

1785 BLOOR ST MISSISSAUGA | MAY 2022





Sajecki Planning Inc.



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1.0 INTRODUCTION

Sajecki Planning Inc. has been retained by 1785 Bloor Holdings Inc. to assist in securing planning approvals for the redevelopment of the property municipally known as 1785 Bloor Street (the “subject property” or “site”) in Ward 3 in the City of Mississauga. The subject property is legally described as PLAN 719 BLK PLAN.

The subject property is located on the north side Bloor Street between Fieldgate Drive and Bridgewood Drive. The site area is approximately 1.20 hectares (12,000 m²) site. Currently, a 10-storey apartment building exists on the southerly portion of the subject property. A surface parking lot is located north of the existing building in addition to soft landscaping areas.

A Development Application Review Committee (“DARC”) Meeting occurred March 24, 2022. Since then, the project team has met with various City staff regarding the proposed design, which has been further refined since the initial submission.

This Planning Justification Report (“PJR”) has been prepared in support of applications to amend the City of Mississauga Official Plan (2013) (“MOP”) and Zoning By-law 0225-2007 (“Zoning By-law”). The purpose of this PJR is to evaluate the proposal and the associated Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) as they pertain to applicable policy and regulations.

The proposed development would include the addition of one, new 14-storey rental apartment building. The existing apartment building will be retained. A number of enhancements to the current property would be introduced as part of this

redevelopment, including (but not limited to):

- New indoor and outdoor amenities;
- Introduction of underground parking and new bicycle parking (and facilities);
- New landscaping features and central courtyard between the two buildings;
- Enhanced pedestrian connections in and throughout the site; and,
- Integrated, relocated on-site waste management.

Further, this PJR seeks to explore the following as it relates the existing conditions and the proposed development at 1785 Bloor Street:

- An overview of the subject property and surrounding context;
- A description of the proposed built form, uses and other development statistics;
- Analysis of the proposal against applicable provincial, regional, and municipal planning policy and regulatory frameworks;
- A summary of all supporting studies and technical reports; and,
- A description and justification of the proposed amendments to the City of Mississauga Official Plan (2013) and Zoning By-law 0225-2007.

2.0 SITE AND SURROUNDINGS



FIGURE 1 - AERIAL VIEW OF SUBJECT PROPERTY

2.1 Subject Property

The subject property has a site area of approximately 1.20 ha (12,000 m²). The subject property is located on Bloor Street, just west of the Hydro Corridor Multi-Use Trail and Bridgewood Drive (Figures 1 and 2). The existing, 10-storey apartment building has a Gross Floor Area ("GFA") of approximately 6,946.31 m². There is currently a surface parking lot and soft landscaping on the northern portion of the site. The site has an approximate frontage of 85 m along Bloor Street.

2.2 Local Land Use Context

The subject property is within the Neighbourhood structure, and is located within the Applewood neighbourhood character area. The site is near the Rathwood-Applewood Community Node. The site is already partially developed with a 10 storey apartment building. There is significant residential density along Bloor Street near the site as well as some retail uses. The lots are generally large and accommodate tower-style apartment buildings.



FIGURE 2 - CONTEXT MAP

2.3 Surrounding Land Uses

2.3.1 Immediate Surroundings

The site is located along Bloor Street, a major collector road that is lined with several large apartment buildings near the subject property.

East of the site is a hydro corridor and multi-use trail, separated by a chain link fence. North of the site is an existing 6-storey rental apartment building and surface parking, separated by a treed fenceline. West of the site is an existing 9-storey rental apartment building with a surface parking lot, separated by a chain link fence. On the south side of Bloor Street across from the site, there is an existing 6-storey

rental apartment building and a surface parking lot.

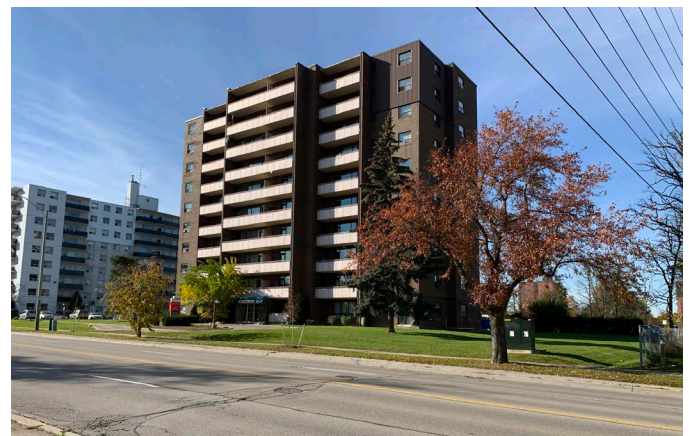
2.3.2 General Surroundings

Along Bloor Street

Land uses along Bloor Street near the subject property are primarily high-rise residential apartment buildings with surface parking. There are some low-rise residential townhouses that have frontage along Bloor Street as well. Commercial uses are limited to a gas station at the corner of Fieldgate Drive and Bloor Street.



MULTI-USE PATH ALONG HYDRO CORRIDOR, EAST OF SUBJECT PROPERTY



VIEW OF THE SUBJECT PROPERTY FROM BLOOR STREET, FACING NORTH



VIEW OF NEIGHBOURING PROPERTY TO THE WEST OF THE SUBJECT SITE FROM BLOOR STREET, FACING NORTH



VIEW OF NEIGHBOURING PROPERTY TO THE SOUTH OF THE SUBJECT SITE FROM BLOOR STREET, FACING SOUTH

North of Bloor Street

Along Fieldgate Drive, north of Bloor Street there is a small plaza that includes several restaurants, a grocery store, a pharmacy, with some medical and other office uses. Two schools, Glenforest Secondary School and Forest Glen Public Elementary School are located north of Bloor Street, near the subject site. Beyond the commercial and institutional uses mentioned, the majority of the land north of Bloor Street is occupied by low-rise detached, semi detached, and townhouse residential dwellings.

South of Bloor Street

The area south of Bloor Street primarily has low-rise detached, semi detached, and townhouse residential dwellings. There are two elementary schools, St. Alfred Catholic School and Brian W. Fleming Public School. There is also a local park, Bethesda Common, on Fieldgate Drive south of Bloor Street.

East of Hydro Corridor

East of the hydro corridor, there are a variety of land uses and built forms. There are several high rise residential apartment buildings with frontage along Bloor Street. North of Bloor Street, the area is characterized by low density residential uses, including detached, semi-detached and rowhouses. South of Bloor Street, there is a large employment area, although these properties are not accessible from Bloor Street. Etobicoke Creek runs perpendicular to Bloor Street, and Markland Wood Golf Club is also located in this area.

2.4 Planning History

No previous planning applications have been filed for this site. Several building permits have been sought for the existing apartment building, including for the initial construction and several repairs and improvements.

2.5 Surrounding Developments

Several development proposals are in progress within close proximity to the subject property. Table 1 outlines active development applications in the surrounding area. The location of the development applications are shown on Figure 3. Information provided in the table includes approximate distance from 1785 Bloor Street, a description of the proposed development, and the current application status. Content included in Table 1 is sourced from the City of Mississauga's Planning Information Hub.

TABLE 1 - SURROUNDING DEVELOPMENT APPLICATIONS

#	Address	Approximate Distance from Subject Property	City File No.	Description	Status
1	1750 Bloor Street & 3315 Fieldgate Drive	50 m	OZ 17/014 W3	A 17 storey apartment building and a 1 storey amenity building. The two existing apartment buildings will remain.	Application in progress
2	1850 Bloor Street	250 m	OZ 20-003 W3	Two 18 storey apartment buildings containing 433 residential units. The two existing apartment buildings will remain.	Application in progress
3	3480 Havenwood Drive	850 m	OZ 18/014 W3	Two new 8 storey rental apartment buildings consisting of 202 residential units	Application in progress
4	1315 Silver Spear Road	1.5 km	OZ 18/005 W3	8 storey apartment building with 159 units. The existing 8 storey apartment building will be retained.	Application in progress

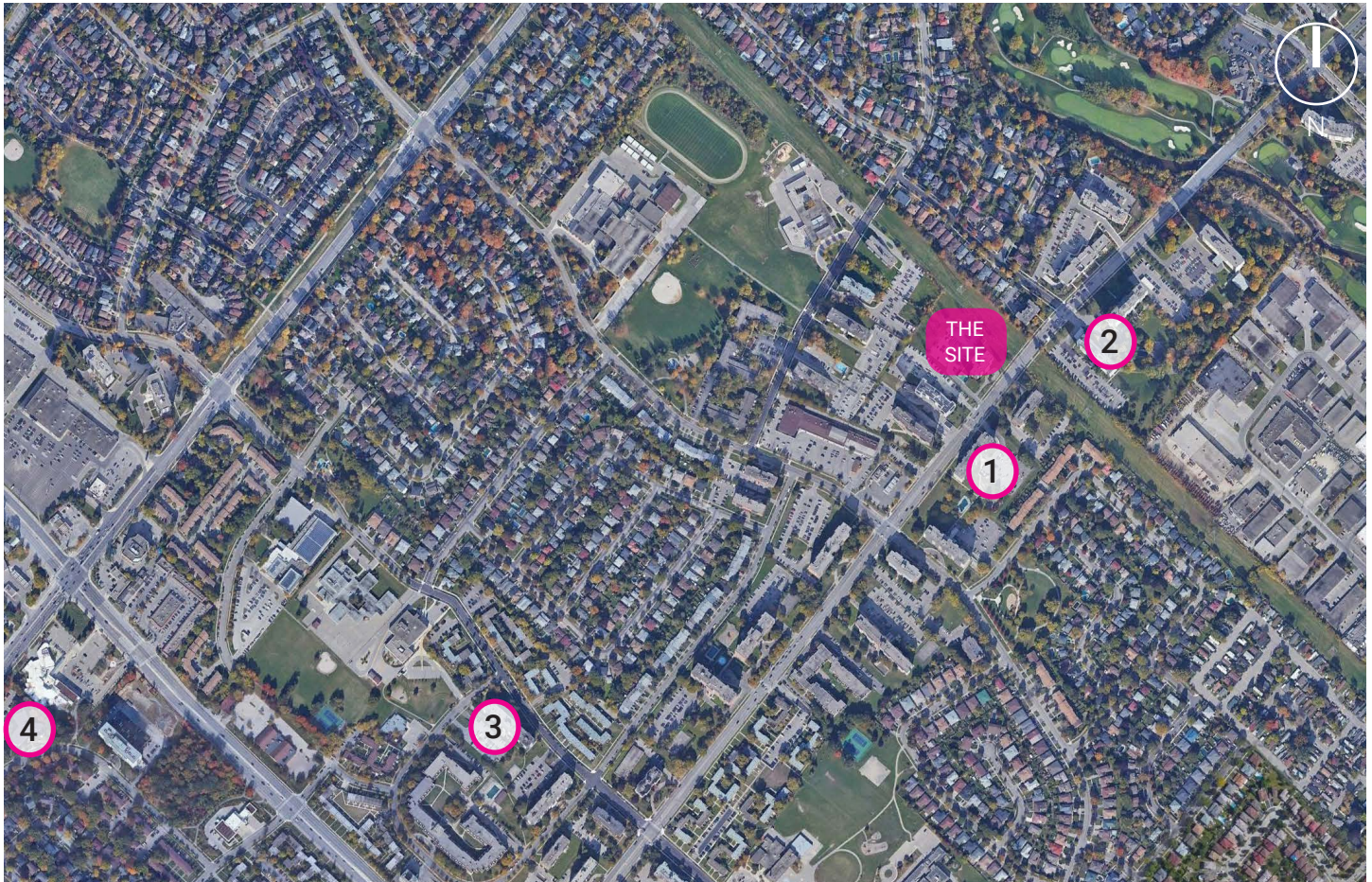


FIGURE 3 - SURROUNDING DEVELOPMENTS

2.6 Transportation Network

2.6.1 Road Network

The subject property is located on the north side of Bloor Street, between Fieldgate Drive and Bridgewood Drive (east of the hydro corridor).

Bloor Street is four-lanes wide at the subject property. This section of Bloor Street has sidewalks with a grassed boulevard on either side of the street. Bloor Street is identified as a Major Collector Road per Schedule 5 of the MOP with a right-of-way width of 30 metres per Schedule 8 of the MOP. Bloor Street is identified as a Primary On-Road cycling route on Schedule 7 of the MOP. Bloor Street is a major east-west corridor that runs from Central Parkway in Mississauga to the Don Valley Parkway in Toronto.

2.6.2 Transit Network

Local Bus Service

MiWay bus services connect the subject property to nearby areas and the wider community (Figure 4).

Bus #3 Bloor runs along Bloor Street from the City Centre Transit Terminal to the Kipling Bus Terminal. The Kipling Bus Terminal provides a connection to the TTC Line 2 subway line, and GO Transit Milton Line. Eastbound and Westbound stops for this route are located within 50 metres of the subject property. This route is operated 24 hours a day, with a frequency of 5-15 minutes during weekdays.

Regional Rail Service

The Dixie GO Station is located approximately 2km from the subject site. The Dixie GO Station is located on the Milton GO line, which is a daily route that runs from Milton to Union Station in Toronto. During weekdays, this route has a frequency of between 30 minutes and 1 hour.



FIGURE 4 - MIWAY TRANSIT MAP

3.0 PROPOSAL

3.1 Development Overview

The proposed development includes a 14-storey apartment building located to the north of the existing apartment building. A courtyard is located east of the proposed building. Figure 5 shows the proposed site plan.

The proposed apartment building includes 238 residential units. The total GFA of the existing building is 6,946 m². The total GFA for the proposed building is 22,279 m². This results in an overall GFA (existing and proposed) of 29,225.59 m², resulting in an overall Floor Space Index ("FSI") of 2.43.

Currently, there are 98 surface parking spaces and 0 bicycling parking spaces located on the subject property. Two levels of underground parking with some visitor and accessible parking at-grade, are proposed - totaling 289 parking spaces. A total of 206 bicycle parking spaces and a bicycle repair station are proposed.

The proposal includes 6,741.8 m² landscaped area, and a total indoor amenity area (existing and proposed) of 567 m², provided at ground floor and 11th floor, and a total outdoor amenity area (existing and proposed) of 1,192 m² provided at-grade and on the 11th floor rooftop.

The materials and specific details contained within the plans, studies and reports represent the direction of the proposed development, rather than the exact intent. A full site plan review process will follow, and adjustments may be required.

The following subsections outline proposed built form, amenity spaces and site access.

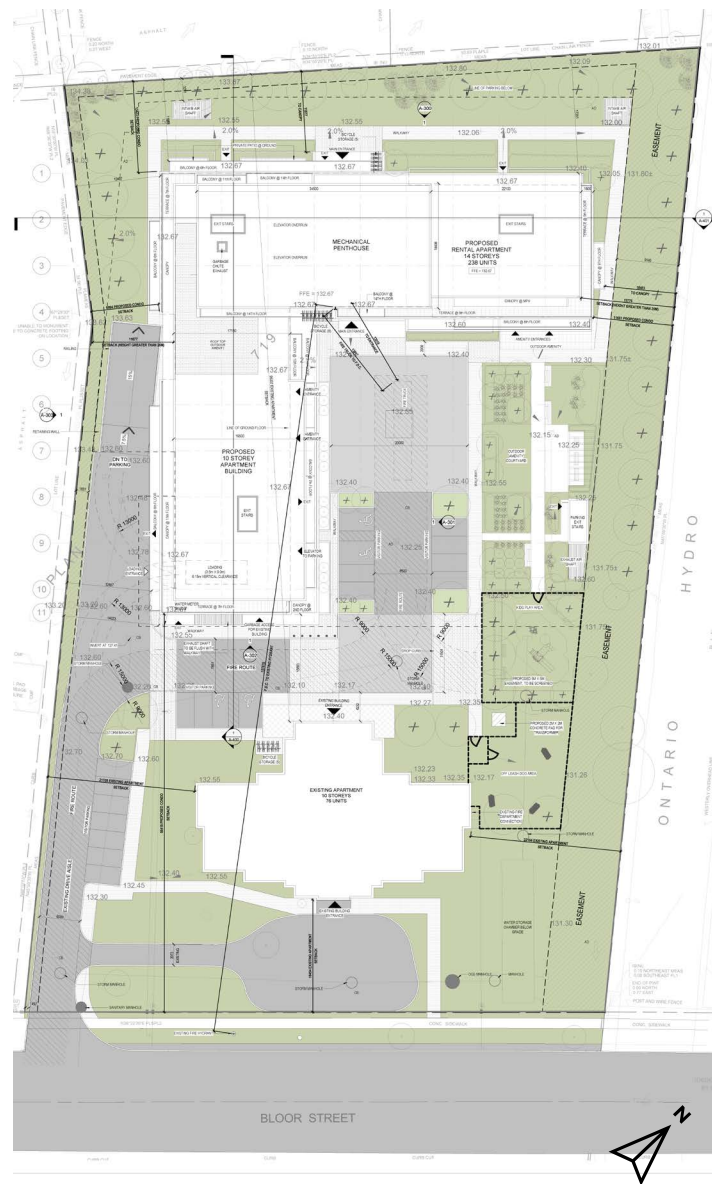


FIGURE 5 - PROPOSED SITE PLAN - ENTIRE SITE (ONESPACE UNLIMITED INC., 2022)

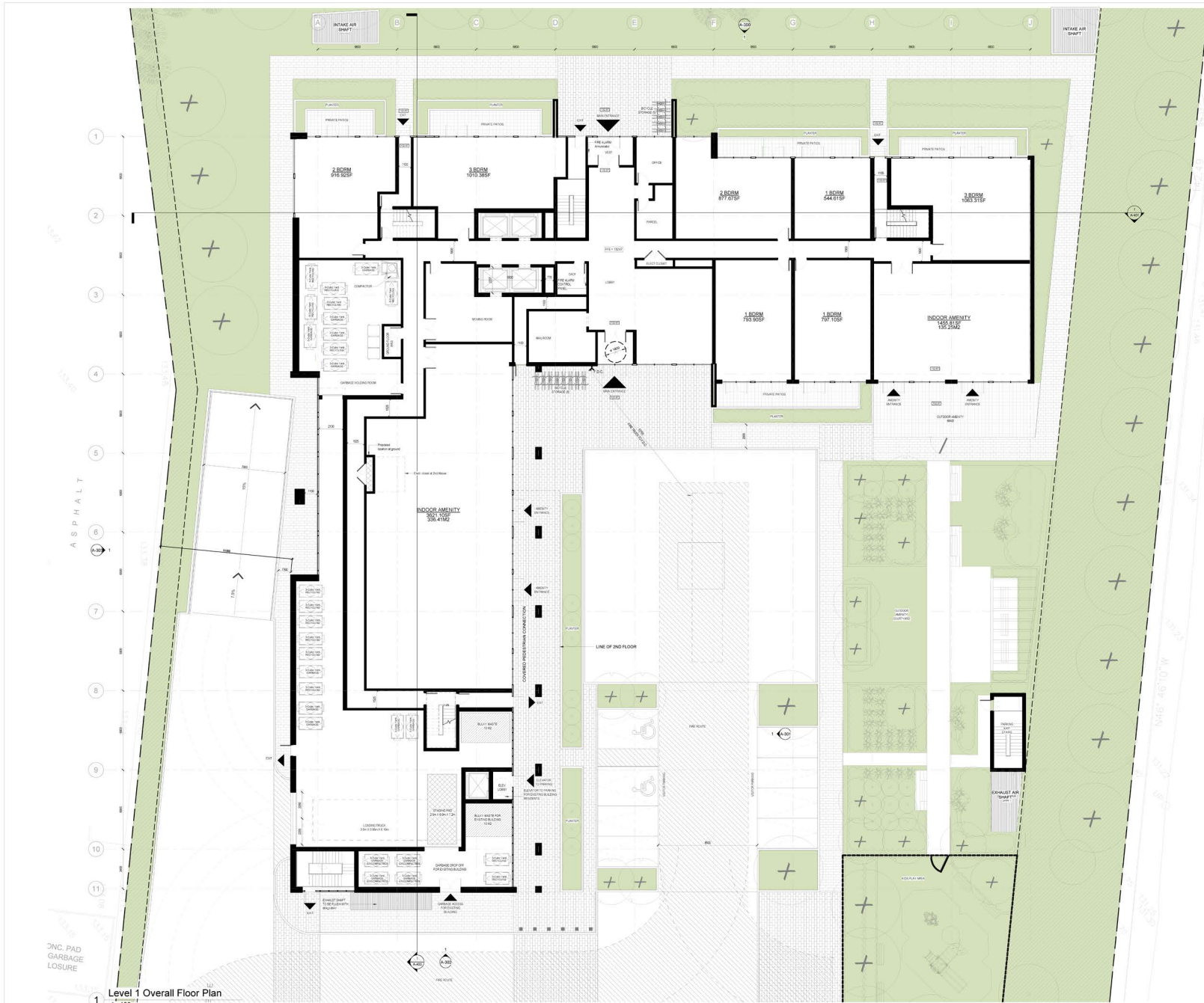
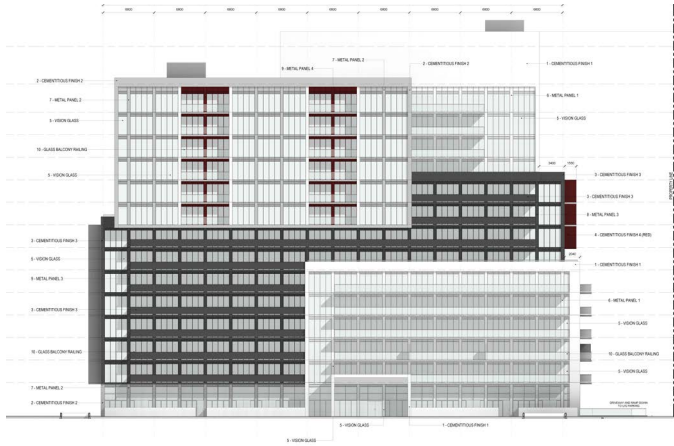


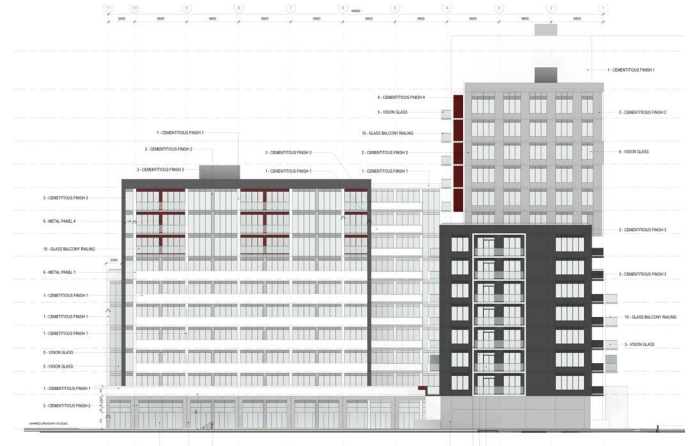
FIGURE 6 - PROPOSED SITE PLAN - NEW BUILDING (ONSPACE UNLIMITED INC., 2022)

FIGURE 7 - FLOORS 2 (LEFT) AND 11 (RIGHT) (ONSPACE UNLIMITED INC., 2022)

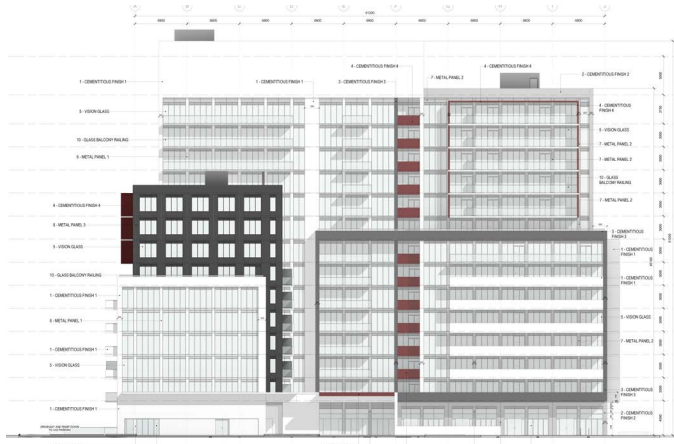
NORTH



EAST



SOUTH



WEST

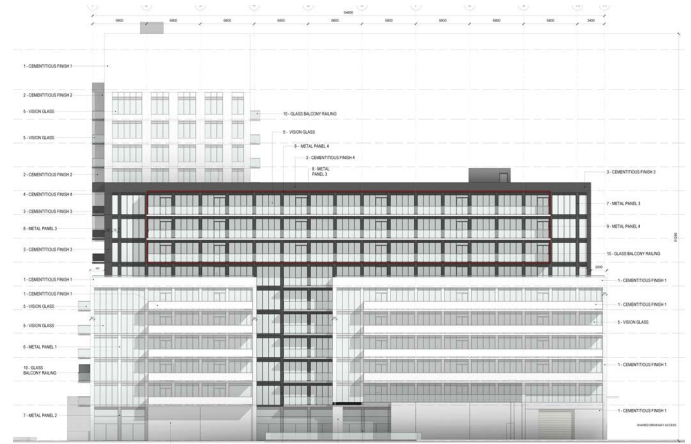


FIGURE 8 - BUILDING ELEVATIONS (ONESPACE UNLIMITED INC., 2022)

3.2 Building Design and Orientation

The proposed development is situated on the northern portion of the site. The L-shaped building design creates an inviting courtyard between the existing and proposed buildings while allowing for views and access to the adjacent greenspace.

The south arm of the proposed building is 10 storeys, matching the massing of the existing and adjacent buildings. The east arm of the building is slightly taller at 14 storeys. The orientation of the building locates the height to the rear of the site to minimize impacts on adjacent properties and the public realm.

The east arm is stepped back 1.8 m on the south

and east face to create a terrace on the 9th floor. The south arm is stepped back 1.8 m on the south and west face to create a terrace on the 7th floor.

The proposed building is separated from the existing apartment building by 15.7 m, and is set back from the adjacent lot to the west by a minimum of 12.5 m.

The ground floor plan includes a lobby and office space, as well as indoor amenity spaces. There are also 7 ground-related apartment units with private patios. The ground floor opens to a large courtyard for outdoor amenity space (Figure 7). Two entrances to the lobby are provided on both the south and north side of the building.

238 residential rental units are proposed. The units consist of 73 one-bedroom units, 126 two-bedroom units, and 39 three-bedroom units.

Additional description of the proposed development with respect to urban design is provided in the Urban Design Brief prepared by Sajecki Planning.

Amenity Space

The proposal includes 1,759 m² of amenity space, with 567 m² of indoor space and 1,192 m² of outdoor space. This results in a ratio of 5.6 m² per unit for both the proposed and existing buildings.

Indoor amenity space will be provided on the ground and floor with dedicated entrances to each space. Outdoor amenity space will be provided within the courtyard and on the terraces on the 11th floor.

3.3 Access Locations, Pedestrian and Vehicular Circulation

The proposed building design ensures continuous and safe pedestrian circulation within the site. The new development will create new, internal pedestrian walkway connections to the municipal sidewalks.

The building orientation will contribute to the public realm and highlight the landscaped space surrounding the existing and proposed buildings. Residential lobby access is provided on both the north and south sides of the east arm of the proposed building (Figure 6).

Access to underground parking is provided to the west of the site, between the proposed development and the west property line. The vehicle ramp is located away from the main sidewalks to support safe pedestrian access to the site. The proposed development will make use of the existing vehicular access via Bloor Street.

The proposed site circulation will create improved access to the existing building through upgrades to existing walkways and elevator access to the underground parking garage.

The service vehicle route is also located along the west of the site. This route provides access to the loading spaces and garbage rooms, which are located away from public sight lines and pedestrian walkways.

The new development will provide garbage access for the existing apartment building to create improved waste management. This allows for streamlined circulation and access for waste collection.

The City of Mississauga has identified that the existing driveway access may be required to be consolidated or relocated further east as to not impact a proposed signal location as part of the Bloor Integrated Project (discussed further in Section 4.7). Currently, no development applications are proposed at the adjacent property, 1759 Bloor Street. Notwithstanding the coordination and agreements that would be required with the adjacent property, there would also be traffic operational concerns outlined in the Traffic Impact and Parking Study prepared by Trans-Plan under a separate cover. The shared access point would create additional conflict points with vehicles and pedestrians crossing the connections, including larger vehicles, such as waste, loading, and emergency services. The project team has met with City staff from the Bloor Street Integrated Project (per Section 4.7.1), and will continue discussions throughout the development review process.

3.4 Landscaping

The public realm vision for the development has been designed to promote the goals of the East Bloor Corridor Study. The streetscape design proposes safe circulation for pedestrians through the site as well as the establishment of softscape and hardscape that frames the key entrances into the building.

The orientation of the building allows for the provision of a strong tree canopy and opportunities for pedestrian scale lighting fixtures. These are

intended to create an inviting public realm situated towards Bloor Street. The intimate courtyard provides improved amenity space for both new and existing residents. The landscaping aims to reduce impacts of vehicular traffic through appropriate landscaped buffers.

Please see the Urban Design Brief prepared by Sajecki Planning for additional discussion of the streetscape improvements.

3.5 Required Approvals

Per the MOP, the subject property is designated “Residential High Density” (HD) and is located within the Applewood Neighbourhood Character Area (Section 16.2). As outlined in Section 11.2.5 of the MOP, the designation permits apartment dwelling. More specifically, in the Applewood Neighbourhood Character Area policies (Section 16.2), Map 16-2 permits a FSI of 0.5-1.2 on the site. Section 16.2.3.1 goes on to specify that any proposed development should not exceed the height of any existing buildings on the same site. An amendment to Section 16.2.3.1 and Map 16-2 of the MOP is required to permit a maximum height of 14 storeys and a total maximum floor space index of 2.43 (inclusive of the retained existing apartment building) on the subject property.

The City of Mississauga Zoning By-law 0225-2007 zones the property RA3 Zone (Residential Apartment) with Site Specific Exception 21. The current zoning permits the proposed uses. However, amendments to performance standards including height, density and parking ratios (among others) are required to facilitate the development.

3.6 Public Consultation

The public consultation strategy will follow regulations outlined in the Planning Act and the City of Mississauga Official Plan / Zoning By-law Amendment process.

The property owners and select members of the

project team met with the Ward 3 Councillor on April 4, 2022, to provide an introductory overview of the proposed development. Per the Councillor’s request, the property owner and select members of the project team attended a virtual pre-submission community meeting on May 3, 2022. Notice of the meeting was posted on the Councillor’s website and pre-registration for the event was required. Further, the property owner created a notice that was sent to existing residents at 1785 Bloor Street via the online portal of property management. This notice was also posted in common areas throughout the building.

A number of questions and comments were raised by attendees, which were responded to by the project team. A comment matrix has also been included in Appendix D of this report, which provides an updated response to each question/comment raised. The owner is committed to engaging existing residents in the development process.

Moving forward, the public and key stakeholders will be engaged throughout the development review process via written channels, statutory meetings, ward meetings and informal updates/meetings. These will be planned to take place either in-person or virtually depending on public health requirements.

All application materials will be made available both online and in-person, and an application notice sign will be posted on the subject property and updated throughout the development process.

3.7 Key Site Statistics

TABLE 2 - KEY SITE STATISTICS

Statistic	Existing	Proposed	Total
Site Area	1.2021 ha (12,021 m ²)		
Gross Floor Area (GFA)	6,946.31 m ²	22,279.28 m ²	29,225.59 m ²
Floor Space Index (FSI)	0.58	1.85	2.43
Building Height	10 storeys	14 storeys (45.1 m excluding MPH)	—
Residential Units			
Studio	20	0	20
One bedroom	18	73	91
Two bedroom	38	126	164
Three bedroom	0	39	39
Total	76 units	238 units	314 units
Amenity Areas			
Indoor	—	567 m ²	567 m ²
Outdoor	~158 m ²	1,192 m ²	1,192 m ²
Total	(outdoor pool area)	1,759 m ²	1,759 m ²
Amenity Area Ratio	2.07 m ² /unit	7.39 m ² /unit	5.6 m ² /unit
Vehicle Parking			
Resident	88	241	241
Visitor	11	48	48
Total	99	289	289
Bicycle Parking			
Long Term	—	188	188
Short Term	—	18	18
Total	—	206	206

4.0 POLICY AND REGULATORY CONTEXT

The following section outlines provincial, regional and municipal planning policies relevant to the proposed development.

Specifically, this section discusses the ways in which the proposed development is consistent with and conforms to the planning policy framework, including the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan (2021 Consolidation) and the City of Mississauga Official Plan (September 2021 Consolidation).

4.1 The Planning Act

The Planning Act (R.S.O. 1990, c. P. 13) describes how land uses may be controlled and who may control them within Ontario. The Planning Act seeks to promote sustainable economic development, provide for a land use planning system led by provincial policy, and integrate matters of provincial interest into planning decisions.

Section 2 of the Planning Act outlines matters of provincial interest. Those applicable to the proposed development include:

- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) the orderly development of safe and healthy communities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and
- (r) the promotion of built form that is well-designed,

encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Section 3(5) of the Planning Act states that planning decisions made by a municipality must be consistent with ministerial policy statements and must conform to, or not conflict with provincial plans in effect on the date of a decision.

4.2 Provincial Policy Statement

The Provincial Policy Statement ("PPS") was issued under Section 3 of the Planning Act and came into effect on May 1, 2020, which replaces the PPS issued April 30, 2014. The PPS sets the foundation for regulating the development and use of land by providing policy direction on matters of provincial interest. All planning decisions in Ontario must be consistent with the PPS, per Section 3(5) of the Planning Act.

Section 1.0 of the PPS contains policies that support the building of strong and healthy communities. Relevant policies in this Section are further outlined below.

Policy 1.1.1 states that *"healthy, livable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including ... multi-unit housing);*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;"*

The subject property promotes efficient development and land use patterns. It includes a mix and range of rental housing options, ranging from one bedroom to three bedroom units. It contributes to an efficient and cost effective development pattern utilizing existing services and provides development intensity in a location accessible to strong transit, retail and other services.

The proposal is consistent with this policy.

Policy 1.1.3.2 states that *“land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land, resources, infrastructure, public service facilities, support active transportation and are transit-supportive.”*

As well, **Policy 1.1.3.6** states that *“new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.”*

The proposal constitutes a reasonable intensification of land at a density and mix of land uses that represent an efficient use of land and resources and that makes use of existing transit infrastructure.

Section 1.4 provides policy guidance in relation to housing requiring a range and mix of housing types and densities for current and future residents (**Policy 1.4.1**). New housing shall be directed to locations with appropriate levels of infrastructure and public service facilities, that support mobility, and be at a development standard that minimizes the cost of housing and facilitates compact built form (**Policy 1.4.3**). Housing options should meet the social, health, economic and well-being requirements of current and future residents (**Policy 1.4.3**).

The proposal will meet the social health and well being of current and future residents and in particular, those with special needs requirements and senior citizens with varying levels of need for

care. It constitutes reasonable intensification and compact form and both maintains and provides for appropriate levels of public health and safety.

The proposal is consistent with this policy.

Policies concerning infrastructure and public service facilities are outlined in **Section 1.6** of the PPS.

Policy 1.6.6.2 identifies the preferred form of servicing as municipal sewage and water services. As such, intensification and redevelopment on these existing services should be promoted. As outlined in the Functional Servicing Report prepared by WSP, the proposed development can be connected to existing municipal services as there is available capacity (i.e. water, sanitary, storm) for this development.

Policy 1.6.7.4 states that *“a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.”*

Transportation demand management strategies have been provided in the Traffic Impact and Parking Study prepared by Trans-Plan Associates Ltd. to ensure the efficient use of existing and planned infrastructure.

Energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation is achieved through compact built form, networks of nodes and corridors and through the promotion of sustainable transportation options (**Section 1.8**).

Summary

The proposed development and OPA/ZBA are consistent with the policies for managing and directing land use to achieve efficient and resilient land use patterns. The proposed development is situated on a site that is well served by existing infrastructure, including a variety of mobility options.

The intensification of this site represents compact

built form within the built-up area, and makes efficient use of land, infrastructure, and resources. The proposed development supports housing for renters and increases the availability of rental housing options.

4.3 Growth Plan for the Greater Golden Horseshoe

A Place to Grow: Growth Plan for the Greater Golden Horseshoe ("Growth Plan") was issued under Section 7 of the Places to Grow Act and came into effect in August 2020. The Growth Plan builds on the PPS and provides a regional framework that supports the growth of stronger, more complete communities, a thriving economy, a clean and healthy environment, and social equity.

Planning decisions must conform to or not conflict with the Growth Plan, according to Section 3(5) of the Planning Act. Policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

The Growth Plan features many guiding principles in Section 1.2.1, of which the most pertinent to the proposed development include:

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;*
- *Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households; and,*
- *Improve the integration of land use planning*

with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.

A complete community is defined as:

"Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities." (Section 7- Definitions)

The proposal embodies much of the definition of a complete community. It includes additional rental housing options in an existing neighbourhood within walking distance of local retail and service opportunities. The subject site has good access to transit options, and access to a recently constructed active transportation corridor along the hydro corridor.

The Growth Plan supports the development of complete communities. **Section 2** provides policy guidance for where and how to grow. **Policy 2.2.1.2** states that "forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) *The vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities.*
- c) *Within settlement areas, growth will be focused in:*
 - i. *Delineated built-up areas;*
 - ii. *Strategic growth areas;*
 - iii. *Locations with existing or planned transit*

where it exists or is planned; and
iv. Areas with existing or planned public service facilities.

The proposal is within a settlement area with a delineated built boundary with existing water and wastewater systems. It assists in the creation of a complete community by providing rental housing in a location served by frequent transit and local amenities.

The proposal conforms to this policy.

Policy 2.2.1.4 states that “... the policies of this Plan will support the achievement of complete communities that:

a) Feature a diverse mix of land uses, including residential and employment uses and convenient access to local stores, service and public service facilities;

c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;

e) provide for a more compact built form and a vibrant public realm, including public open spaces;

The proposal contributes to the range and mix of housing options in Mississauga, increasing the number of rental apartment units. The proposal includes many larger units (2 and 3 bed units) that are family friendly and support larger households.

The proposal conforms to this policy.

Section 2.2.6 outlines policies related to housing and requires a diverse range and mix of housing options and densities and requires that multi-unit residential developments incorporate a mix of unit sizes (**Policy 2.2.6.3**). The proposal conforms to this policy.

Policy guidance related to infrastructure to support

growth is provided in **Section 3** of the Growth Plan. Infrastructure is essential to the viability of a community and requires an integrated approach to land use planning.

The transportation system is planned to provide connectivity for moving people and goods between nodes; offer a balance of transportation choices; is sustainable and reduces greenhouse gas emissions; offers multimodal access to jobs, housing, schools, cultural, and recreation opportunities, and goods and services; and provide for the safety of system users (**Policy 3.2.2.2**).

Summary

The proposed development and OPA/ZBA conform to the policies of the Growth Plan, specifically with respect to growth and housing. The subject property is within an existing settlement area and the built-up boundary. It is well served by frequent public transit providing connections within the City of Mississauga and to adjacent municipalities. The proposal makes efficient use of land and existing infrastructure while supporting transit viability.

The proposed development contributes to a range and mix of housing types and represents a compact built form. The proposal will support rental housing options and complete communities as outlined in the Growth Plan. The development will contribute to the creation of complete communities by placing higher densities near frequent transit options and active transportation routes, allowing residents to access the services required to meet their daily needs without relying on a private vehicle.

4.4 Region of Peel Official Plan

The Region of Peel Official Plan (“ROP”) guides growth and development in the Region of Peel (“the Region”). The ROP was adopted by Regional Council on July 11, 1996 and received ministerial approval with modifications on October 22, 1996. The most recent office consolidation of the Official

Plan is 2021. The Province has delegated approval authority of Mississauga Official Plan and official plan amendments to the Region of Peel. The Region is completing a Municipal Comprehensive Review ("MCR") of its Official Plan, which is anticipated to be completed by July 1, 2022, based on Provincial requirements. This process is further outlined in Subsection 4.7.2.

Table 3 of the ROP identifies a projected population increase by 2031 to 805,000 residents in 270,000 households and 510,000 jobs for the City of Mississauga.

Chapter 5 provides policy guidance for the regional structure and outlines broad planning goals, objectives and policies designed to address growth pressures. According to Schedules D and D4, the subject

property is within the Urban System. Objectives for the Urban System include the establishment of healthy complete urban communities, to achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land. In addition, the ROP supports built forms and densities that are pedestrian-friendly and transit-supportive.

The ROP encourages the provision of appropriate ranges and mixes of housing types (**Policy 5.8.1.1**) in appropriate areas with sufficient existing or planned infrastructure (**Policy 5.8.2.2**).

Section 5.9 outlines policies related to the transportation system in Peel. This section includes the following objectives, among others:

- To achieve the safe, convenient and efficient movement of people and goods;

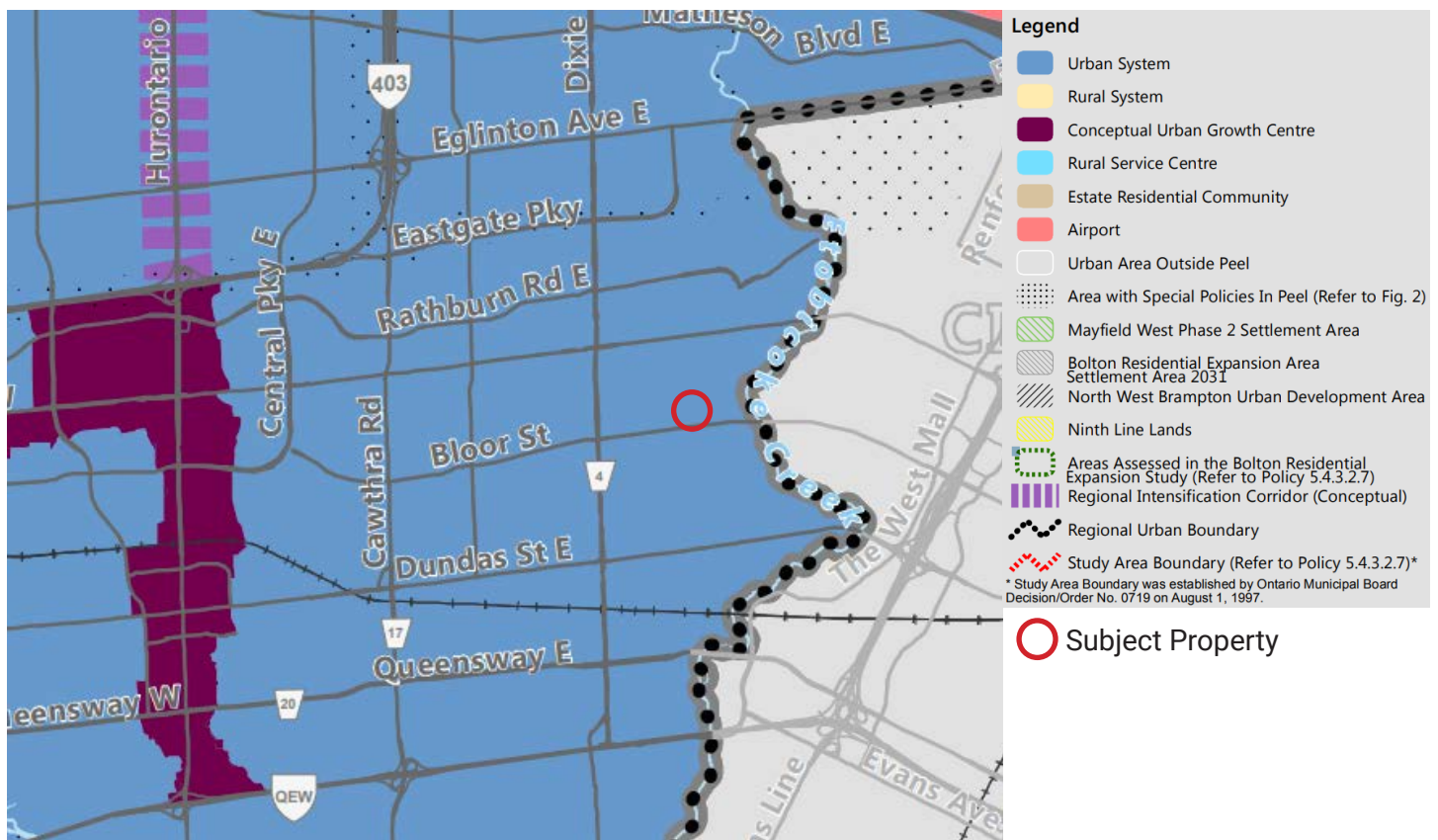


FIGURE 9 - REGION OF PEEL OFFICIAL PLAN - SCHEDULE D - REGIONAL STRUCTURE

- To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system;
- To promote and encourage the increased use of public transit and other sustainable modes of transportation;
- To maximize the capacity of the transportation system; and
- To support the integration of transportation planning, transportation investment and land use planning (Section 5.9.1).

According to Schedule E, Mavis Road is identified as a Major Road that is part of the Major Road Network in Peel for inter- and intra-municipal travel and connections to other regions and the Provincial Freeway Network (Section 5.9.4).

Intensification of residential development is encouraged along corridors such as Mavis Road to support a higher level of transit service and other sustainable modes (Policy 5.9.5.2.10).

Summary

The proposed development and OPA/ZBA conform to the policies of the ROP, specifically with respect to the Urban System, Housing, and the Transportation System. The property is within the Urban System and serviced by existing infrastructure. In addition, the proposed development is connected to a range of transportation services, thereby maximizing the capacity of the transportation system while reducing the need for private vehicles.

This development provides additional density along a Major Road, with regional connections. The project will contribute to diverse housing stock in Mississauga, inclusive of larger renter households.

4.5 City of Mississauga Official Plan

The MOP was adopted by City Council on September 29, 2010, and partially approved by the Region of

Peel on September 22, 2011. There were numerous appeals to the Ontario Municipal Board (now the Ontario Land Tribunal). This subsection refers to the April 8, 2021 Office Consolidation which includes appeal decisions and Council-approved amendments to date. The City is currently undertaking an Official Plan Review ("OPR"). This process is further outlined in Subsection 4.7.3.

This Section outlines chapters of the MOP that contain relevant policies to help guide the development potential of the subject property.

Chapter 4 of the MOP outlines the Vision for the City of Mississauga including the Official Plan's guiding principles. Strategic actions to implement the guiding principles include developing complete communities and creating a multi-modal city. A complete community includes a range and diversity of housing types and mobility choices; ability to engage in healthy, safe and active lifestyles; access to daily needs within close proximity to where people live, work, study, shop, play and congregate; and a sense of belonging and community pride. Creating a multi-modal city includes the integration of land use and transportation planning that directs development to locations that support existing and planned transit and active transportation.

The subject property is located within a Neighbourhood; in the Applewood Character Area (Schedule 1 and 9, respectively).

The MOP is divided into 19 Chapters with the key relevant chapters including:

- Chapter 5: Direct Growth;
- Chapter 7: Complete Communities;
- Chapter 9: Build a Desirable Urban Form; and
- Chapter 16: Neighbourhoods.

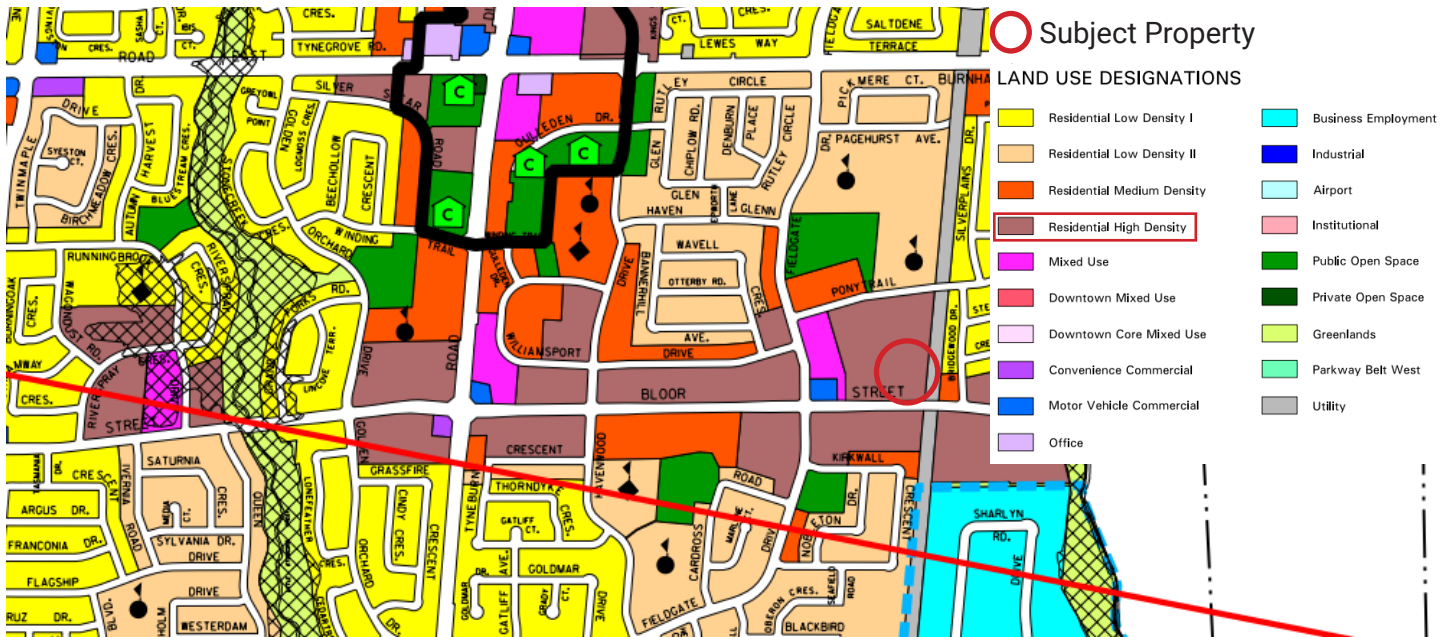


FIGURE 10 - MISSISSAUGA OFFICIAL PLAN - SCHEDULE 10 - LAND USE DESIGNATIONS

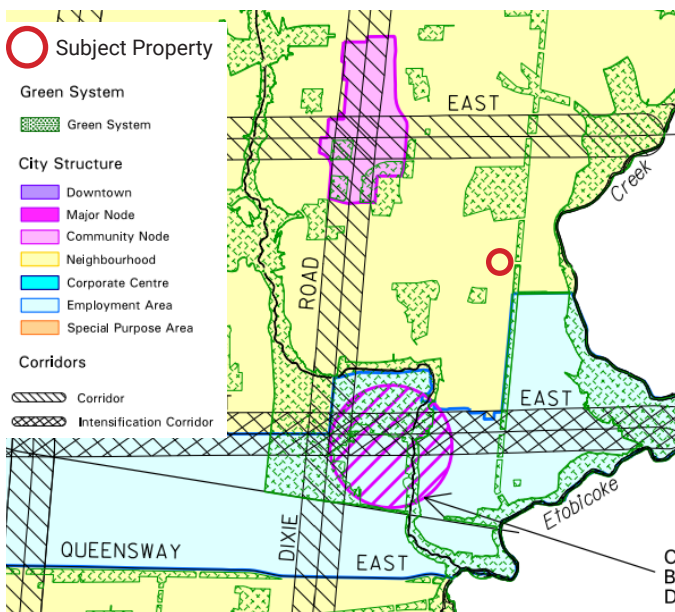


FIGURE 11 - MISSISSAUGA OFFICIAL PLAN - SCHEDULE 1 - URBAN STRUCTURE

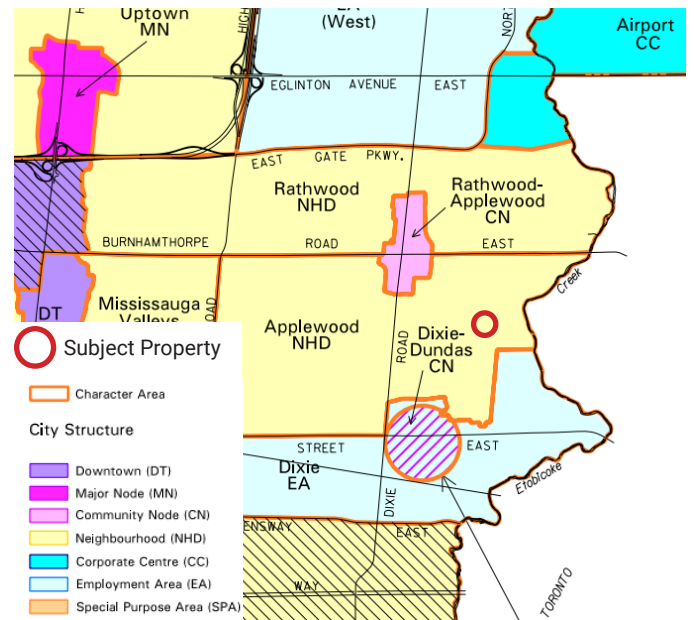


FIGURE 12 - MISSISSAUGA OFFICIAL PLAN - SCHEDULE 9 - CHARACTER AREAS

Chapter 5: Direct Growth

The subject property is within the “Neighbourhoods” element of the City Structure. While a core principle of the MOP is to preserve the character of stable residential areas, provision is made for higher density uses where appropriate.

Policy 5.3.5.2 states that *“Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.”*

The subject property is currently occupied by a 10 storey apartment building. The proposed development is infill development that makes use of existing underutilized space.

The proposal conforms to this policy.

Policy 5.3.5.3 states that *“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.”*

The subject property is an existing apartment site, along a street with several high density apartment complexes. Although it is within a neighbourhood, it is designated as high density residential and is in keeping with the existing neighbourhood character.

The proposal conforms to this policy.

Policy 5.3.5.5 states that *“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.”*

The proposed development is compatible in built form and scale to surrounding development and enhances the existing apartment neighbourhood. The built form of surrounding properties is primarily high-rise apartment buildings with some lower rise

rowhouses to the east of the hydro corridor.

The proposal conforms to this policy.

Policy 5.3.5.6 states that *“Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.”*

The proposal is sensitive to the existing and planned context and includes appropriate transitions in use, built, form, density and scale. The subject site is surrounded on the north, south and west by high density residential uses. On the east, a minimum setback of 11 m is proposed from the hydro corridor.

The proposal conforms to this policy.

Chapter 7: Complete Communities

The City of Mississauga has a diverse mix of housing that is largely in good condition. As such, it is anticipated that new housing will be in the form of high-density buildings, particularly apartments (**Section 7.2**). The MOP encourages and will provide opportunities for the creation of new housing in the urban system that meets the needs of a diverse population through the development of a range of housing choices in terms of type, tenure and price (**Policy 7.2.2**).

The proposal conforms to and implements this policy through providing housing for seniors with special needs, additionally in provides a range of housing choices.

Chapter 9: Build a Desirable Urban Form

Section 9 outlines the urban design priorities for the City to achieve a sustainable urban form. The subject property is located in a “Non Intensification Area” within a “Neighbourhood” structural classification. Policy 9.1.3 states that *infill and redevelopment within Neighbourhoods will respect the existing and planned character.*

Policy 9.1.6 states that *the urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment and quality of life.*

The subject property is adjacent to a portion of the City's green system, which allows for active transportation, recreation and good quality of life. The building and site design situate the site elements to connect well to this green space, and include additional landscaped amenity spaces for residents.

Policy 9.1.9 states 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.*

The subject property is adjacent to both the Hydro One Corridor which promotes active transportation options. The site is well-serviced by frequent bus routes that allow for multi-modal mobility.

Policy 9.1.13 states that *development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.*

The site design makes use of several sustainable building features such as stormwater retention, cool roof, soft landscaping, increased pedestrian and cyclist comfort. The building design incorporates sustainable elements such as improved glazing, balcony design, and increase insulation.

Section 9.2.2 sets out policies for Non Intensification Areas. While tall buildings are generally not permitted (per policy 9.2.2.2), the local context on Bloor Street and existing uses on site create an appropriate site for intensification. Section 9.2.2 states that *Neighbourhoods are stable areas where limited growth is anticipated. Development in Neighbourhoods will be required to be context sensitive and respect the existing or planned character and scale of development... Where increases in density and a variety of land uses are considered in Neighbourhoods (and Employment*

Areas), they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.

Policy 9.2.2.2 states that *tall buildings will generally not be permitted.*

The proposal incorporates a modest 14 storey building sited to the north of the existing building. The proposed building maintains the scale of existing and proposed development in the vicinity. The project therefore warrants an exception to the "general" exclusion of tall buildings in Neighbourhoods by virtue of location, contextual land use relationships and the existing High Density Residential land use designation.

The proposal conforms to and implements the intent of this policy.

Policy 9.2.2.3 states that *while new development need not mirror existing development, new development in Neighbourhoods will:*

- a) respect the scale and character of the surrounding area;*
- b) minimize overshadowing and overlook on adjacent neighbours;*
- c) preserve mature high quality trees and ensure replacement of the tree canopy;*
- d) be designed to respect the existing scale, massing, character and grades of the surrounding area;*

As per the Urban Design Brief, the Shadow Study and Wind Study, the proposal respects the scale and character of the surrounding area, minimizes overshadowing and overlook on adjacent neighbours. The site design offers opportunities to establish a tree canopy and respects the existing scale, massing and grades of the surrounding area as outlined in the East Bloor Corridor Study.

The proposal conforms to and implements this

policy.

Policy 9.5.1.1 states that *buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.*

As per the Urban Design Brief, the Shadow Study and Wind Study, the proposed buildings and site design are compatible with site conditions, the surrounding context and the landscape of the existing or planned character of the area.

The proposal conforms to and implements the policy.

Policy 9.5.1.2 states that *developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:*

- a) continuity and enhancement of streetscapes.*
- b) the size and distribution of building mass and height.*
- c) views, sunlight and wind conditions.*
- d) privacy and overlook.*

As per the Urban Design Brief, the Shadow Study and Wind Study, the proposal is compatible and provides appropriate transitions to existing and planned development having regard to continuity and enhancement of streetscapes, the size and distribution of building mass and height, views, sunlight and wind conditions, and privacy and overlook.

The proposal conforms to and implements this policy.

Policy 9.5.1.9 states that *development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight, and sky views are maintained and that microclimatic conditions are mitigated.*

As per the Urban Design Brief, the Shadow Study and Wind Study, compatibility and integration with surrounding land uses and the public realm is secured by ensuring adequate privacy, sunlight, and sky views are maintained and that microclimatic conditions are mitigated.

The proposal conforms to and implements this policy.

Chapter 16: Neighbourhoods

Policy 16.1.1.2 states that *proposals for heights more than four storeys or different than established in the Character area policies, will only be considered where it can be demonstrated to the City's satisfaction that:*

- a) an appropriate transition in heights that respects the surrounding context will be achieved;*
- b) the development proposal enhances the existing or planned development;*
- c) the City Structure is maintained; and*
- d) the development proposal is consistent with the policies of this Plan.*

The subject property is located on Bloor Street where the local context includes many high-rise apartment buildings. Appropriate transitions have been provided in the proposal through the use of setbacks to adjacent properties and landscaping at-grade to respect variations in scale, massing and land uses.

Please refer to the Urban Design Brief included as part of this submission for additional detail on the appropriate transitions in height and built form that respects the surrounding context.

The proposal conforms to and implements this policy.

Section 16.2 outlines the specific policies relating to the Applewood Neighbourhood Character Area. Map 16-2 permits an FAI of 0.5-1.2 on the subject site. Generally, a continuous street wall is encouraged along Bloor Street where possible. While the proposed development does not create a continuous streetwall,

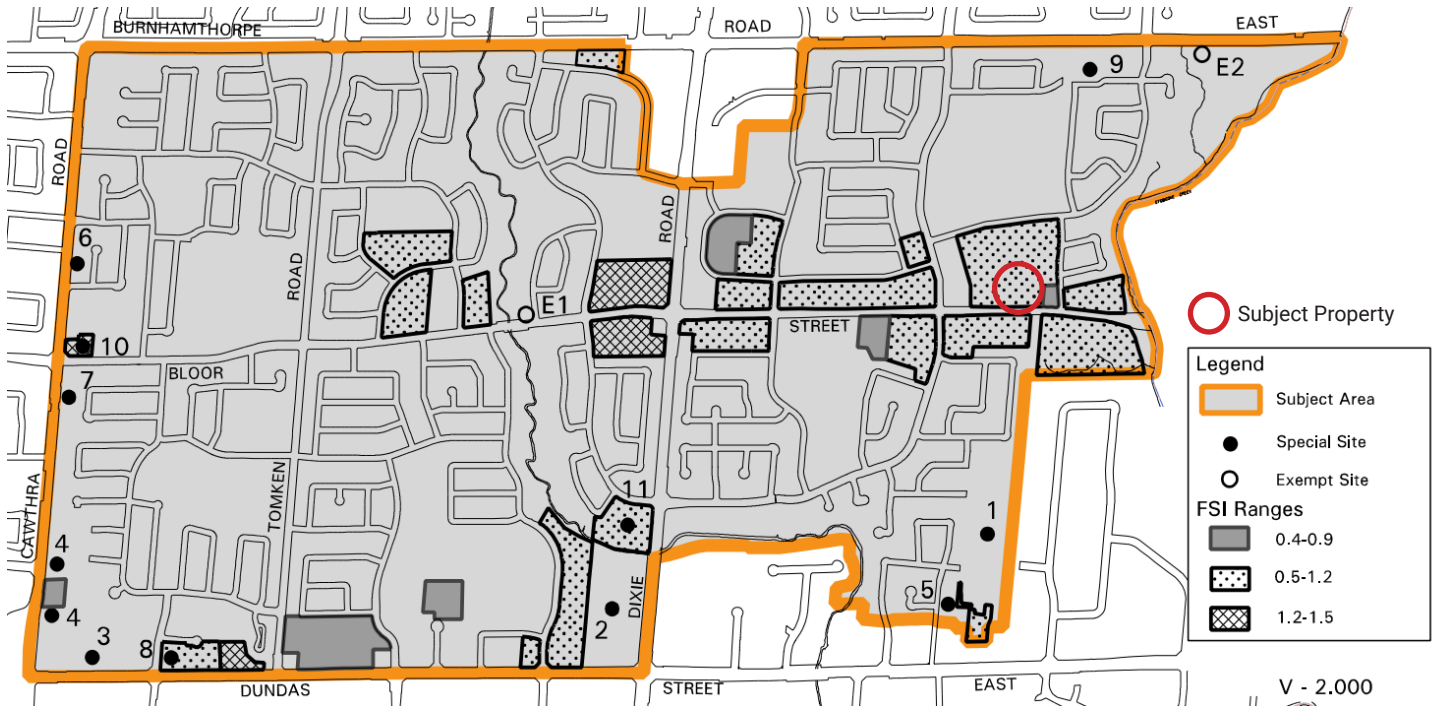


FIGURE 13 - MISSISSAUGA OFFICIAL PLAN - MAP 16-2 APPLEWOOD NEIGHBOURHOOD CHARACTER AREA

it enhances the public realm and streetscape through landscaping.

Policy 16.2.3.1 states that for *Medium and High Density Development*, new development should not exceed the height of any existing buildings on the property, and should be further limited in height so as to form a gradual transition in massing when located adjacent to low density residential development. Buildings immediately adjacent to low density housing forms should be limited to three storeys. In situations where the low density housing forms are separated from the high density development by a public road, park, utility or other permanent open space feature, four to five storeys may be compatible.

The proposed aims to minimize impacts to adjacent low density development, but exceeds the height limits set out in Policy 16.2.3.1. Similarly, the FSI of the property, including the existing building exceeds the range set out in Map 16-2.

4.5.1 Official Plan Amendment

The subject site is designated as high density in the MOP, which supports the form and use of the proposed development. The proposed maximum building height of 14 storeys and FSI of 2.43 is not

permitted under the existing policy framework for the Applewood Neighbourhood Character Area. An Official Plan Amendment is required to permit the additional building height and FSI permitted per Policy 16.2.3.1 and Map 16-2. As detailed in the Draft Official Plan Amendment (see Appendix C), the following amendments to the Official Plan are proposed for the subject site:

- Building Height: Increase the maximum allowable building height to 14 storeys; and
- Floor Space Index: Allow a maximum total site FSI of 2.43 (includes the retained apartment building)

Summary

The proposed development conform to the policies of the MOP, specifically with respect to policies related to intensification, growth and housing. The built form and land use proposed on this site fits well within the existing neighbourhood context and provides appropriate transition to the nearby high-density residential uses. The proposed height and density on the subject site is compatible with the adjacent land uses. The development uses appropriate setbacks and landscaping to visually transition towards

adjacent high- and mid-density residential uses. At the rear of the site, the proposed building is set back a minimum of 11.97 m from the residential lot line. To the west, a setback of 9.84 m is provided to the adjacent apartment building, and to the east a setback of 11.68 m is provided to the hydro corridor. The siting of the building reduces shadow impacts on adjacent greenspace.

The proposed development is compact and supports the housing needs of rental households in Mississauga. The housing options provided through this development increase the diversity of housing stock in Mississauga and promotes a complete community. This includes 70% of units that are two-bedroom or larger, with all units as dedicated rental units. Many amenities are located nearby, allowing residents to shop, play and congregate close to their home.

The intensification on this site directs density towards an area that is well served by public and active transportation systems, and promotes the efficient use of land and existing infrastructure. The proposed development supports the creation of a multi-modal transportation system.

The development positively contributes to the streetscape on Bloor Street through appropriate cladding and landscaping. The preservation of landscaping along Bloor Street continues to provide an inviting streetscape, in alignment with the ongoing Bloor Integrated Study. The development upholds accessibility standards and promotes sustainability through efficient use of land.

4.6 City Of Mississauga Zoning By-law

The City of Mississauga Zoning By-law 0225-2007 was enacted and passed on June 20, 2007. The purpose of the Zoning By-law is to regulate the use of land, buildings and structures to implement the

MOP. The subject property is zoned Residential – Apartments with exceptions (RA3-21).

The Residential Apartment zone permits apartments, long term care facilities, and retirement buildings. There is a maximum height of 38 m and 12-storeys. Exception 21 to the RA3 Zone permits a minimum FSI of 0.5 and a maximum FSI for the site of 0.8. The full wording to this exception has been included as part of Appendix C.

The proposed exceptions to the RA3 zone would permit additional height and density on this site. The proposed Zoning By-law Amendment RA3-XX performance standards have been outlined in the zoning chart attached to this Report (Appendix C).

4.6.1 Zoning By-law Amendment

The uses proposed in this development are permitted under the Zoning By-law. However, the height, FSI, parking rates, and setbacks of the proposed development are not permitted under the existing zoning for the subject property. A Zoning By-law Amendment is required to permit a variety of performance standards including height, density and parking ratio, among others.

The proposed Zoning By-law Amendment promotes an efficient use of land within an area zoned for higher density residential uses. The amendment permits the intensification of underutilized land within an area that has sufficient servicing to support the development. The proposal will create new housing units and amenity spaces for the existing apartment building in what is currently used as surface parking.

4.7 Additional Considerations

4.7.1 Bloor Street Integrated Project

The Bloor Street Integrated Project was initiated by the City of Mississauga to evaluate the preliminary design and planning of various road improvements to the Bloor Street corridor from Central Parkway

East to Etobicoke Creek.

The project will bundle several road improvement projects which include paving, road safety, noise walls, cycling facilities, street lighting, and transit facilitates. The project is currently undergoing public consultation through the Schedule A+ Municipal Class Environmental Assessment process as the design options are analyzed.

The site is in the East Character Area of the study, which proposes grade separated cycling lanes in both directions, two lanes of traffic in each direction, and improved sidewalk and boulevard landscaping. As part of this project, additional intersections are proposed. One of the proposed intersections is to the west of the proposed development.

An introductory virtual meeting was held on March 31, 2022, between City Transportation staff, the property owner, and select members of the project team. Following the meeting, select members of the project team met again with staff to discuss potential design options as it relates to the proposed design. The project team will continue to consult with staff in later stages of the development review process.

4.7.2 Region of Peel Municipal Comprehensive Review

In response to Provincial policy updates, the Region of Peel has undertaken a Municipal Comprehensive Review, including the review of the Region of Peel Official Plan. The review aims to reflect a new planning horizon to 2051 in alignment with Ontario's A Place to Grow: Growth Plan for the Greater Golden Horseshoe.

On April 28, 2022, Regional Council passed by-law 20-2022 to adopt the new Region of Peel Official Plan, which is currently awaiting Provincial approval. The subject property remains in the Urban System and Built-Up Area, and is not within a growth area or Major Transit Station Area. There are no changes to

the ROW widths on Bloor Street.

4.7.3 City of Mississauga Official Plan Review

The Planning Act requires that the official plans of lower-tier municipalities (i.e., City of Mississauga) must conform to the official plans of their respective upper-tier municipalities (i.e., Region of Peel). The MOP provides a policy framework to guide development to the year 2031 and direct growth to where it will benefit the urban form, support a strong public transportation system, and address the long-term sustainability of the city. The City is completing an OPR that will outline the next phase of growth until 2051 and incorporate new provincial legislation and regulations, policy initiatives and plans, as well as consider new trends, ideas and policy implications.

4.7.4 City of Mississauga Parking Regulations Study

The City of Mississauga is reviewing and updating off-street parking regulations in the City's Zoning By-law. The Parking Regulations Study is a key action from the City's recently approved Parking Master Plan and Implementing Strategy ("PMPIS"). The Study focuses on establishing the amount of privately-owned parking that is to be provided as part of a neighbourhood-specific "precinct" approach to assessing parking requirements for development applications, investigate current and anticipated parking demand and usage rates.

The Study will ensure that parking zoning regulations align with land use and travel patterns; consequently, decreasing the number of requests by landowners for reducing parking through an amendment to the Zoning By-law or request for Minor Variance, to align with the City's intensification policies, transportation strategies and regional and provincial policy directions. The site is within Precinct Policy Area 4 which envisions resident parking at 1.0 spaces per unit and visitor parking at 0.2 spaces per unit.

5.0 SUPPORTING STUDIES AND REPORTS

5.1 Sun/Shadow Study

onespace unlimited inc. have completed a Sun Shadow Study for the proposed development. The Shadow Study reviews existing shadows in the surrounding area along with shadow impacts of the proposed built form. The Shadow Study reviews the impacts on June 21 from 7:07am to 7:33pm, September 21 from 8:35am to 5:48pm, and December 21 from 9:19am to 3:15pm. The analysis demonstrates minimal shadow impacts beyond existing conditions on adjacent properties and the public realm.

5.2 Wind Study

A Pedestrian Level Wind Assessment (Wind Study) for the proposed development has been prepared by Theakston Environmental. The purpose of this study was to assess the wind impacts of the proposed development on local pedestrian areas in and around the subject property. Recommendations for minimizing adverse effects are provided, if required.

The existing wind conditions are moderately windy due to the site context. The proposed configuration of the building redirects winds that formerly flowed over the existing lands around the building facade. This creates some minor windswept areas around building corners.

The study has concluded that comfort conditions on the site are similar to, or better than existing conditions and are appropriate for the intended uses.

Where mitigation was required, it was achieved through a variety of design features including modest heights, a podium, stepped facades, and balconies.

5.3 Acoustical Feasibility Study

J.E. Coulter Associates Ltd. was retained to prepare an Acoustical Feasibility Study for the proposed development. The study examined noise and vibration

issues, including the impacts of the development on itself and the surrounding area and prepares recommendations to address identified issues.

Key findings include:

- Traffic noise sources include road traffic on Bloor Street, Fieldgate Drive, and Bridgewood Drive;
- Calculated sound levels slightly exceed the MECP guidelines;
- Recommendations for noise include providing central air conditioning and forced air heating, standard building construction, and a warning clause in Agreements of Purchase and Sale or Lease; and,
- As plans for the mechanical/electrical mature, a review of development impacts on itself and the surrounding area will need to be reviewed (prior to building permit).

Further noise analysis will be completed once detailed design drawings are provided at later stages in the development process.

5.4 Tree Inventory and Preservation Plan

Kuntz Forestry Consulting Inc. was retained to prepare a Tree Inventory and Preservation Plan for the proposed development. The Plan sought to identify all trees 10 cm or larger in diameter within six metres of the development, identify trees of all size within the municipal road allowance, evaluate tree saving opportunities, and to prepare a preservation plan.

Findings and recommendations include:

- A total of 35 trees are located within and within six metres of the subject property

- 15 trees require removal to accommodate the proposed development. All of these trees are greater than 15 cm in diameter;
- Tree protection barriers, fencing, and tree protection zones are required for all trees specified in Figure 1 of the report; and,
- A total of 21 trees are required to be planted on the subject property as compensation for removals.

The landscape plans provide for the planting of additional trees, the exact number a species of which will be determined as the design progresses.

5.5 Urban Design Study

An Urban Design Study has been prepared by Sajecki Planning. The purpose of this Study was to evaluate and analyze the urban design policies and objectives outlined in the City of Mississauga Strategic Plan, Official Plan, Zoning By-law 0225-2007 and the East Bloor Corridor Study. The Urban Design Study also demonstrates the compatibility of the development proposal with the surrounding context.

The findings of the study conclude that the form and pattern of infill development proposed for the subject site represent good urban design practice and are appropriate within the surrounding context. The proposed infill development will contribute to an improved public realm and urban design along the Bloor Street Corridor on an underutilized site within an existing apartment neighbourhood.

The proposed development is respectful of the spatial context in its vicinity and of the architectural and design character of the Bloor Street Corridor. The development will positively contribute to the

improvement of the subject site specifically, and the Applewood neighbourhood broadly.

5.6 Traffic Impact and Parking Study

A Traffic Impact and Parking Study was completed by Trans-Plan. The Study covers the area transportation context, planning context, vehicular parking considerations, bicycle parking considerations, traffic volumes analysis, loading considerations, a Parking Utilization Study and a Transportation Demand Management Plan.

Vehicular access to the study site is provided via Bloor Street. MiWay routes 3 and 307 also provide access to local transit network. The existing development has 88 parking spaces for residents, 11 pay-to-park spaces for visitor use, and 3 spaces for service vehicles.

Key findings of the study include:

- The proposed development is anticipated to generate about 80 and 89 two-way vehicular trips during the AM and PM peak hours, respectively;
- The capacity analysis indicates that under 2027 forecasts, the site driveway, adjacent driveways and nearby intersections are expected to operate acceptably;
- The vehicle queuing analysis indicates that under 2027 forecasts, the site driveway, adjacent driveways and nearby intersections are expected to operate acceptably;
- All movements to and from the study site driveway will continue to provide good levels of service.

Key findings of the Parking Study include:

- The City of Mississauga requires a total of 471 parking spaces to be included in the proposed development, including 63 visitor spaces;
- The proposed parking supply of 289 spaces is expected to be adequate based on the findings of the Parking Utilization Study conducted on May 27, 2022.

Transportation Demand Management opportunities and measures have been recommended to reduce single-occupant vehicle usage and ownership, and promote sustainable transportation modes. They include promotion of active transportation, and the completion of cycling tracks along Bloor Street.

One loading space is proposed for the Site, which will be shared between the proposed and existing building, whereas two loading spaces are required by Zoning By-Law 0225-2007. The vehicle movement analysis concluded that passenger vehicles can safely maneuver within the parking areas, and service vehicles can safely access the site and loading areas using the driveway.

The study analyses indicate that the impact of the forecast site generated vehicle trips can be accommodated by the existing road network.

5.7 Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report for the proposed development was prepared by WSP. Key findings and recommendations are as follows.

The proposed development will be serviced by

the existing 300 mm watermain on Bloor Street, independent of the water service connection for the existing building. The calculated average day demand is 2.0 L/s, and peak hour demand is 6.0 L/s. The estimated fire demand is 10,978 L/min. A hydrant flow test was carried out which determined that the existing watermain exceeds the minimum flow rates required for fire suppression and residential demand.

The proposed development will be serviced by the existing 375 mm sanitary sewer on Bloor Street, independent of the sanitary service connection for the existing building. A total sanitary peak design flow of 8.73 L/s is proposed for the development considering the total number of units and occupancy, for a total site design flow of 11.95 L/s.

The storm drainage plan collects all surface runoff in the west storm sewer, and includes a water quality treatment unit. Roof drainage will be collected in a water reuse tank in P1, with overflow to the municipal storm sewer system. All flows will be controlled to pre-development levels of 99.9 L/s.

Proposed grades will match current drainage patterns wherever feasible. Overland flows for events up to and including the 100-year storm design event will be captured within the site. Overland flows for events exceeding the 100-year design event will maintain existing drainage patterns and be directed towards Bloor Street.

5.8 Environmental Site Assessment (Phase One)

Pinchin Ltd. was retained to conduct a Phase One Environmental Site Assessment ("ESA") for the proposed development. The ESA seeks to investigate the likelihood that contaminants may be present on

the site, and to determine whether the environmental condition of the site is appropriate for the intended use.

As part of the Phase One ESA study previous reports, aerial photographs, ERIS reports, and historical documents were reviewed to determine any potentially contaminating activities (PCAs). From this research, the consultants then sought to define any areas of potential environmental concern (APECs).

Findings and recommendations include:

- Phase One ESA identified three potentially contaminating activities (PCA) on site, and 10 PCAs off-site;
- Four areas of potential environmental concern (APEC) were identified; and,
- A Phase Two ESA is recommended to investigate three of the APECs.

5.9 Environmental Site Assessment (Phase Two)

Pinchin Ltd. was retained to conduct a Phase Two ESA for the proposed development. The ESA seeks to investigate the soil quality in relation to three APECs.

The Phase Two ESA included the advancement of five boreholes and analysis of the collected soil samples. The Phase Two ESA concluded that the concentration of the contaminants of concern met the standards set out by the Ontario Ministry of the Environment, Conservation and Parks, and no further investigation is necessary.

5.10 Geotechnical Report

Pinchin Ltd. was retained to prepare a Geotechnical Report for the proposed development. The geotechnical investigation was prepared to determine the prevailing subsurface soil and groundwater conditions, and develop geotechnical engineering design advice for building design.

A field investigation advanced four sampled boreholes to inform the geotechnical recommendations. The high-level findings and recommendations include:

- The subsurface consists of a layer of topsoil, underlain by fill material followed by sand and silt, and then bedrock;
- The groundwater level recommended for use in design is estimated at 130.00 masl, although this may fluctuate seasonally; and,
- Bedrock was encountered between 129.1 to 126.0 masl and the samples obtained indicated the upper 2-4 m of bedrock is poor quality.

5.11 Hydrogeological Report

Pinchin Ltd. was retained to undertake a Hydrogeological Investigation Report for the proposed development.

The objective of the investigation was to characterize the existing hydrogeological setting, identify groundwater-related regulations applicable to development, recommend an appropriate groundwater monitoring program and quality assessment, and evaluate the need for both short and long term dewatering.

Findings and recommendations include:

- The highest measured groundwater level elevation is 129.62 masl;
- The average hydraulic conductivity has been calculated to be 1.1×10^{-4} cm/sec;
- Construction dewatering is anticipated to require a pumping rate of 48.62 L/min (70,014 L/day) due to rain and infiltration;
- Long-term dewatering is estimated to result in a daily flow rate of approximately 31.97 L/min (46,034 L/day) due to infiltration;
- An Environmental Activity and Sector Registry ("EASR") posting will be required;
- A Permit to Take Water ("PTTW") will not be required; and,
- A groundwater quality assessment completed as per Peel Region Sewer Use Bylaw indicated that the water generated at the site cannot be discharged to the local sewer system without treatment.

The report advises that sampling and analysis of a filtered groundwater sample should be undertaken to determine the treatment requirements for discharge to the sewer system.

6.0 PLANNING ANALYSIS

Following the policy review, it was concluded that the proposal is consistent with, and conforms to provincial, regional and municipal policies. The following sub-sections highlight key planning components of the proposal and outline how the proposed development reflects good planning.

6.1 Complete Community

The proposed development will support the development of a complete community within its local context and in the city more broadly. The proposal incorporates intensification of additional residential uses within an existing apartment neighbourhood. It will also provide new amenity space to serve both existing and future residents.

The proposal will add 238 new units to Mississauga's rental housing stock, contributing to the range and type of housing available within the City. Rental apartment units are proposed to range from one to three bedrooms, which will accommodate a range of household sizes, ages and needs.

The proposed development is located in an area that is well served by existing and planned active transportation infrastructure. As well, the area has frequent bus service that connects

to the broader public transportation system. Redeveloping the subject property will encourage the use of active transportation and public transit, ultimately supporting the creation of a multi-modal transportation system in Mississauga.

6.2 Building Form and Transition

The proposed development exemplifies urban design policies identified in the MOP. This is explored in more detail in the Urban Design Study prepared by Sajecki Planning under a separate title.

The proposal seeks to transform an existing surface parking lot into a rental apartment building. The building has been massed to provide sufficient setbacks from adjacent development and to ensure appropriate transitions between the scale and height of the existing building on site. The siting and shape of the proposed building ensures adequate privacy, sunlight and sky views are maintained.

Access to vehicular parking and loading space has been directed away from the public roads to maximize pedestrian and cyclist safety and minimize the visual prominence of these features from the public realm.

The Shadow Study by onespace unlimited inc. demonstrates minimal shadow impacts beyond the existing condition. The wind and microclimate analysis indicates compliance with Mississauga standards and a satisfactory achievable microclimate condition for the building. Amenity spaces and public spaces will remain comfortable with respect to wind and noise.

The design provides landscaping improvements on the site along with outdoor and indoor amenity space that can be shared by residents of the existing and proposed buildings. Located behind the existing building in place of surface parking and oriented toward Bloor Street, the proposal enhances the public realm on the site and along Bloor Street by providing access to amenities in the area to additional residents.

6.3 Height and Density

While the subject property is located on a non-Intensification Corridor, the character of the the proposed development is in keeping with the surrounding neighbourhood scale and character. The MOP does not specifically direct growth to neighbourhoods, however due to existing and

proposed buildings in close proximity to the subject site a height of 14 storeys is appropriate. The development will feature densities that contribute to Provincial targets while making efficient use of municipal services and infrastructure. The proposed development will retain existing office uses and add 238 housing units to Mississauga's housing stock, which will create a more efficient land use pattern and contribute to prescribed density targets.

The proposal features a maximum height of 14 storeys and a FSI of 2.43. This is an appropriate level of intensification given the property's access to public and active transportation, and the height of nearby existing and approved buildings. Surrounding developments provide a gradual transition to surrounding low-density areas, and recent development applications feature a trend towards adding high-density infill development in the area.

For these reasons, we believe that the proposal is consistent with, and conforms to provincial, regional and municipal policies.

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7.0

CONCLUSION

Based on the information outlined in this Planning Justification Report and the findings identified in the supporting technical reports and studies, we are of the opinion that the proposed development and Official Plan and Zoning By-law Amendments represent an appropriate redevelopment of the subject property. The proposal represents good planning due to the subject property's access to existing and planned infrastructure, and proximity to nearby amenities.

We conclude the following:

- The proposed development and Zoning By-law Amendment are consistent with the Provincial Policy Statement (2020);
- The proposed development and Zoning By-law Amendment conform to the Growth Plan (2020);
- The proposed development and Zoning By-law Amendment conform to the Region of Peel Official Plan (Office Consolidation, 2021);
- The proposed development and Zoning By-law Amendment conform to the City of Mississauga Official Plan (Office Consolidation April 8, 2021);
- The proposed development will not create adverse impacts on the surrounding area; and
- The proposed development can be appropriately serviced by existing and planned infrastructure.

It is our professional land use planning opinion that the proposed development is appropriate, desirable and will support the creation of complete communities in Mississauga and Peel Region. As such, the Official Plan and Zoning By-law Amendments should be approved to permit the proposed development at 1785 Bloor Street.

Respectfully submitted,



Michi McCloskey
MCIP RPP M.IDS BURPL
Senior Planner
Sajecki Planning Inc.

APPENDIX

Appendix A - Submission Requirements Checklist

Submission Requirements Checklist

Type of Application:

- ☒ Official Plan Amendment (OPA)
- ☐ Removal of H (H-OZ)
- ☒ Rezoning (OZ)
- ☐ Plan of Subdivision (T)

Planning and Building Department
Development and Design Division
300 City Centre Drive
Mississauga, ON L5B 3C1
Tel: 905-896-5511
www.mississauga.ca
eplans.devdes@mississauga.ca



General Information		
Address / Legal Description of Site 1785 Bloor Street	Ward No. 3	Meeting Date March 24, 2021
Description of Proposal To permit a 14 storey rental apartment building with 271 units		
Applicant Name Sajecki Planning	Planner Name T. Stockwell	Pre-Application Meeting No. DARC 21-108 W3

General Requirements	Required Reports / Studies (7 copies each, unless noted below)
☒ Complete Application Form	☒ Planning Justification Report
☒ City Application Fees / Deposits	☒ Parking Utilization Study
☒ Commenting Agency Fee Collection Form	☒ Urban Design Study (contact UD for TOR)
☒ Region of Peel Commenting Fee	☒ Sun/Shadow Study
☐ Conservation Authority Review Fee	☒ Wind Study
☒ Cover Letter	☐ Digital 3D Building Mass Model (SketchUp)
☒ Context Plan / Map (40 copies)	☒ Acoustical Feasibility Study
☒ Concept / Site Plan (40 copies)	☒ Arborist Report
☒ Grading / Site Servicing Plan / Cross Sections (35 copies)	☒ Tree Inventory / Tree Preservation Plan
☒ Recent Survey Plan (40 copies)	☒ Easements / Restrictions on Title
☐ Draft Plan of Subdivision (50 copies)	☐ Streetscape Feasibility Study (includes an existing utility plan that meets the Terms of Reference)
☒ Building Elevations (7 copies)	☒ Traffic Impact Study
☒ Official Plan – Table/List of requested Site-Specific Exemptions (3 copies)	☐ Transportation Demand Management Strategy
☒ Zoning By-law – Table/List of requested Site-Specific Exemptions (3 copies)	☐ Operations and Safety Assessment
☒ Draft Notice Sign Mock-up (1 copy)	☐ Slope Stability Study / Top of Bank Survey
☒ Digital copy (PDF format) of all required documents, plans, drawings, studies and reports on USB memory stick (2 memory sticks)	☐ Environmental Impact Statement – Type (i.e. minor or major) to be determined following site visit prior to application submission (9 copies)
☒ List of Low Impact Design Features for Site and Building (1 copy)	☒ Functional Servicing Report (FSR) (9 copies) include demand table
☐ Urban Design Advisory Panel	☒ Stormwater Management Report include drainage proposal
☒ Pre-Submission Community Engagement Meeting (contact Ward Councillor’s office to confirm if required)	☒ Hydrogeological Report
Other Requirements / Notes	☒ Phase 1 Environmental Site Assessment
☒ ESSQD questionnaire	☐ Phase 2 Environmental Site Assessment
☒ Indoor and outdoor amenity area concept plan	☐ Heritage Impact Assessment
☒ Waste Management Plan	☐ Archaeological Assessment
☒ Explanation on possible consolidation of driveways	☐ Housing Report

Other Information
- Application forms can be obtained at http://www.mississauga.ca/portal/residents/pbformscentre - Terms of References can be found at http://www.mississauga.ca/portal/residents/terms-of-reference - Additional information/reports/studies/plans may be required upon submission of the application. - This checklist is valid for one (1) year from the date of the meeting or at the discretion of the Director of Development and Design or his/her designate. In the event that the checklist expires prior to the application being submitted, and/or new policy and/or by-laws apply, another updated checklist may be required. - As part of the Public Engagement Strategy for a complete application, and where deemed necessary by the Ward Councillor, the applicant may be required to host a Community Engagement Meeting prior to submitting an application with surrounding residents to inform the community of the contemplated development proposal and to gather feedback. Further details on the meeting can be obtained by the Planner assigned to the file. - Application submission is by appointment only. To book an appointment, please phone 905-615-4311 and request to speak with a representative from the Planning Services Centre or by email at eplans.devdes@mississauga.ca - Applicants should consult with the Planning Services Centre of the Development and Design Division to verify the application fee calculation before preparing a cheque. Send your completed Fee Calculation Worksheet (in the application form) to eplans.devdes@mississauga.ca for review.

Appendix B - Draft Official Plan Amendment

The Corporation of the City of Mississauga
By-law Number _____

A by-law to Adopt Mississauga Official Plan Amendment No. XX

WHEREAS in accordance with the provisions of section 17 or 22 of the *Planning Act*, R.S.O 1990, c.P.13, as amended, Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing may authorize the Regional Municipality of Peel, an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region of Peel has advised that, with regard to Amendment No. XX, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan by amending Schedule 10 and adding a Special Site Policy to the Applewood Neighbourhood Character Area;

NOW THEREFORE the Council of the Corporation of the City of Mississauga ENACTS as follows:

1. The following explanatory text attached hereto, constituting Amendment No. XX to Mississauga Official Plan, specifically the Applewood Neighbourhood Character Area of Mississauga Official Plan, of the City of Mississauga Planning Area, are hereby adopted.

ENACTED and PASSED this ____ day of _____, 2022.

Signed _____
MAYOR

Signed _____
CLERK

Amendment No. XX

To

Mississauga Official Plan

The following text and schedules attached constitute Official Plan Amendment No. XX.

PURPOSE

The purpose of this Amendment is to permit the future development of a 14-storey residential building with an FSI of 2.43 on the subject lands.

LOCATION

The subject lands affected by this Amendment are located at 1785 Bloor Street in Ward 3 on Bloor Street West, just west of Bridgewood Drive. The subject lands are located within the Applewood Neighbourhood Character Area, as identified in the Mississauga Official Plan.

BASIS

The Mississauga Official Plan came into effect on November 14, 2012, save and except for those policies and land use designations which have been appealed to the Ontario Land Tribunal (Formerly known as the “Ontario Municipal Board” and “Local Planning Appeal Tribunal”).

The subject lands are designated “Residential High Density” in the Applewood Neighbourhood Character Area of the Mississauga Official Plan. New medium and high-density residential development is not permitted to exceed the height of any existing buildings on the subject lands and may not exceed the maximum FSI of 1.2. The existing building on the site is 10 storeys and the proposal of the 14-storey building will result in a total site FSI of 2.43 and an additional 4 storeys.

The proposal is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposed development is supportive of the policy framework expressed in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan – all of which promote a range and mix of housing and the redevelopment of underutilized lands within built up areas that are well served by transit and existing infrastructure.
2. The proposed development is consistent with the Urban System and Land Use Designation policies as it provides for appropriate and context-sensitive density within the Applewood Neighbourhood Character Area.
3. The massing and scale of the proposed built form is compatible with the planned urban character and vision for the East Bloor Corridor.
4. The proposed development provides new housing supply through the intensification of underutilized lands and makes efficient use of available and planned infrastructure and facilities.
5. The proposed development is well served by existing transit service and is in close proximity to the Dixie GO Station, facilitating improved transit connectivity for residential neighbourhoods.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 16.2.4, Special Site Policies, Applewood Neighbourhood Character Area of the Mississauga Official Plan, is hereby amended by adding the following:

- 16.2.4.X

Site X
- 16.2.4.X.X

The lands identified as Special Site X are located on the north side of Bloor Street, just west of Bridgewood Drive.
- 16.2.4.X.X

Notwithstanding the policies of this Plan, the following additional policies will apply:

a) one apartment building with a maximum height of 14 storeys plus mechanical penthouse will be permitted, in addition to the existing 10 storey apartment building; and

b) A total combined FSI of 2.43 will be permitted.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, the Mississauga Official Plan will be amended in accordance with this Amendment.

The subject lands will be rezoned concurrently to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of the Mississauga Official Plan, dated October 21, 2021.

INTERPRETATION

The provisions of the Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of the Mississauga Official Plan.

Appendix C - Draft Zoning By-law Amendment

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER XXX-2022

A by-law to amend By-law Number 0225-2007, as amended.

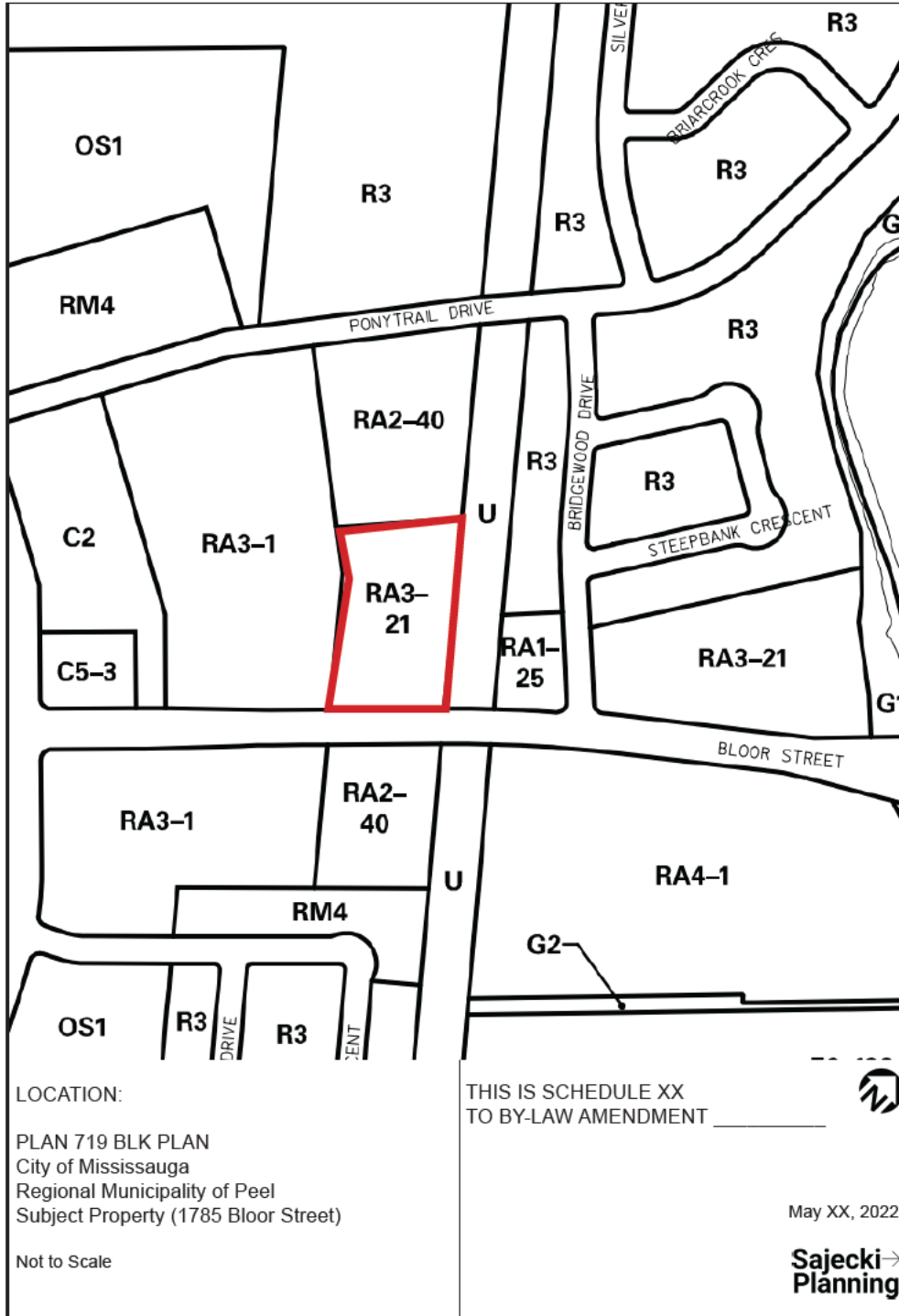
WHEREAS pursuant to Section 34 and 36 of the Planning Act, R.S.O. 1990, c.P.13, as amended, the Council of a local municipality may pass a zoning by-law;

NOW THEREFORE, the Council of the Corporation of the City of Mississauga ENACTS as follows:

1. The lands subject to this By-law consist of Block P, Registered Plan 719, City of Mississauga, as shown on Schedule "A" attached hereto, and that Schedule "A" forms part of this By-law.
2. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by deleting Exception Table 4.15.4.21 and substituting the following:

4.15.4.XX	Exception RA3-XX	Map #19	By-law: XXX-2022
In a RA3 zone the permitted uses and applicable regulations shall be as specified for a RA3 zone except that the following uses/regulations shall apply:			
Zone Regulations			
4.15.4.XX.1	Maximum Floor Space Index- Apartment Zone	2.43	
4.15.4.XX.2	Maximum Height	45.1 m and 14 storeys (excluding mechanical penthouse)	
4.15.4.XX.3	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	
4.15.4.XX.4	Minimum Rear Yard		
4.15.4.XX.4.1	For that portion of the dwelling with a height greater than 26.0 m	12.5 m	
4.15.4.XX.5	Encroachments and Projections		
4.15.4.XX.5.1	Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	2.5 m	
4.15.4.XX.6	Minimum Landscaped Area, Landscape Buffer and Amenity Area		
4.15.4.XX.6.1	Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone	0 m	
4.15.4.XX.6.2	Minimum depth of a landscaped buffer along any other lot line	0.4 m	
4.15.4.XX.13	Parking, Loading, Servicing Area and Parking Structures		
4.15.4.XX.13.3	Minimum setback from surface parking spaces or aisles to any other lot line	0.4 m	

SCHEDULE 'A'



ZONING BY-LAW AMENDMENT COMPARISON TABLE

Zone Regulations		RA3 Zone Requirement	Proposed Development (Proposed Zone RA3-XX)	Difference
2.0	Permitted Uses	Residential Uses: Apartment Long-Term Care Building Retirement Building	Apartment	N/A
3.0	Minimum Lot Frontage	30.0 m	85.34 m	+ 55.34 m
4.0	Minimum Floor Space Index- Apartment Zone	0.5	N/A	N/A
5.0	Maximum Floor Space Index- Apartment Zone	1.0	1.89 (proposed building) 2.43 (combined existing and proposed)	+ 1.43 (total)
6.0	Maximum Gross Floor Area- Apartment Zone Per Storey For Each Storey Above 12 Storeys	n/a	963.96 m ²	N/A
7.0	Maximum Height	38.0 m and 12 storeys	45.1 m And 14 storeys	+ 7.1 m and + 2 storeys
8.0	Minimum Front and Exterior Side Yards			
8.1	For that portion of the dwelling with a height less than or equal to 13.0 m	7.5 m	N/A	N/A
8.2	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	8.5 m	N/A	N/A
8.3	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	9.5 m	N/A	N/A
8.4	For that portion of the dwelling with a height greater than 26.0 m	10.5 m	16.454 m (existing building)	+ 5.954 m (existing)

9.0	Minimum Interior Side Yard			
9.1	For that portion of the dwelling with a height less than or equal to 13.0 m	4.5 m	West: 9.83 m East: 11.68 m	West: + 5.33 m East: + 7.18 m
9.2	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	6.0 m	West: 9.83 m East: 11.68 m	West: + 3.83 m East: + 5.68 m
9.3	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	7.5 m	West: 9.83 m East: 13.78 m	West: + 2.33 m East: + 6.28 m
9.4	For that portion of the dwelling with a height greater than 26.0 m	9.0 m	West: 11.87 m East: 13.78 m	West: + 2.87 m East: + 4.78 m
9.5	Where an interior side lot line , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof	4.5 m	West: 9.83 m East: 11.68 m	West: +5.33 m East: +7.18 m
9.6	Where an interior lot line , or any portion thereof, abuts a zone permitting detached and/or semi-detached	7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	N/A	N/A
10.0	Minimum Rear Yard			
10.1	For that portion of the dwelling with a height less than or equal to 13.0 m	7.5 m	13.42 m	+ 5.92 m
10.2	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	10.0 m	13.42 m	+ 3.42 m

10.3	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	12.5 m	13.42 m	+ 0.92 m
10.4	For that portion of the dwelling with a height greater than 26.0 m	15.0 m	13.42 m	- 1.58 m
10.5	Where a rear lot line , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof	4.5 m	13.42 m	+ 8.92 m
10.6	Where a rear lot line, or any portion thereof, abuts a zone permitting detached and/or semi-detached	7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	N/A	N/A
11.0	Encroachments and Projections			
11.1	Maximum encroachment of a balcony located above the first storey , sunroom, window, chimney , pilaster, cornice, balustrade or roof eaves into a required yard	1.0 m	N/A	N/A
11.2	Maximum encroachment into a required yard of a porch, balcony located on the first storey , staircase, landing or awning, provided that each shall have a maximum width of 6.0 m	1.8 m	1.8 m	+ 0 m
11.3	Maximum projection of a balcony located above the first storey measured from the outermost	1.0 m	2.2 m	+ 1.2 m

	face or faces of the building from which the balcony projects			
12.0	Minimum Above Grade Separation Between Buildings			
12.1	For that portion of dwelling with a height less than or equal to 13.0 m	3.0 m	15.68 m	+ 12.68 m
12.2	For that portion of dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	9.0 m	15.68 m	+ 6.68 m
12.3	For that portion of dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	12.0 m	17.68 m	+ 5.68 m
12.4	For that portion of dwelling with a height greater than 26.0 m	15.0 m	17.68 m	+ 2.68 m
13.0	Parking, Loading, Servicing Area and Parking Structures			
13.1	Minimum parking spaces			
13.2	Minimum setback from surface parking spaces or aisles to a street line	4.5 m	41.76 m	+ 37.26 m
13.3	Minimum setback from surface parking spaces or aisles to any other lot line	3.0 m	0.49 m (Existing drive aisle)	- 2.51 m
13.4	Minimum setback from a parking structure above or partially above finished grade to any lot line	7.5 m	N/A	N/A
13.5	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m	3.0 m	0 m
13.6	Minimum setback from a waste enclosure/loading area to a street line	10.0 m	10.0 m	0 m

13.7	Minimum setback from a waste enclosure/loading area to a zone permitting detached and/or semi-detached	10.0 m	N/A	N/A
14.0	Condominium Roads and Aisles			
14.1	Condominium roads and aisles are permitted to be shared with abutting lands zoned to permit back to back and stacked townhouses, townhouses or apartments , or any combination thereof	✓	✓	✓
15.0	Minimum Landscaped Area, Landscape Buffer and Amenity Area			
15.1	Minimum landscaped area	40 % of the lot area	56% and 6,741.9 m ² (4,809 m ² required)	+ 16% and 1,932.9 m ²
15.2	Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone	4.5 m	Project South: 0 m (Existing building)	- 4.5 m
15.3	Minimum depth of a landscaped buffer along any other lot line	3.0 m	Project North: 3.0 m Project East: 9.1 m Project West: 0.49 m	Project North: 0 m Project East: + 6.1 m Project West: - 2.51 m
15.4	Minimum amenity area	The greater of 5.6 m ² per dwelling unit or 10% of the site area	1,759 m ² (1,759 m ² required)	0 m ²
15.5	Minimum percentage of total required amenity area to be provided in one contiguous area	50%	988 m ² (880 m ² required)	+ 108 m ²
15.6	Minimum amenity area to be provided outside at grade	55.0 m ²	55 m ²	0 m ²
16.0	Accessory buildings and structures	•	•	✓

4.15.4.21 - Exception: RA3-21 Zone Regulations				
In a RA3-21 zone the permitted uses and applicable regulations shall be as specified for a RA3 zone except that the following uses/regulations shall apply:				
4.15.4.21.1	Minimum floor space index - apartment zone	0.5	N/A	N/A
4.15.4.21.2	Maximum floor space index - apartment zone	0.8	1.85 (proposed building) 0.58 (existing building) 2.43 (combined existing and proposed)	+ 1.55 (total)
Zone Regulations				
Table 3.1.4.3 (Line 1.0)	Required Number of Loading Spaces Gross Floor Area - Non-Residential of Building	0	0 m ² / 0 non-res. loading spaces	0
3.0	Greater than 250 m ² but less than or equal to 2 350 m ²	N/A	N/A	N/A
3.1.4.5	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	2	1 shared loading space (Proposed building)	- 1 space

Appendix D - Public Comment Matrix - Virtual Pre-submission Community Meeting (May 3, 2022)

Public Comment Matrix - Virtual Pre-submission Community Meeting (May 3, 2022)

Name/ID	Topic	Description	Response
Arpita Kar	Parking	"how does existing parking get affected when the construction is in progress? where do current residents park?"	As part of the site plan approval, we'll be preparing a Construction Management Plan that will lay out the construction staging and impacts.
Isha Gupta	Construction, Noise	"1. when the construction happens, it will affect all people working from home with the noise."	As part of the Construction Management Plan, we will consider any noise, vibration and settlement issues that may arise during construction. We'll use these studies to mitigate any potential impacts to neighbours.
E	Clean Up	"How will you ensure that residents take care of the amenity area/green space, as currently, there is a bunch of stored items as well as dog poop that is not being picked up."	The proposed development has included several outdoor amenity spaces, including a small dog park to better manage pets within the development. As the development progresses, the property management capacity will be reviewed to ensure that the amenity areas are maintained. Storage lockers are also proposed.
E	Clean up, Amenity and Greenspace	"It is also unfortunate that half the residents will now have to look into the window of another building, instead of green space. How will a green space be made when the area to the east is a ditch full of trash? What will be the rent increase to pay for all of this?"	The proposed landscaping plans include several outdoor spaces, plantings, and an outdoor courtyard between the existing and proposed buildings. The proposed development does not include the hydro corridor to the east, however the ditch will remain as a functional drainage ditch with improved plantings. The rent of the existing building will be unaffected by construction.
E	Air Ventilation	"If a 14 storey is created in front of 10 storey, how	Our team has prepared a preliminary shadow study and will continue to work toward a finalized report for

		will sunrays and air ventilation happen, as there is no Air condition or any ventilation in the building.”	the application submission package. The team will review any impact on neighbouring residential units especially during peak daytime hours. The landscape plan for the project is currently under development, and as part of this we would propose any outdoor lighting. This will be refined more during the site plan approval stage.
E	Property Management, Clean up	“how many managers it will hearing? alwyas is so dirty and mess”	As the development progresses, the property management capacity will be reviewed to ensure that the amenity areas are maintained.
Arpita Kar	Parking during construction	“will the current residents be subsidized by the inconvenience of parking farther away from the building? I am thinking of cases when there is heavy rain and storm and we would have to park 2 buildings away and run to enter our buildings , it's an inconvenience for many I believe. ^ not to mention carrying things like groceries or with small children in tow.”	The proposed parking garage is located beneath the existing parking lot. The access for the elevator to the proposed parking garage is located near the entrance to the existing building and a pedestrian crosswalk is provided to ensure safe and direct access. Short-term drop-off areas are maintained at the front of the existing building.
Arpita Kar	Existing entrance	“For the main entrance what would you do about the bus stop that ends up blocking the entrance, since there will be higher	The site entrance will be maintained at its current location. Conversations are ongoing with transportation staff to address traffic on site. The external traffic impacts from this development are minor. Our traffic study is currently underway and will

		traffic coming in and out of the buildings.”	determine the specific traffic impacts in the neighbourhood.
Arpita Kar	Timing	“what is the timeline we are looking at there”	This will depend on a number of details that will be refined as the project moves through the municipal approval process.
Arpita Kar	Process/Intent, Amenities (swimming pool)	“Why is it even necessary ? Apart from earning money. That man was right about the density thing. I don't think we need another building. If we maintain this one, that would be enough. What about swimming pool it will be modify?”	The proposed apartment building includes additional rental units that will increase the supply of rental housing in Mississauga. The landscape and amenity plans are being developed and will include improved outdoor amenity space to replace the existing outdoor pool which is nearing the end of its service life.
Arpita Kar	Existing entrance	“Also how wide will the entrance be, since it is fairly small already for the one building. Even the entrance in the front is very small and tight for cars to enter in the round about.”	The site entrance will be maintained at its current location. The traffic impacts from this development are minor. Our traffic study is currently underway and will determine the specific traffic impacts in the neighbourhood.
Arpita Kar	Parking	“Parking in General”	As part of the site plan approval, we'll be preparing a Construction Management Plan that will lay out the construction staging and impacts, including any interim parking needs. The proposed development will maintain the existing parking utilization rate while adding additional spaces for the proposed development.

Muhammad	Impacts on existing residents, Amenity space	“Honestly, I believe the quality of life for existing residents will be impacted in terms of free space, air ventilation and green area in the north. Not sure if city has population limits for this high density area, it will be much crowded in the little space we have”	Our team has prepared a preliminary shadow study and has worked to minimize shadow impacts wherever possible. The team will review any impact on neighbouring residential units especially during peak daytime hours. The proposed landscaping plans include several new outdoor spaces, plantings, and an outdoor courtyard between the existing and proposed buildings.
Muhammad	Underground parking	“I know this might be a dumb question cause I am not sure what the answer could be but what will be the height of the underground parking”	At this stage in the design, P1 is proposed to have a height of 4.5 m and P2 will have a height of 2.9 m
172 555 8866	Density and height	“It is necessary for easy additional money for the land owner and for city laso additional taxes without any working hard! Cnaada has so much space and land, stilll we have to live like this. Making it like high density area like hongkong,. I dont think anyone is concerned about community or health.”	The proposed density is in keeping with proposed, approved, and completed developments in the area.
Mustafa	Amenity space, children	“Special for kids do you have been thanking of them ? ..they not need	The proposed development includes larger two- and three-bedroom units that can support families. The landscape plan also includes a children’s play area.

		more building's parking, they need more space.”	
172 555 8866	City-wide planning projects	“Who is doing General City Study including current , future and potential projects all together? and how all will impact onMississauga life?”	The City of Mississauga is currently reviewing their Official Plan, which sets out the overall vision for the City. Residents can contact the City directly to become involved and share their thoughts on this process.
Antonio	Parking, costs, and amenities	“A few tennants have cargo vans, would that be taken into consideration that the height would have to be adjusted to higher than minimum? Also would the price of parking change for current residence, since they will be underground? Would existing residents have access to those amenities in the new building?”	The parking garage will be designed to comply with applicable standards. Existing residents will have access to all at-grade outdoor amenity spaces. As the design progresses, it will be determined how access to indoor amenity spaces will be managed.
E	Current concerns	“I have called with no call back. FYI”	There is a customer portal for current residents, where requests are dated, timed and stamped. Responses are also dated, timed, and stamped.

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