the use of active transportation (5.9.10.2.4).

Summary and Conclusions

The proposal conforms to the Region of Peel Official Plan as outlined above. In particular, the proposal provides a compact, well-designed built form and intensified land use in an identified intensification area that is well serviced by transit, services and active recreational infrastructure.

As a consequence of the low density limit for the subject site in the Mississauga Official Plan, it is does not allow for intensification on the site consistent with the Regional Official Plan. In comparison, the proposed development achieves the objections of the Regional Official Plan, such as establishing healthy communities where residents can live, work, and play in the same area; offers a mix of land uses, particularly in a way that efficiently utilizes existing municipal

services; achieves an intensified and compact land use; and provides a range and mix of housing types, densities, and tenures. As a result, the proposed development is consistent with regional policy.

4.3 Municipal Policy and Regulations

4.3.1 Mississauga Official Plan (2010)

In 2010, the City of Mississauga adopted its Official Plan which guides growth and development in the city to the year 2031. The Plan sets out the direction for Mississauga’s new growth and development strategy, as guided by the Growth Plan. In September of 2011, the Region of Peel granted partial approval of the Official Plan. The Official Plan was appealed to the Ontario Municipal Board (OMB) in its entirety, and as a result the existing Mississauga Plan (2003) remained in effect. A number of appeals were withdrawn, and the remaining appeals were included with modifications in a submission for decision to the OMB in June 2012.

On November 14, 2012, the OMB issued a Notice of Decision for the Mississauga Official Plan that approved the Plan and modifications, as submitted in June 2012, with the exception of policies that remained under appeal. For policies subject to the remaining appeals, the relevant policies in the old Mississauga Plan (2003) will remain in effect. Currently there are no policies under appeal that are relevant to this application.

The Official Plan (2010) adopts a new approach to land use planning in Mississauga, focused on strategic growth and the management of development through the integration of land use, transportation, and design objectives to the year 2031. Growth will be focused on locations supported by higher order transit, community infrastructure, and public services. The Plan aims to create complete communities, and a multi- modal city with a desirable urban form.

Chapter 5 – Direct Growth

The Official Plan sets out an urban system based on a Green System, City Structure, and Corridors. Growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner.

Mississauga’s growth strategy is based on an hierarchy of the following types of urban places: Downtown, Major Nodes, Community Nodes, Corporate Centres, Neighbourhoods, Employment Areas, and Special Purpose Areas (5.3). The City supports compact, mixed-use development that is transit-supportive, and in appropriate locations to provide a range of local live/work opportunities (5.1.6).

The site is located in the Applewood Neighbourhood and immediately south of the Rathwood-Applewood Community Node. Neighbourhoods are considered physically stable areas with a character that should be protected (5.3.5.1). The Plan outlines that when development does occur within Neighbourhoods, it should be sensitive to the Neighbourhood’s existing and planned character.

The proposed development aligns with the Official Plan’s policy that new development within Neighbourhoods should occur through infill development (5.3.5.2). Further, the proposed development is in accordance with Policy 5.3.5.3, which states that higher densities within Neighbourhoods should be located on existing apartment sites or commercial centres. Therefore, while Neighbourhoods are generally stable areas, intensification within Neighbourhoods is directed to sites such as the subject property.

Chapter 7 – Complete Communities

Chapter 7 of the Official Plan outlines policies to promote complete communities. Policy objectives include meeting the housing needs of people of all ages, abilities and income groups; providing opportunities for educational, recreational, and social activities; and creating areas with distinct community identities (7.1).

The proposed development contributes to the creation of complete communities. The proposed project helps broaden the range of housing options available to residents in the area and offers a living environment that is well-served by existing municipal services and amenities, including high-order transit services. The subject property is within walking distance of two shopping centres: High Point Mall to the south and Wiszla Plaza to the north. In addition, the Rathwood-Applewood Community Node, located to the north, is anticipated to receive new development and mixed uses over the coming years, per the Community Node policies. As the Community Node adds new residents, services, and employment opportunities, residents of the proposed development and existing apartment buildings will have more opportunities within walking distance.

Section 7.2 describes the Official Plan’s housing policies. The City aims to diversify its housing stock to promote opportunities for aging-in-place within the community, as well as attracting and retaining young adults and families. In particular, the Plan encourages the addition of higher density forms of housing, particularly apartments.

The proposed development supports the Official Plan policy directions by maximizing the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents (7.2.1). The proposed addition of 202 units contributes to the rental housing market (7.2.2a). Finally, the proposed development will maintain existing housing stock on the subject property (7.2.4)

Chapter 8 – Create a Multi-Modal City

The Official Plan recognizes the importance of developing a multi-modal transportation system to reduce auto dependence and support multiple ways of moving throughout the city (Policy 8.1.1). Given the scale of the site, the proposal does not include the creation of any new streets or transit infrastructure, but it does support the policies of Chapter 8 in that it will allow for a more appropriate density and intensification, resulting in new housing in a prime location with access to a range of active transportation infrastructure and transit. The site’s proximity to Dixie Road and Bloor Street allows for convenient access to public transit and the site is also located on the cycling network. The site’s location near two frequent public transit routes will allow future residents to walk to an array of transit options, and in turn supporting a reduction of auto dependence.

The proposed development helps support the integration of transportation planning and land use planning by reinforcing the following policies:

- Create a multi-modal transportation system, providing transportation choices that encourage a shift in lifestyle toward more sustainable transportation, such as transit and active mobility (8.1.1);
- Increase the modal share of transit (8.2.3.8e);
- Provide access to transit within walking distances of places where people live and work (8.2.3.9); and
- Promote the development of land use and transportation facilities around mobility hubs in a manner that supports the Metrolinx Regional Transportation Plan (8.6.1).

Section 8.2.2 establishes the road network and road classification for the City of Mississauga. Dixie Road is classified as a Regional Arterial, Bloor Street is a Major Collector, and Havenwood Drive is a Minor Collector (shown in Figure 6). Arterial roads are designed as the principal transportation corridor for high volumes of people and goods (8.2.2.1.a) while collector roads and local streets are designed to accommodate moderate volumes of traffic and are the focus of active transportation facilities. Vehicular access will be designed to minimize conflicts with active transportation modes.

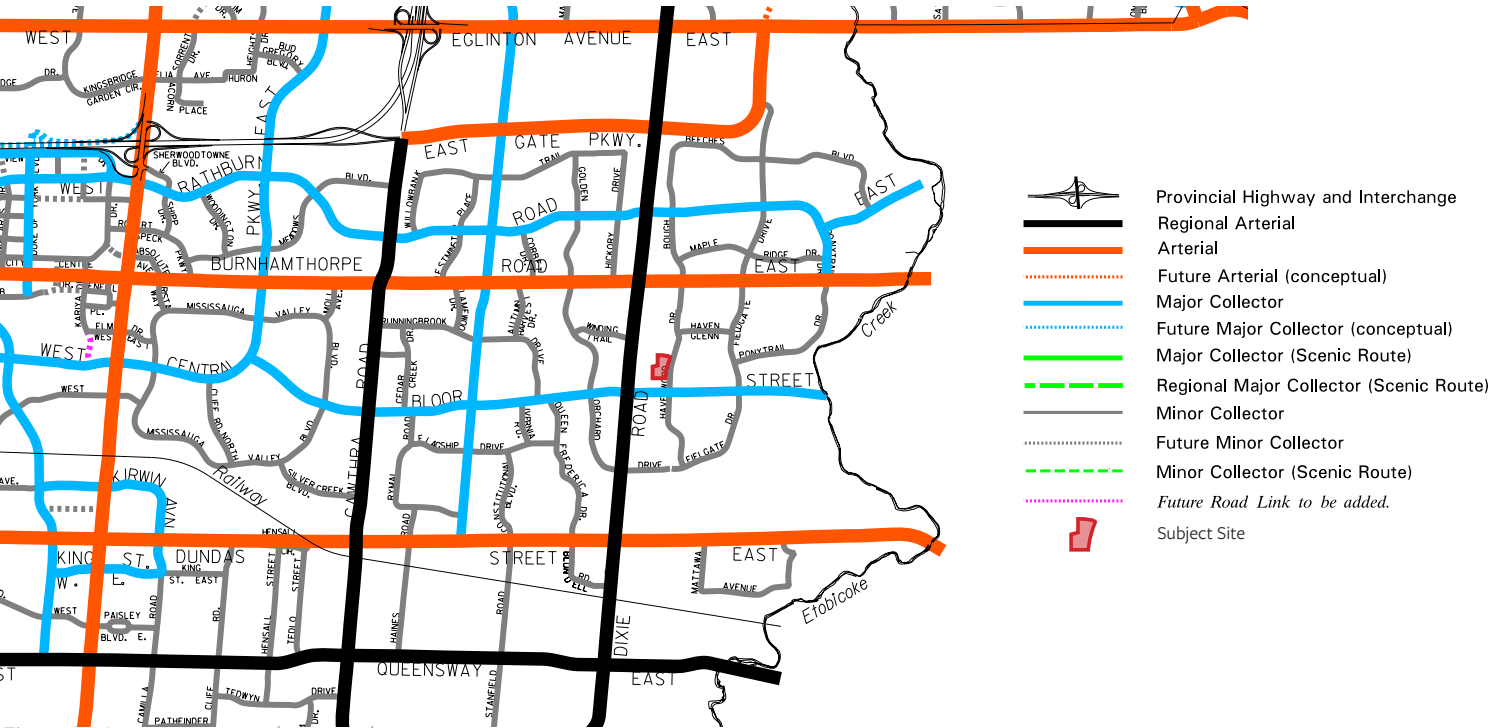


Figure 6: Long term road network

Section 8.2.4 of the Official Plan promotes the development of an integrated cycling network and active transportation. Schedule 7 sets out the City’s long-term cycling network. Dixie Road is identified as a primary on-road/ boulevard route (regional) and Bloor Street and Burnhamthorpe Road are identified as a primary on-road/ boulevard routes (see Figure 7).

Currently, roads surrounding the proposed development are indicated as forming the cycling route network (see Figure 8). A boulevard trail is located on the north side of Burnhamthorpe Road and the north half of Williamsport Drive is indicated as an on-road shared use lane. The lanes on Williamsport Drive form an east-west route to connect to off-road multi-use trails west of Dixie Road via Winding Trail, Gulleden Drive, Havenwood Drive, and Haven Glenn.

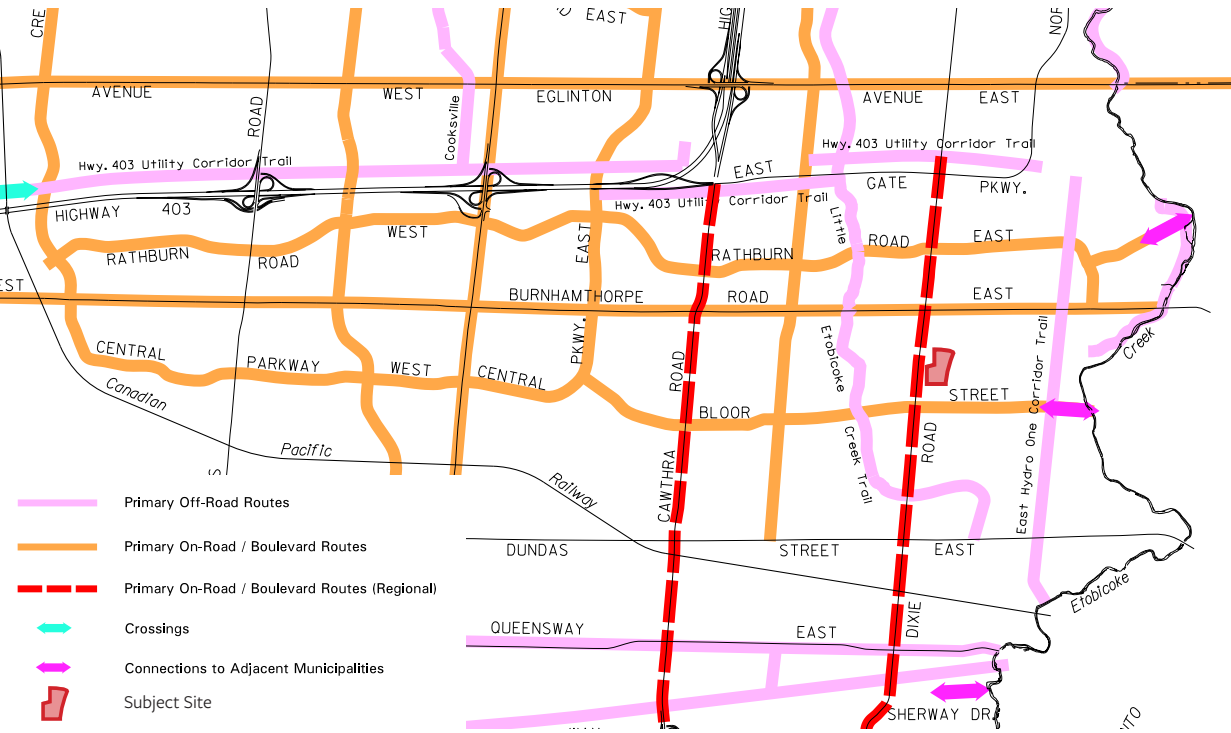


Figure 7: Long term cycling routes

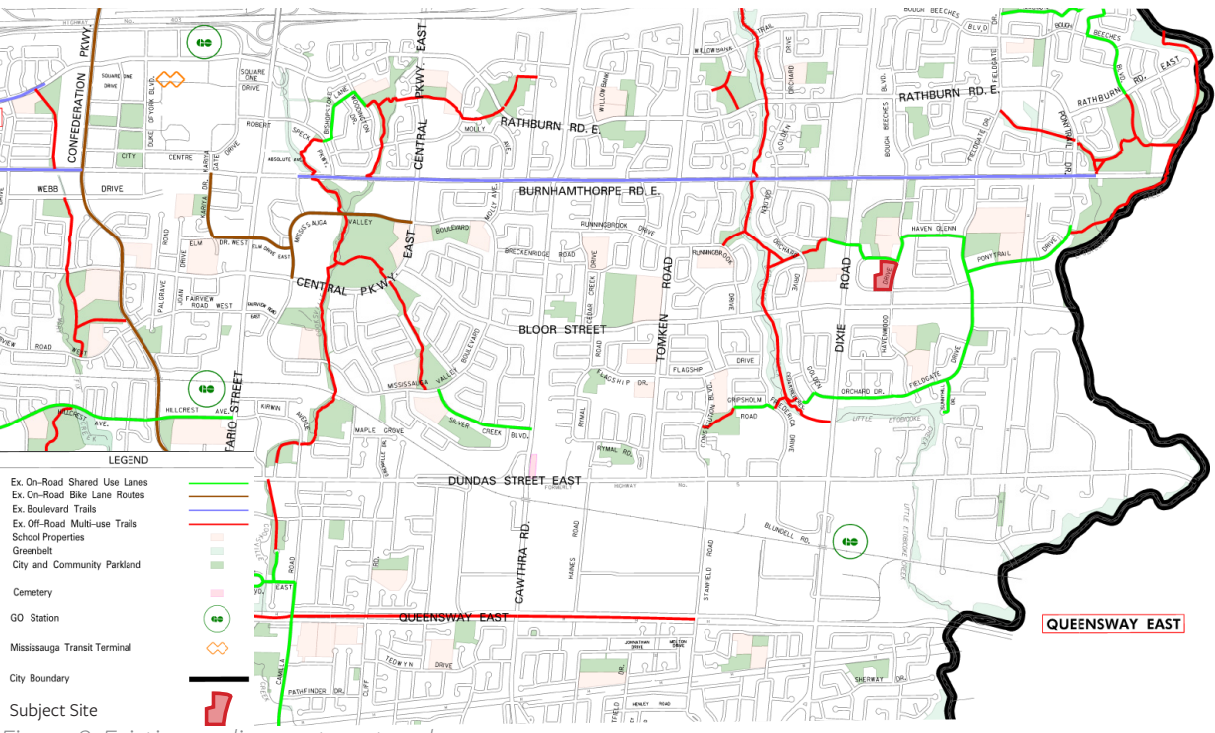


Figure 8: Existing cycling route network

Chapter 9 – Build a Desirable Urban Form

Chapter Nine of the Official Plan focuses on the achievement of a sustainable urban form, based on the urban system and city structure, and quality urban design. The Plan outlines that infill in both Intensification Areas and Non-Intensification Areas should be encouraged and will revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots, and adding to the variety of building forms and tenures. Redevelopment must be sensitive to the existing urban context (9.1.3) and provide appropriate height and built form transitions to adjacent properties (9.2.1.10).

The Official Plan outlines that infill and redevelopment within Neighbourhoods will respect the existing and planned character (9.1.3), and that urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes (9.1.9). Further, the Plan outlines that the city vision will be supported by site development that respects the urban hierarchy, utilizes best sustainable practices, demonstrates context sensitivity, and promotes universal accessibility and public safety, and employs design excellence (9.1.10). The proposed development is a good example of infill development within an appropriate location within a neighbourhood. The site has been strategically designed to be sensitive to the surrounding neighbourhood and consistent with its character by continuing the form and scale of the existing buildings on the site. The new layout of the site and additional amenity, including bike parking, encourages pedestrian activity and active transportation modes.

Section 9.2 describes the appropriate urban form for each land use area. Section 9.2.2 outlines the urban form policies for non-intensification areas including Neighbourhoods. Neighbourhoods are considered stable areas where limited growth is anticipated. Development is required to be context sensitive and respect the

existing or planned character and scale of development. Height in excess of four storeys is required to demonstrate that an appropriate transition in height and built form respects the surrounding context (9.2.2.1). Although this policy is superseded by those in the Applewood Neighbourhood policies, described below, the proposed development nevertheless respects the surrounding context characterized by apartment buildings and townhouse complexes, matching the scale and form of existing buildings on the site.

Section 9.3 identifies the relationship between public space and development. The Official Plan sets out that new development will be designed to respect natural and cultural heritage (9.3.1.4(a-b)), be pedestrian-oriented and scaled to support transit use (9.3.1.4(g)), be safe and walkable (9.3.1.4(h)), among other considerations. Development should contribute and respect the continuity of the streetscape (9.3.1.7 and 9.3.1.9).

Section 9.4 identifies policies related to the built form and the promotion of active transportation. A key principle of the Official Plan is the promotion of active transportation modes. Accessibility is also contemplated in this section.

Section 9.5 relates to site development and buildings. Buildings should be strategically designed and located on the site to create a pedestrian-friendly atmosphere coupled with good urban design. This section also discusses the importance of urban design and stormwater management, building’s relationship to the public realm, parking, servicing, and loading, safety, and signage.

The proposal is in conformance with the policies in Chapter 9 in that it:

- Respects the scale and character of the surrounding area, particularly the scale of the existing 9-storey apartment buildings and the adjacent 4-storey townhouses as well as the character of the existing slab apartment buildings (9.2.2.3(c), 9.2.2.3(g), 9.5.1.1, 9.5.1.2(k);
- Provides a built form that contributes to a safe, high quality pedestrian environment (9.5.2.3, 9.2.1.36), such as by providing walkways that connect to public sidewalks and provide opportunities for weather protection with trees (9.5.2.2), that enhance pedestrian circulation (9.2.1.4, 9.2.1.35) by maintaining existing pedestrian pathways or enhancing them to support pedestrian connections (9.2.1.22);
- Supports the active transportation network with improvements to the safety of the streetscape with a reduction in curb cuts (9.4.1.3(f), 9.4.1.4) and amenities for cyclists, particularly high quality bicycle parking (9.4.1.3(g), 9.5.5.5);
- Will provide parking underground and where necessary, parking above-ground while also ensuring high quality urban design (9.2.1.37, 9.5.5.1, 9.5.5.3) and that parking may be shared between developments (9.5.5.4); and
- Shares services, such as loading and garbage, between developments (9.5.5.6) and by making new garbage access points internal (9.5.5.7).

Chapter 11 – General Land Use Designations

The subject property is designated as Residential High Density (Schedule 10). This land use designation permits apartment dwellings as well home occupations, special needs housing, and urban gardening (11.2.5.2).

Adjacent land use designations include:

- Residential Medium Density: includes townhouses at 3516 Havenwood Drive, St, Sofia School at 3540 Havenwood Drive, and Glenhaven Public School at 3570 Havenwood Drive to the north; and townhouses located to the east and west;
- Residential High Density: includes the apartment building Strathroy Manor at 1470 Williamsport Drive, Bloor Heights Apartment at 1475 Bloor Street East, and apartment buildings at 3410 Havenwood Drive and to the south; and
- Public open space: Gulleden Park and the Burnhamthorpe Community Centre at 1500 Gulleden Drive to the north

Beyond the Medium Density townhomes to the north is the Rathwood-Applewood Community Node. This includes the Burnhamthorpe Community Centre and the northern portion of Gulleden Park.

The site is located just south of the Rathwood-Applewood Community Node and the Applewood Neighbourhood is located north of the Dixie-Dundas Community Node. Community Nodes are intended to provide a mix of population and employment uses at lower densities than the Downtown and major nodes.

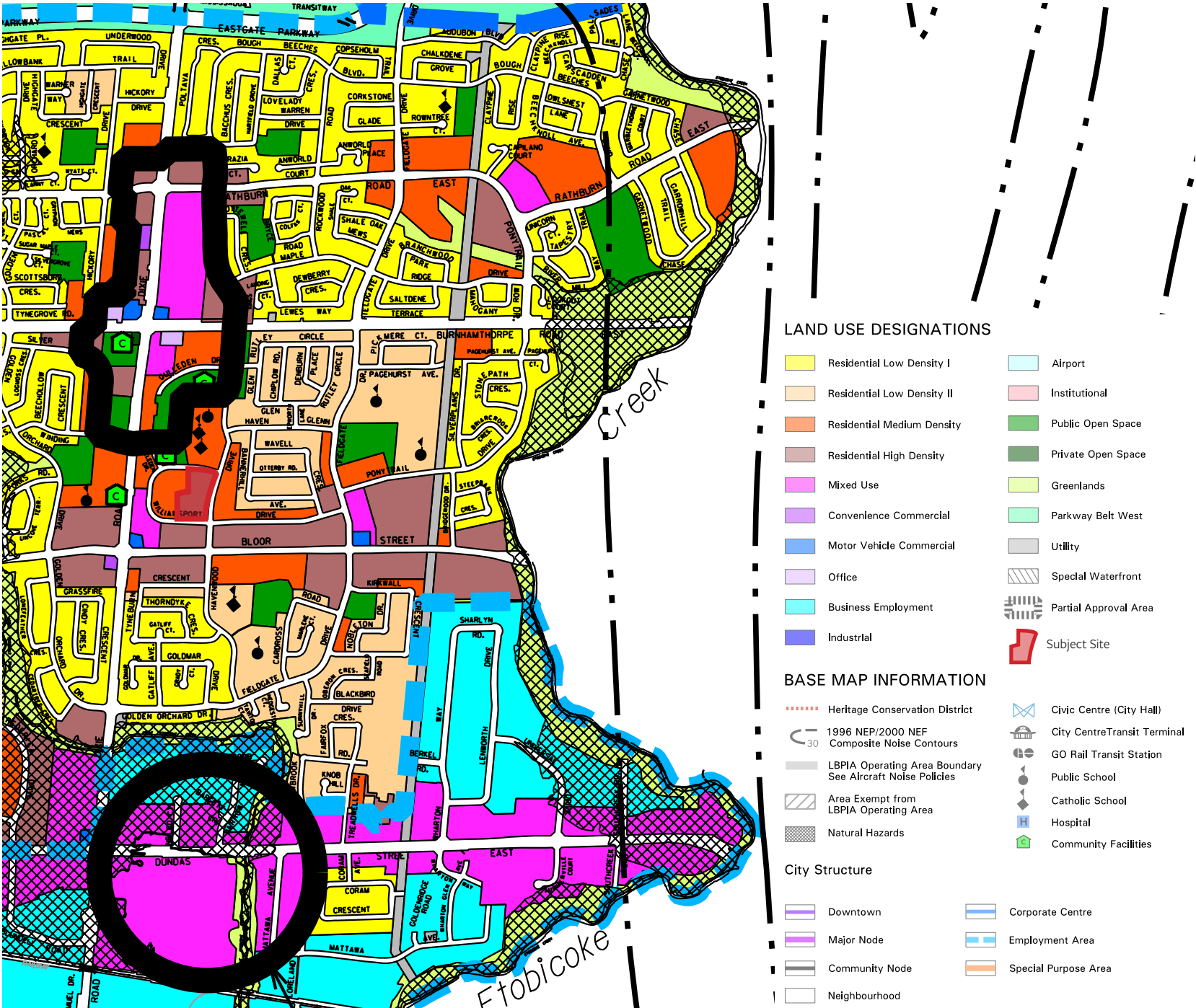


Figure 9: Excerpt from MOP Schedule 10 Land Use

Chapter 16 – Neighbourhoods

The subject property is located within the Applewood Neighbourhood. Nearby neighbourhoods include Rathwood to the north and Mississauga Valleys to the west and nearby community nodes include Rathwood-Applewood to the north and Dixie-Dundas to the south, although the boundaries have yet to be determined. The City of Toronto is located east of the Etobicoke Creek. Rathwood and Mississauga Valleys generally have more of a low-rise character than Applewood; few portions of these adjacent neighbourhoods have floor space indexes over 0.9 and they are defined by their curvilinear streets and cul-de-sacs.

Densities in the Applewood Neighbourhood range from the lower end of 0.4 to 0.9 FSI, such as the 3-4 storey townhouse complex immediately to the west of the subject site, to 1.2 to 1.5 for sites near Bloor Street and Dixie Road, with towers up to 27 storeys. The subject site is identified as having a wide range of permitted density: 0.5 to 1.2 FSI.

There are a series of policies in the General section of the Neighbourhoods chapter that govern development, density, and built form (16.1.1). Per policy 16.1.1.1, lands within a Neighbourhood may have a maximum height of 4 storeys unless specific Character Area policies apply. Per policy 16.1.1.2, where buildings have a height greater than 4 storeys or are different than the Character Area policies, the development must demonstrate adherence to four criteria: 1) an appropriate height transition to the surrounding neighbourhood, 2) the development proposal enhances the existing or planned development, 3) the City Structure hierarchy is maintained, and 4) the development proposal is consistent with the policies of the Mississauga Official Plan.

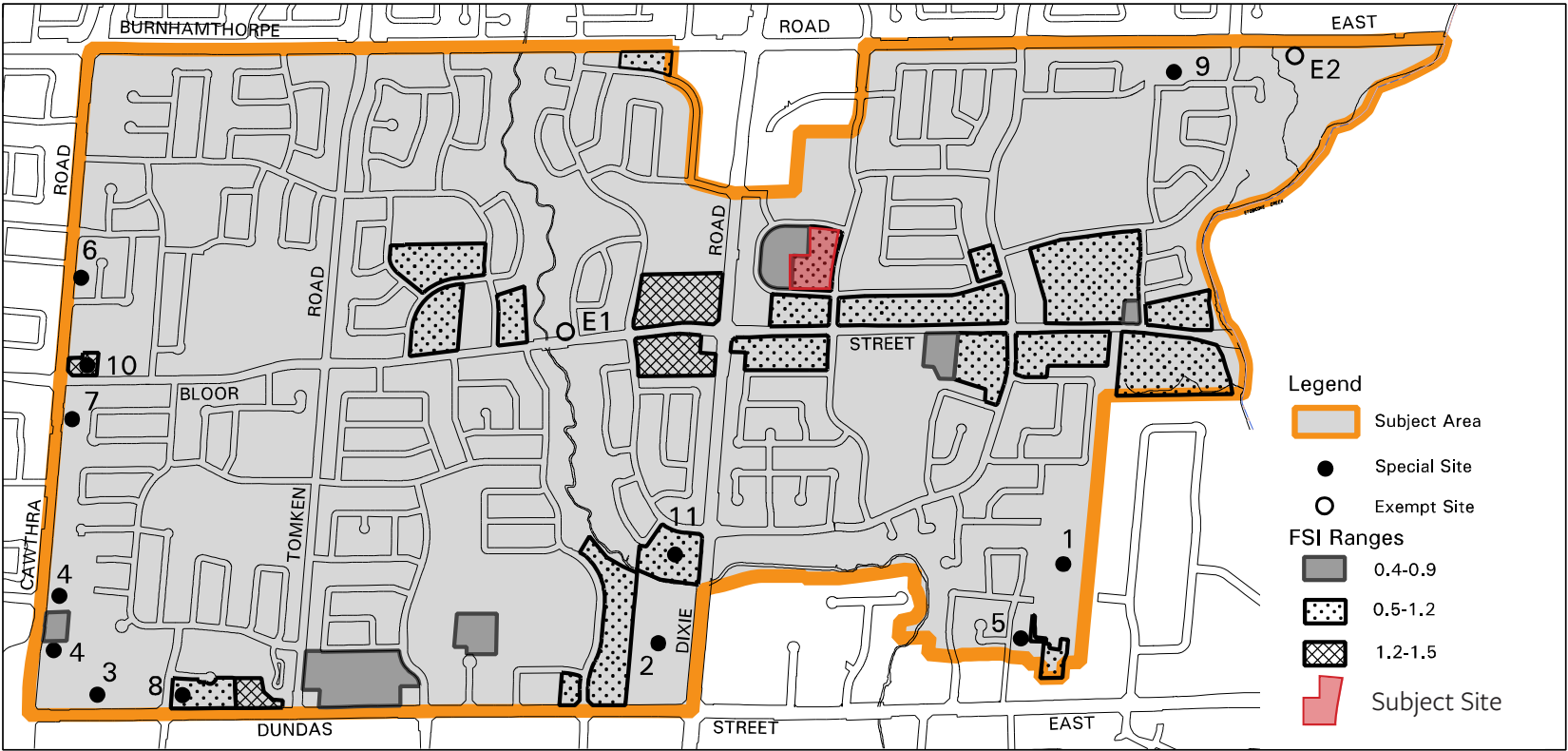


Figure 11: Applewood Neighbourhood

Policy 16.1.2 provides additional guidance to development in Residential neighbourhoods. Policy 16.1.2.5 outlines that additional development on lands with existing apartment buildings will be restricted to uses permitted in the Residential Medium Density designation (16.1.2.5.a) and that the site in its entirety (proposed and existing development) must meet current site plan and landscaping requirements, and relevant building code and fire standards (16.1.2.5.b). The Residential Medium Density designation permits townhouse dwellings, and all forms of horizontal multiple dwellings (11.2.5.5). However, policy 16.2.2.3 supersedes policy 16.1.2.5 and indicates that in the Applewood Neighbourhood, lands designated Residential Medium Density also permit low-rise apartment buildings. The proposed addition of two rental buildings is consistent with the intensification policies of the Applewood Neighbourhood. However, the density range in the map limits the potential of intensification, thereby reducing the ability to meet the intentions of the policy.

Summary and Conclusions

An Official Plan Amendment is required in order to permit the proposed development.

There are a number of Official Plan policies that support infill development on the subject property. The Mississauga Official Plan sets out that intensification in Neighbourhoods is appropriate where the proposed development is compatible in built form and scale to the surrounding development, is sensitive and enhances the existing or planned development, and includes appropriate transitions in use, built form, density and scale. The policies contained in the Applewood Neighbourhood section specifically identify the site as an area for increased density compared to the surrounding area. However, the current restriction on density associated with the 1960s era development means that infill development is not possible without an amendment to the Mississauga Official Plan. In this way, the proposed development is consistent with the goals outlined in the PPS, Growth Plan, and Regional Official Plan, particularly the intent to focus intensification in built-up areas.

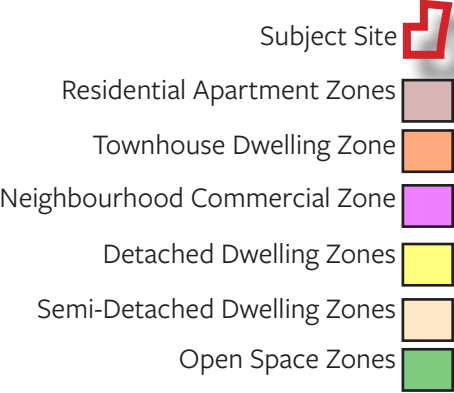
The proposed development conforms to the overall vision and policy direction as set out by the Official Plan, and the criteria for intensification within Neighbourhoods, and as such, conforms to the policies as set out by the Official Plan.

4.3.2 Mississauga By-Law No. 0225-2007

The site is subject to the City of Mississauga’s Zoning By-law 0225-2007. The site currently has as split zoning: the north portion of the site is zoned as RA2-1 and the south portion of the site is zoned as RA3-1. In the RA2-1 and RA3-1 zone, the permitted uses and applicable regulations are as specified for a RA2 and RA3 Zone (Apartments), with the exception of the Floor Space Index (FSI).

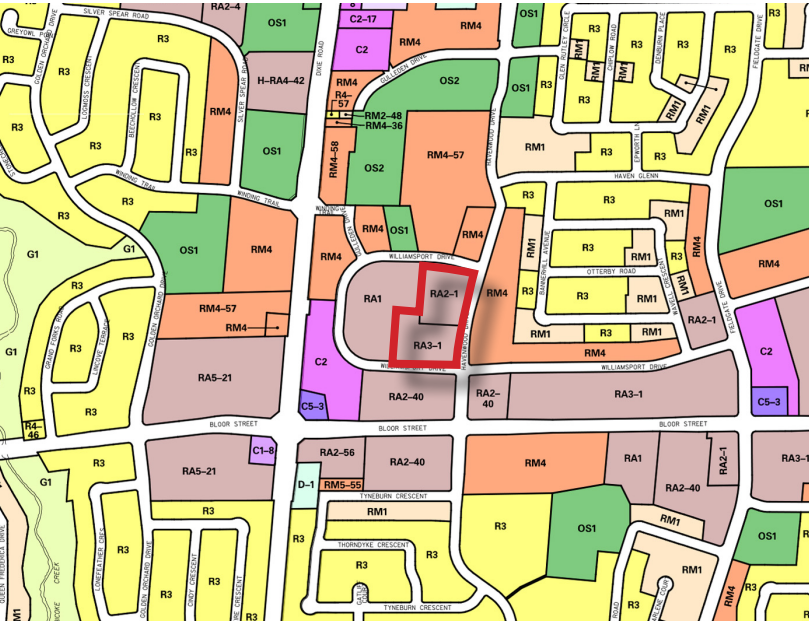
The following zoning regulations apply to the subject property:

- Minimum FSI: 1.0
- Maximum FSI: 1.2 (specific to the RA2-1 and RA3-1 exceptions)
- Maximum height:
 - RA2: 26.0 m and 8 storeys
 - RA3: 38.0 m and 12 storeys (note the existing building on this site is 9 storeys)
- No maximum gross floor area specified
- Minimum landscaped area: 40% of the lot area
- Minimum amenity area: the greater of 5.6 m² per dwelling unit or 10% of the site area
- Minimum percentage of total amenity area to be provided in one continuous area: 50%



An amendment to the Zoning By-law is required to permit the proposed development because the density exceeds what is currently permitted on the site and to accommodate site specific parking rates. The proposed zoning by-law amendment will also apply one set of zoning parameters across the whole site, rather than the split zoning that exists today, better reflecting existing (and proposed) conditions.

The current zoning by-law does not permit the proposed infill development because it currently limits the permitted density. While the proposed development seeks several site-specific amendments to reflect the specifics of the proposed built form, it also exceeds the requirements for amenity area and provides new amenities not yet contemplated in the Zoning By-law, such as long-term and short-term bicycle parking. Therefore, the proposed development is consistent



5.0 Planning Issues & Analysis

5.1 Massing, Height, and Built Form

The development proposal has been designed carefully to respond to the built form and scale of the existing apartment buildings and the nearby townhouses located to the west of the site so as to minimize the impact on the neighbouring community. The two proposed buildings are each one storey shorter than the two existing and sited to the interior of the property. While one storey less, the new building heights will appear similar to the existing heights due to the grade. In addition, the massing, height, and built form have been located and organized to fit appropriately within the surrounding context, and oriented so as to allow for the construction of new pedestrian paths and outdoor amenity areas and re-oriented surface parking on the site.

Generous separation distance has been provided between the proposed and existing buildings. Building A and Building D are separated by surface parking and are set 29 m apart. Building B and C are similarly separated by surface parking and a loading area and are set 33 m apart. This distance allows for the creation of a pick-up and drop-off area in front of the lobby of Building D and C and new pedestrian paths throughout the site, improving the circulation and walkability. Setbacks from the adjacent RM1 property to the west exceed (nearly double) the minimum required for Apartment zone properties that abut other Apartment zones.

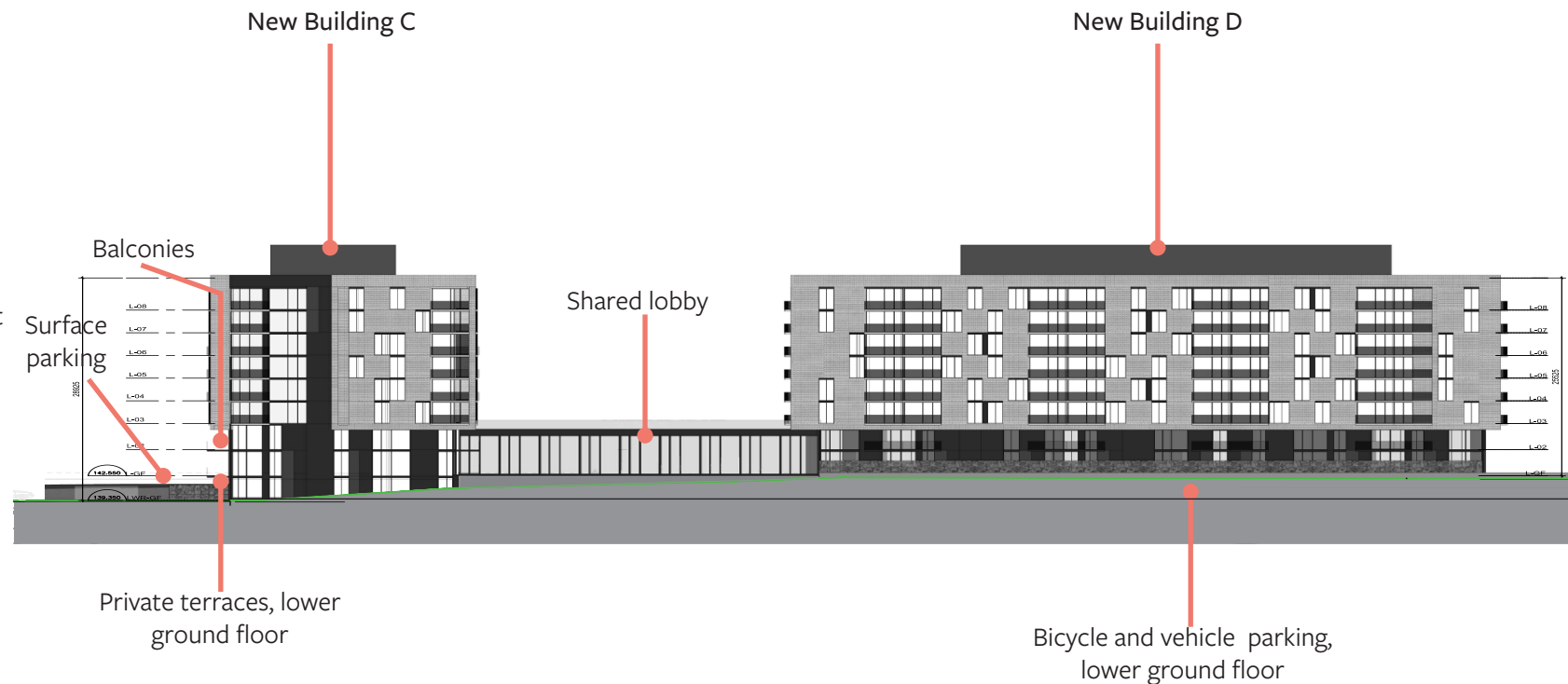


Figure 12: Depiction of changes in grading across the site, east elevation

The development adheres to the four tests for heights exceeding four storeys in Neighbourhoods in the Mississauga Official Plan identified in policy 16.1.1.2:

- 1) the height of the proposed buildings maintains the existing appropriate transition between the existing 9 storeys to the nearby townhouses,
- 2) the development proposal enhances the planned and existing development by providing upgraded amenity space and new bicycle parking,
- 3) the City Structure hierarchy is maintained, and
- 4) the development proposal is consistent with the policies in the Mississauga Official Plan, with the exception of the site specific density.

The site is designated as Residential High Density, which under policy 16.1.2.5.a, permits infill development based on uses permitted in the Residential Medium Density designation, which include townhouses and horizontal multiple dwellings. However, within the Applewood Neighbourhood, policy 16.2.2.3 indicates that in lands designated as Residential Medium Density, low-rise apartment dwellings are also permitted. Finally, policy 16.2.2.1 restricts the height of Medium and High Density Development to the height of existing buildings on the property. The proposed development envisions two 8-storey apartment buildings on a site with two existing 9-storey apartment buildings. It should be noted that the site specific zoning for the southern portion of the site, RA3-1, permits height up to 12 storeys, Neither the existing nor proposed buildings seek such height. Therefore, the proposed development is consistent with the aforementioned policies, adhering to the language and intent.

5.1.1 Shadow Study

A detailed Shadow Study, prepared by IBI Group, is included as part of this application. The study was completed for the dates of June 21, September 21, and December 21 at hourly increments. The study finds that the proposed development meets the City’s standards for sun and daylight access on neighbouring properties and the public realm.

5.1.2 Acoustical Feasibility Study

Novus conducted an acoustical feasibility study for the subject property, which is available under a separate cover. The results of the study indicate that the proposed development is feasible.

Based on transportation façade sound levels, upgraded glazing is not required. The development is primarily surrounded by residential and commercial uses, with no significant industries located within 1000 metre radius. During a site visit by Novus personnel, no significant stationary noise sources were identified.

The following recommendations are provided in terms of noise mitigation:

- Include a Warning Clause in agreements registered on Title and in rental agreements for residents of Building C in units on the east and west façade. Include a Type C Warning Clause that states: *“This dwelling unit has been designed with the provision for adding central air conditioning at the occupant’s discretion. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment and Climate Change.”*

5.1.3 Wind Study

Novus conducted a pedestrian wind assessment for the subject property, which is available under a separate cover. The results of the study indicate that there are generally accepted wind comfort levels that are desired for various pedestrian uses.

The following conclusions and recommendations are provided in terms of wind mitigation:

- The wind safety criterion is met in all areas on and surrounding the development in the Proposed Configuration. The wind safety criterion was not met at the southwest corner of existing Building B in the Existing Configuration.
- Wind conditions at the numerous entrances and exits are comfortable for the intended usage throughout the year.
- Wind conditions on the sidewalks surrounding the development are generally comfortable for walking or better throughout the year. These are similar to existing wind conditions.
- Wind conditions on the outdoor amenity spaces are generally suitable for the intended usage. Recommendations are provided where applicable.

Glass wind screens have been added next to outdoor lounge areas on the ground floor to ensure comfort.

5.2 Land Use and Density

The proposed infill apartments maintain the existing residential apartment land use. The Mississauga Official Plan currently designates the subject property as a Neighbourhood area and contains policies that allow for intensification in Neighbourhoods at appropriate locations. Such locations include existing apartment sites and in commercial areas. The proposed development has been scaled to be consistent with the policies outlined in the Official Plan with regard to infill development in apartment sites, as identified in the general Neighbourhood policies and the specific Applewood Neighbourhood policies.

The expanded purpose-built rental residential use is appropriate for this location and its land uses because of access and proximity to a wide range of community amenities. It also ensures the ongoing availability of stable rental housing. Both the proposed new buildings and the existing buildings are consistent with the High Density Residential designation and maintain the vision of the Mississauga Official Plan in locating high density housing near major roads.

The subject property is a suitable site for intensification in the form of infill development within an appropriate location within a neighbourhood and where public infrastructure and services already exist. The site is currently underutilized and the existing site layout represents an inefficient land use pattern and use of resources.

According to the Applewood Neighbourhood section of the Official Plan, the site has an FSI of 0.5 to 1.2. With the addition of the two new apartment buildings, the total FSI for the site will be 2.1. An amendment is therefore required to permit this residential infill, which itself is contemplated by the Mississauga Official Plan policies and consistent with the PPS, Growth Plan, and Regional Official Plan. The lower density range in the Applewood Neighbourhood policies

forces a tower-in-the-park approach. The proposed development improves the open area while also seamlessly integrating the additional density on the site with little impact on the neighbouring properties. The building massing, orientation, and scale are furthermore sensitive of the existing neighbourhood character.

5.4 Amenity Space and Landscaped Area

The proposed development makes significant improvements to the usable amenity space on the property, creates new pedestrian pathways, and upgrades existing pedestrian pathways accessible to residents of the existing and proposed development. A new building and landscaped amenity space replaces the existing pool. The new amenity spaces include 425 m² of indoor space and 2,962 m² of outdoor space for a total of 3,387 m² of amenity space. New outdoor amenity spaces include on the ground floor: two outdoor lounges, of which one includes a dining area, gardens, and new pathways; and on the third floor: a lounge above the lobby. Measures will also be taken to ensure the privacy of private patios and the lounges with fencing and screening. Finally, the reduction in the number of curb cuts from six to four will improve the streetscape condition and therefore improve the safety of active transportation users.

The 3,387 m² of amenity space exceeds the required of 2,609.6 m² for the entire site under the Mississauga zoning by-law. 10,605 m² of landscaped area is provided, which represents 48% of the lot area. This exceeds the by-law requirement of a landscaped area of a minimum of 40% of the lot area.

A detailed landscape and tree preservation plan, prepared by Land Art Design, is included as part of this application. A detailed arborist report, prepared by Central Tree Care Ltd., is included as part of this application. Several trees will need to be removed to facilitate the redevelopment. Many of these are in poor condition and / or infested with Emerald Ash Borer today. A total of 39 replacement trees will be included in the final landscape.

5.5 Traffic and Transportation

Lea Consulting has prepared a Transportation Impact Study, which also includes a Transportation Demand Management (TDM) Strategy and a Parking Utilization Study, and are provided under a separate cover.

The conclusions of the study are as follows:

- Under existing traffic conditions all signalized intersections will operate within capacity with the exception of the westbound left turn movement at Dixie Road and Bloor Street. The unsignalized intersections are operating with good overall level of service (LOS), and all individual movements are operating within capacity.
- The future background scenario applies a corridor growth rate along Dixie Road and Bloor Street, to account for background developments in the surrounding area.
- The future background intersection capacity analysis shows acceptable LOS at all signalized and unsignalized intersections, with the exception of the westbound left turn movement at Dixie Road and Bloor Street. An optimized signal timing plan is proposed which results in all movements at the intersection operating with a V/C ratio below 1.0 under the weekday AM and PM peak hours.
- The proposed expansion is projected to generate 73 new trips (18 inbound, 55 outbound) and 61 new trips (41 inbound, 20 outbound) during the AM and PM peak hour periods.
- The future total analysis reveals all movements are to operate within capacity and with acceptable delays. All site accesses are projected to operate well with minimal delays with the addition of the site traffic.

- Based on parking demand survey data and rental information provided by the owner, site-specific parking supply rates are recommended for the proposed buildings. To be conservative, a visitor supply rate of 0.10 spaces/unit has been recommended. A resident supply rate of 0.55 spaces/unit is also recommended. Utilizing these demand rates, the proposed supply of 303 will meet the projected parking demand for all four (4) buildings on-site.
- Significant TDM measures are proposed to ensure that the multi-modal behaviours of the existing site are maintained and applicable to the future residents of the two (2) new towers. These TDM measures include pre-loaded PRESTO Cards, considerable bicycle parking, and informational packages.
- Three (3) loading spaces are proposed for the four (4) residential buildings, maintaining two (2) of the existing loading spaces. As the two (2) proposed new towers will effectively operate as one (1) building at-grade due to a shared podium and interconnected service area via a service corridor, the proposed loading supply is considered acceptable and appropriate.

5.6 Site Servicing

Lea Consulting has prepared a Servicing and Stormwater Brief, which is available under a separate cover.

The conclusions of the study are as follows:

- On-site storage volume of approximately 80 m3 will be provided for retaining the first 5mm rainfall runoff as required to achieve water balance target. This portion of water shall be reused on site for irrigation, grey water, etc;
- To achieve the long-term average removal of 80% of Total Suspended Solids (TSS) on an annual basis from all runoff leaving the site, an oil grit separator is proposed to be installed on site;
- An on-site storage tank with approximate 280 m3 in volume will be provided in order to control the post-development 100-year stormwater flows to 100-year pre-development level;
- Temporary erosion and sediment control measures will be provided before construction and maintained during construction in accordance with GGHA CA's Erosion & Sediment Control Guideline for Urban Construction; and
- Site service connections for the development site are proposed for storm service, sanitary service, and water service.

6.0 Conclusion

The proposed development will deliver two new 8-storey residential buildings with 202 rental apartments, 280 long-term bicycle parking spaces, 70 short-term bicycle parking spaces, and associated landscaping improvements. The proposal will deliver higher-quality amenity space to all residents, both existing and new and improve the pedestrian realm surrounding the site. The amendments sought in this application will facilitate a redevelopment that ensures an appropriate intensification of land is achieved on a site that is well-located within walking distance of transit, the cycling network, and immediate proximity of many day-to-day amenities and services, in a form that respects the existing character of the Applewood neighbourhood.

An amendment to the official plan is proposed to accommodate the new density with the introduction of the two new buildings. The amendments proposed to the zoning by-law relate to the density and parking minimums.

The proposed amendments to the official plan and zoning by-law will facilitate the proposed development while also remaining consistent with provincial policy, particularly provisions that seek to direct growth and intensification to the built-up area. In contrast, current Mississauga Official Plan policies fail to implement policies on intensification and managing growth. Thus, the proposed development will deliver improvements to the site, exceeds the minimum amenity space requirements in the Mississauga Official Plan, adheres to the land use policies in the Mississauga Official Plan and Zoning By-law, and conforms to the PPS, Growth Plan, and Regional Official Plan. It is the opinion of Urban Strategies Inc. that this proposal represents good planning.

