

## Recommendation Report

### Detailed Planning Analysis

**Owner: City Park (McLaughlin) Inc.**

**6616 McLaughlin Road**

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## 1. Community Comments

Comments from the public at the community and public meetings were generally directed towards character, built form, traffic, safety, mature trees, greenspace and property values. Below is a summary and response to the specific comments heard.

### Comment

A number of residents questioned the adequacy of the Traffic Impact Study (TIS), raised concerns about the existing and proposed traffic and risk to pedestrian safety (seniors and children). They also felt that the application proposed insufficient parking and will worsen on-street parking.

### Response

In support of the applications, a Traffic Impact Study was submitted and reviewed by staff. Although staff have requested some additional technical information to be provided in support of the TIS, the projected traffic generated by this proposal is anticipated to be reasonable and can be accommodated by the surrounding road network. Should this development receive approval by the OLT, staff will request additional technical information will need to be provided to the City's satisfaction as a condition of Holding Provision removal within the implementing zoning by-law.

### Comment

Many residents raised concerns about the appropriateness of the proposed height, shadow impacts, loss of privacy and

have suggested that the height is not in keeping with the character of the existing neighbourhood.

### Response

Additional height in Neighbourhoods can be permitted if it can be demonstrated that an appropriate transition is provided to surrounding lower density residential uses. Section 7 of this report provides a description as to how the applicant has demonstrated the provision of an appropriate transition between the proposed development and the surrounding residential neighbourhood.

### Comment

Some residents pointed out that the subject site is not located on a corridor and hence feel that the Provincial policies regarding intensification do not apply.

### Response

While McLaughlin Road is not a designated Corridor in Mississauga Official Plan, it is a four lane Major Collector that functions similarly to a Corridor carrying large volumes of traffic and providing an alternative to Mavis Road and Hurontario Street. It is appropriate for some higher density uses be located along McLaughlin Road.

### Comment

Some residents raised concerns regarding the development's proximity to the greenbelt (Natural Area System). They were

also concerned about the loss of mature trees and the proposal's impact on wildlife.

#### **Response**

Credit Valley Conservation has reviewed the application and is satisfied with the development proposal, conditional upon appropriate landscaping treatments within the landscape buffer and fencing to protect the Natural Area. These details will be reviewed through the site plan application.

#### **Comment**

Concerns were also expressed that there may be excessive noise coming from the apartment building while others expressed concerns regarding existing noise conditions and that the windows in the building will be required to remain closed.

#### **Response**

An Environmental Noise Study was submitted to evaluate noise sources and propose any required noise mitigation measures. The subject site is proposed to be classified as Class 4 under the Ministry of Environment Conservation and Parks NPC-300 Noise Guidelines Stationary and Transportation Sources – Approval and Planning. More information is provided in Section 7 in this report.

#### **Comment**

A number of residents expressed concerns about the potential that their property values will decline and that their property taxes would increase. Some also raised concerns about low income units being located in the area.

#### **Response**

The proposed building will be a condominium apartment with market priced units for sale. There is no evidence to suggest that property values will decline, nor taxes increase as a result of the proposed development.

#### **Comment**

A few residents raised concerns about the school accommodation.

#### **Response**

The application was circulated to the Peel District School Board and the Dufferin Peel Catholic District School Board. Both boards have responded and indicated that they are satisfied with the current provision of educational facilities for the catchment area (See responses in Appendix 1).

## **2. Updated Agency and City Department Comments**

### **UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**

The applications were circulated to all City departments and commenting agencies on September 2, 2020. Subsequent submissions were circulated on Jun 7, 2021 and December 9, 2021. A summary of the comments is contained in the Information Report attached as Appendix 1. Below are updated comments.

## Transportation and Works

Technical reports, plans and drawings have been submitted to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed and in accordance with City requirements and to confirm the feasibility of the proposal from an engineering standpoint.

### *Stormwater*

The revised Functional Servicing Report and Stormwater Management Report prepared by Skira & Associates, and dated December 1, 2021, indicate that an increase in stormwater runoff will occur with the development of the site. In order to mitigate the change in impervious area from the proposed development and/or the impact to the receiving municipal drainage system, onsite stormwater management controls for the post development discharge is required.

Various methods of onsite water reuse are being pursued, including green roofs; and low impact design features are also being proposed within driveway and landscaped areas.

The applicant is proposing to construct an internal storm sewer to service the development lands, with two outlets to City property/infrastructure. The outlet from the condominium block is proposed to ultimately discharge to Fletcher's Creek through City owned Greenbelt lands. The outlet from the detached dwellings is proposed to discharge to the existing storm sewer on Spinnaker Circle.

Further details are required prior to the registration of the subdivision, including approval from Credit Valley Conservation.

### *Environmental Compliance*

Based on the Phase I Environmental Site Assessment (ESA) Report, dated April 7, 2020, and the Environmental Response Letter, dated November 26, 2020, both prepared by Bruce A. Brown Associates Limited, the site is suitable for the proposed use. No further investigation is required at this time.

Prior the registration of the subdivision, the applicant will be required to submit the outstanding reliance letter.

### *Traffic*

A Traffic Impact Study (TIS) submission and traffic response letter were provided by NexTrans Consulting Engineers. Based on the latest submission dated December 2021, staff require additional analysis and clarification on the information provided. The TIS indicated that the proposed development is anticipated to generate 45 (12 in, 33 out) and 54 (33 in, 21 out) two-way site trips for the weekday AM and PM peak hours, respectively. It is anticipated that the projected traffic generated by this proposal can satisfactorily be accommodated by the surrounding road network.

The following items are to be addressed as a condition of lifting the "H" provision and/or prior to the registration of the subdivision:

- Provide an updated TIS addressing all staff comments;
- Provide turning movement diagrams to evaluate the internal site circulation and access points;
- Review the driveway access to ensure both McLaughlin Road and the internal driveway can operate efficiently;
- Provide satisfactory plans showing future right of way widths; and,
- Address any traffic concerns from the Community related to the proposed development.

#### *Noise*

A Noise Feasibility Study prepared by Jade Acoustics dated July 2020 and updated December 2021 were submitted in support of the proposed development. The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic, air traffic and stationary noise.

The subject site is proposed to be classified as Class 4 under the Ministry of Environment Conservation and Parks NPC-300 Noise Guidelines to allow for land use compatibility between the new development and the existing commercial/industrial uses in the area as mitigation to meet Class 1 sound level limits in this instance would not be practical or feasible. The submitted noise study satisfactorily confirms noise feasibility and noise mitigation will be required, including acoustical barriers for some outdoor amenity areas and upgraded building construction and ventilation requirements. The details

of the mitigation measures will be confirmed through the site plan and building permit processes.

Final details related to noise requirements will be further addressed as part of a detailed noise study through the site plan application, including reassessment of any potential noise sources that may be generated by the development.

#### *Other Engineering Matters*

New municipal infrastructure will be required to support this development, including stormwater and right-of-way infrastructure. The review of the detailed engineering drawings, including but not limited to grading, servicing, drainage features and supporting reports will be further evaluated as part of the municipal infrastructure detailed design, and will be addressed through a Subdivision Agreement prior to registration of the subdivision.

Any outstanding items required to facilitate the implementation of the zoning by-law and approval of the Draft Plan of Subdivision can be addressed through an 'H' Holding provision, Draft Plan Conditions, the Subdivision Agreement and the Site Plan review process.

#### **Credit Valley Conservation**

In correspondence dated February 11, 2022 the Conservation Authority confirmed that revisions are required to the architectural drawings to appropriately identify the Regulatory Flood Elevations, the finished floor of the underground garage

entrance and the elevations of all external openings in the building. The grading and servicing plans are also required to be updated to identify the flood lines, permeable driveways and to show the west invert elevation.

Additional information is also required with regard to flood proofing, buffer treatments and Species at Risk protection. These outstanding issues can be addressed as part of the draft conditions of approval of the associated subdivision application.

### **School Accommodation**

In correspondence dated February 14, 2022, the Peel District School Board and in correspondence dated February 15, 2022, the Dufferin-Peel Catholic District School Board confirmed that they are still satisfied with the current provision of educational facilities for the catchment area. As such, the school accommodation condition, as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities, need not be applied for this development application.

On May 27, 1998, Council adopted Resolution 152-98 which, among other things requires that a Bill 20 development application include the following as a condition of approval:

Prior to final approval, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities

have been made between the developer/applicant and the School Boards for this plan.

### **3. *Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)***

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

### **4. Consistency with PPS**

The Public Meeting Report dated January 22, 2021 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of

intensification opportunities and appropriate development standards, including:

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

Section 1.1.4.3 of the PPS states that Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area.

The subject site and proposal represents an opportunity to modestly intensify and increase the range of housing in the neighbourhood. The proposed development demonstrates an efficient land use pattern that avoids environmental health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

## 5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to

increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.

Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)

Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)

Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)

To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)

The proposed development conforms to the Growth Plan as it is intensifying an underutilized site and utilizing existing municipal infrastructure to provide a range of housing choices in the neighbourhood.

The policies of the *Greenbelt Plan* and the *Parkway Belt West Plan* are not applicable to these applications.

## 6. Region of Peel Official Plan

As summarized in the public meeting report dated January 22, 2021 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3 direct development and redevelopment to the Urban System to conserve the environment, achieve sustainable development, establish healthy complete communities and intensification in appropriate areas that efficiently use land, services, and infrastructure, while taking into account the characteristics of existing communities.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan (ROP). The proposed

development conforms to the Region of Peel Official Plan as it represents modest intensification within the Urban System.

## 7. Mississauga Official Plan (MOP)

The applicant is proposing to change the designation of a portion of the site to **Residential High Density** to permit a six storey, 120 unit, condominium apartment building, while keeping the **Residential Low Density II** designation on the portion proposed for the five detached homes.

Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***



Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

The following is an analysis of the key policies and criteria:

#### *Directing Growth*

The subject site is located in the Meadowvale Village Character Area, and is designated **Residential Low Density II**, which permits detached, semi-detached and duplex dwellings. This application proposes to redesignate a portion of the lands to **Residential High Density** to permit a 6 storey, 120 unit condominium apartment building. The five detached homes conform to the existing land use designation.

#### *Compatibility with the Neighbourhood*

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. A range of uses is permitted in the neighbourhood including residential. The surrounding lands to the south and west of the property and north of the proposed detached homes are designated **Residential Low Density II**. The lands north of the proposed apartment building and east of McLaughlin Road are designated **Greenlands**. While McLaughlin Road is not identified and an intensification corridor by MOP, it is a busy, four lane, Major Collector Road and is appropriate for some higher density uses.

The proposed mid-rise building has been designed so that it is substantially within the 45 degree angular plane, which aids in reducing shadow and overlook condition onto the existing and proposed single detached dwellings. Shifting the building closer to McLaughlin Road reduces the impact on the adjacent neighbours and the natural area to the north. Further upgrades to the front elevation from the grade to the first storey will be dealt with through the site plan approval process.

The mid-rise component of this development has a full moves access onto McLaughlin Road (a 4 lane major collector road) and it is anticipated that there will be little to no anticipated impact on the adjacent neighbourhood streets.

#### *Environmental Noise*

The subject site is proposed to be classified as Class 4 under the Ministry of Environment Conservation and Parks NPC-300 Noise Guidelines. A Class 4 area classification would allow for land use compatibility between the new development and the existing commercial/industrial uses in the area. The introduction of a Class 4 area requires Council approval.

Section 6.10 of MOP outlines the criteria by which to evaluate the appropriateness of such classification. It generally states that a Class 4 area should only be approved if the new development will not impair the long term viability and operation of the employment uses; the new development supports community building goals; and that all available noise attenuation and mitigation measures have been evaluated.

The proposed development has been reviewed against these policies and the proposed Class 4 area is acceptable to allow this property to be developed. The proposal represents an extension of the existing residential neighbourhood. No new noise sources are being introduced, and warning clauses will be required in all offers to purchase and sale. All required noise mitigation measures will be implemented through the site plan application process.

#### *Services and Infrastructure*

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

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

An 'H' Holding provision and Conditions of Draft Plan Approval are proposed to ensure the execution of a Section 37 (Community Benefits) Agreement; the receipt of a satisfactory grading and servicing plans; the receipt of an updated Traffic Impact Study, including any Functional Design Plans for any road improvements to the satisfaction of the City of Mississauga; enter into agreements as required satisfactory to the City and the Region of Peel or any other applicable authority; that the Region approve the sanitary services and required easement; and that satisfactory arrangements are made regarding the buffer on the north.

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

- Route 66 - McLaughlin
- Route 57 – Courtneypark

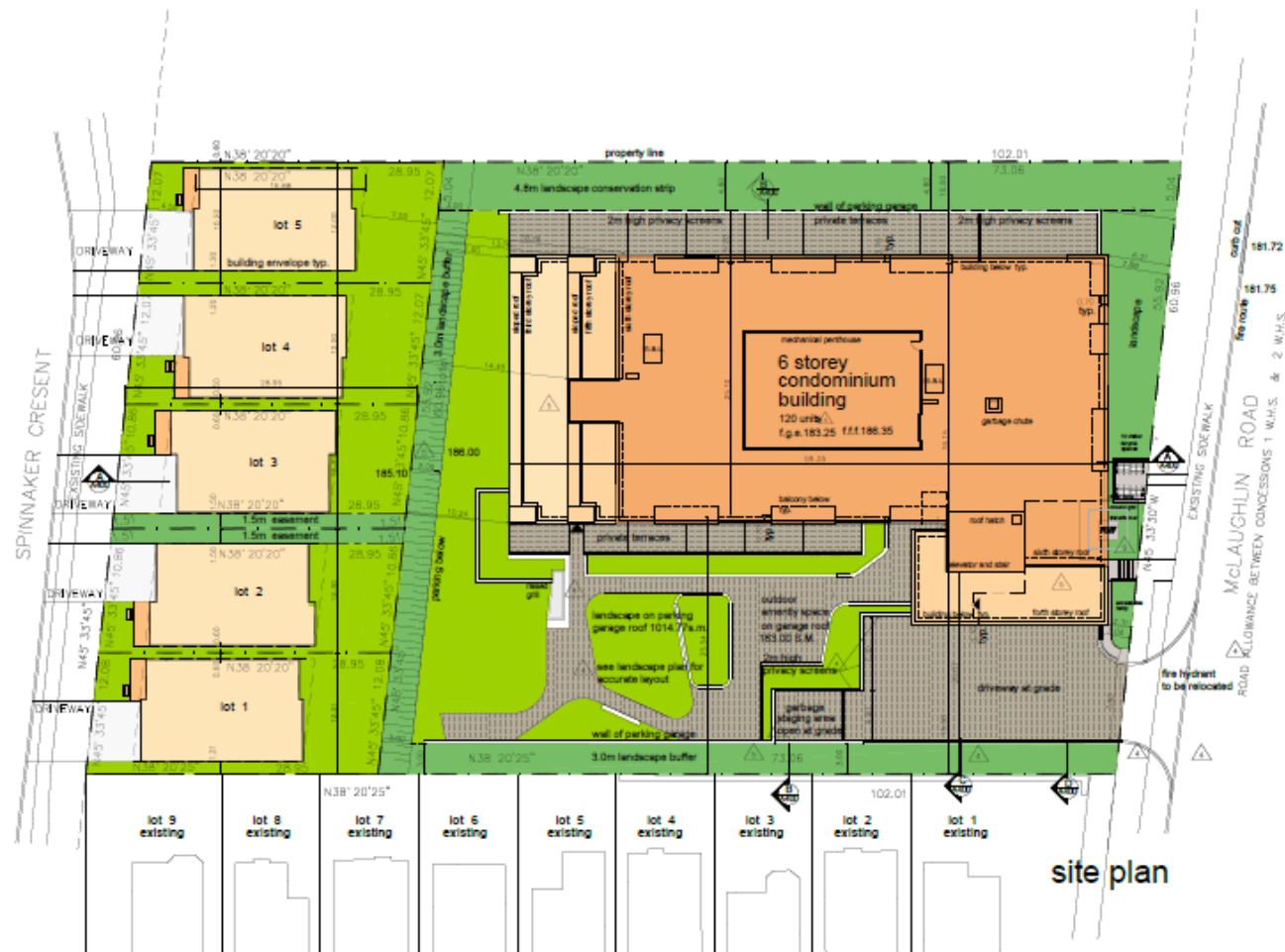
There is a MiWay transit stop on McLaughlin Road and Navigator Drive within 32 m (105 ft.) of the site.

There is a large retail centre with a movie theatre at Courtneypark Drive and Hurontario Street and additional commercial, retail, restaurant and personal service shops located at the intersection of McLaughlin Road and Derry Road. The site is also located within close proximity to the Courtneypark Athletic Fields and Mississauga Stadium/Dome.

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

## **8. Revised Site Plan and Elevations (if applicable)**

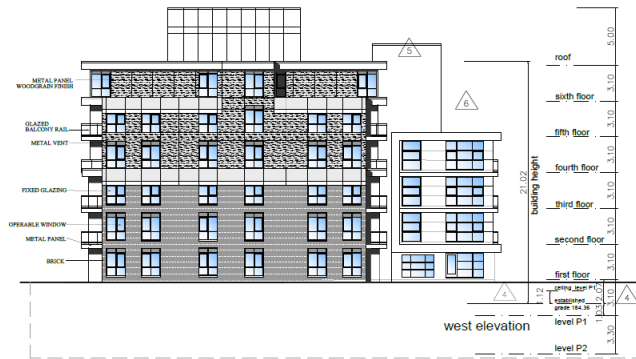
The applicant has provided a revised site plan and elevations as follows:



Concept Site Plan



East Elevation



West Elevation



South Elevation



North Elevation

## 9. Zoning

The proposed **RA2 – Exception** and **R10 – Exception** zones are appropriate to accommodate the proposed apartment building with an FSI of 2.05 and 5 detached dwellings.

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

### Proposed Zoning Regulations

Zone Regulations	RA2 Zone Regulations	Proposed RA2 – Exception Zone Regulations
Centreline <b>setback</b> from designated right-of-way	24.5 m (80.4 ft.)	23.9 m (78.5 ft.)
Maximum <b>Floor Space Index (FSI)</b>	1.0	2.05
Maximum Dwelling <b>Height – Flat Roof</b>	26.0 m (85.3 ft.)	21.5 m (70.5 ft.)
Minimum <b>Front and Exterior Side Yard</b> for that portion of the dwelling with a <b>height</b> less than or equal to 13.0 m (42.6 ft.)	7.5 m (24.6 ft.)	2.3 m (7.5 ft.)
Minimum <b>Front and Exterior Side Yard</b> for that portion of the dwelling with a <b>height</b>	8.5 m (27.8 ft.)	2.3 m (7.5 ft.)

Zone Regulations	RA2 Zone Regulations	Proposed RA2 – Exception Zone Regulations
greater than 13.0 m (42.6 ft.) and less than or equal to 20.0 m (65.6 ft.)		
Minimum <b>Front and Exterior Side Yard</b> for that portion of the dwelling with a <b>height</b> greater than 20.0 m (65.6 ft.) and less than or equal to 26.0 m (85.3 ft.)	9.5 m (31.1 ft.)	2.3 m (7.5 ft.)
Minimum <b>Interior Side Yard</b> where an interior lot line or part thereof, abuts a zone permitting <b>detached dwelling</b> and/or <b>semi-detached</b>	7.5 m (24.6 ft.) plus 1.0 m (3.3 ft.) for each additional 1.0 m (3.3 ft.) of dwelling <b>height</b> , or portion thereof, exceeding 10.0 m (32.8 ft.) to a maximum setback requirement of 25.5 m (83.6 ft.)	15.5 m (50.8 ft.) to the wall of the first 4 storeys  20.0 m (65.8 ft.) to all storeys above the fourth storey
Where a <b>rear lot line</b> , or any portion thereof, abuts a zone permitting <b>detached dwelling</b> and/or <b>semi-detached</b>	7.5 m (24.6 ft.) plus 1.0 m (3.3 ft.) for each additional 1.0 m of dwelling <b>height</b> , or portion thereof, exceeding 10.0 m (32.8 ft.) to a maximum setback	7.4 m (24.6 ft.) for first three storeys  13.1 m (43. ft.) for the fourth and fifth storeys  18.7 m (61.5 ft.) for all storeys above the 5th

Zone Regulations	RA2 Zone Regulations	Proposed RA2 – Exception Zone Regulations
	requirement of 25.5 m (83.6 ft.)	
Minimum setback from a <b>parking structure</b> above or partially above finished grade to any <b>lot line</b>	7.5 m (24.6 ft.)	3.0 m (9.9 ft.)
Minimum depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an <b>Apartment Zone</b>	4.5 m (14.7 ft.)	3.0 m (9.9 ft.) to a <b>street line</b> and a Residential Zone
Minimum <b>amenity area</b> per unit	The greater of 5.6 m <sup>2</sup> (18.4 ft.) per <b>dwelling unit</b> or 10% of the site area	1.82 m <sup>2</sup> (5.9 ft <sup>2</sup> .) per <b>dwelling unit</b> and/or 5.5% of the site area
Minimum <b>amenity area</b> to be provided at grade	55.0 m <sup>2</sup> (180 ft <sup>2</sup> )	163 m <sup>2</sup> (1,754.5 ft <sup>2</sup> ) to be provided above the first level parking garage
Minimum <b>parking spaces</b> per unit	1.0 resident space per studio unit	1.0

Zone Regulations	RA2 Zone Regulations	Proposed RA2 – Exception Zone Regulations
	1.25 resident spaces per one-bedroom unit  1.40 resident spaces per two-bedroom unit  1.75 resident spaces per three-bedroom unit	
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

Zone Regulations	R10 Zone Regulations	Proposed R10 - Exception Zone Regulations
Minimum <b>lot area</b> for an <b>interior lot</b>	365 m <sup>2</sup> (3,928.8 ft <sup>2</sup> )	347 m <sup>2</sup> (3,735.0 ft <sup>2</sup> )
Maximum <b>lot coverage</b>	40%	48%
Minimum <b>front yard setback</b> to a <b>garage face – interior lot</b>	6.0 m (19.7 ft.)	5.3 m (17.4 ft.)
Minimum <b>interior side yard</b> for an <b>interior lot</b>	1.2 m (3.93 ft.)	1.2 m ( 3.93 ft.) on one side and 0.6 m (1.9 ft.) on one side

Maximum <b>encroachment</b> of a <b>porch</b> into the required <b>front yard</b>	1.0 m (3.28 ft.)	1.6 m (5.24 ft.)
Maximum <b>encroachment</b> of a <b>bay window</b> into the required front yard	0.61 m (2.0 ft.)	
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

## 10. Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application.

The subject lands are currently zoned **R1** (Residential 1) which permits detached homes with a minimum lot frontage of 22.5 m (73.8 ft.) and a lot area of 750 m<sup>2</sup> (8,073 ft<sup>2</sup>) for an interior lot and 835 m<sup>2</sup> (8,987.9 ft<sup>2</sup>) for a corner lot. The applicant is proposing 5 detached homes to be zoned **R10-Exception** (Detached).

In addition to the detached homes, the applicant is seeking to permit a 6 storey, 120 unit condominium apartment building with an overall FSI of 2.05. As the project is larger than

5,000 m<sup>2</sup> (54,000 ft<sup>2</sup>) in size and exceeds the maximum height limit in MOP of 4 storeys, it meets the minimum threshold for a Section 37 contribution.

Should the OLT render a decision on the applicant's appeals that results in an increase in height or density, staff will hold discussions with the applicant to secure community benefits and return to Council with a Section 37 report outlining the recommended benefits and corresponding contribution amount.

Bill 197, an amendment to the Planning Act, has replaced the Section 37 Bonus provisions with a new Community Benefit Charge (CBC), which will be applied to certain high density developments whether or not there is an increase in permitted height or density. The City will be implementing a new CBC by-law to meet the provincial implementation timeline of September 2022. If a section 37 agreement or requirement in an "H" holding provision for one has not been obtained by the time the CBC by-law comes into effect, the latter will apply.

## 11. "H" Holding Symbol

Should this application be approved by the OLT, staff will request an "H" Holding Symbol which can be lifted upon:

- The execution of a Section 37 (Community Benefits) Agreement to the satisfaction of the City
- The receipt of satisfactory Grading and Servicing plans

- Receipt of an updated Traffic Impact Study, including any Function Design Plans for any road improvements to the satisfaction of the City
- An agreement to capture the obligations to complete the required Municipal Infrastructure works in support of the proposed development
- The receipt of a satisfactory Functional Servicing Report
- Satisfactory arrangements regarding the buffer on the north
- Region of Peel approval of services and any required easements between proposed Lots 2 and 3
- Any agreements as required satisfactory to the City and the Region of Peel or any other applicable authority.

## 12. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

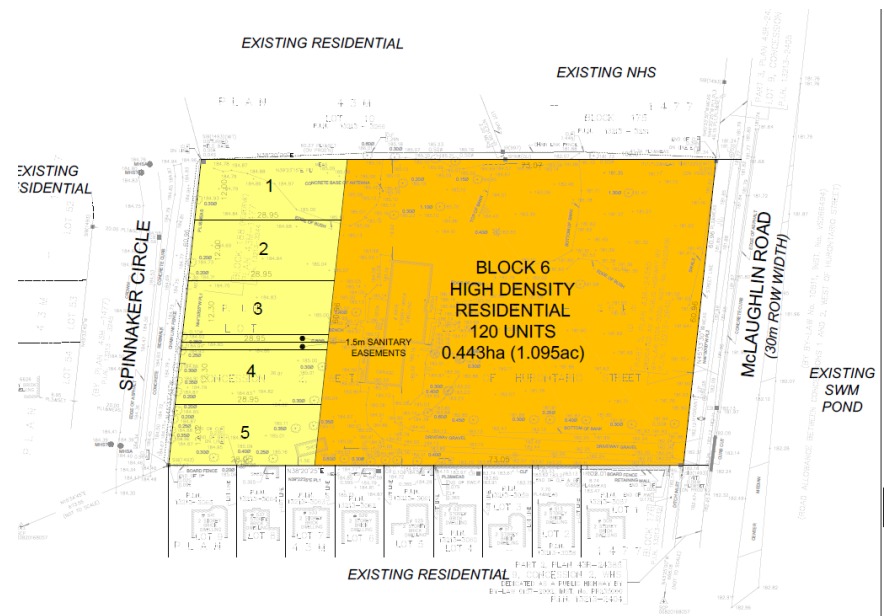
While the applicant has worked with City departments to address many site plan related issues through the review of the concept plan, further revisions will need to address matters such as grading, landscaping and buffers, parking. Further refinements are anticipated to the ultimate design of the proposed apartment building.

## 13. Green Development Initiatives

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

- Green roof on apartment building
- Low Impact Development (LID) Engineering techniques are proposed

## 14. Draft Plan of Subdivision





The lands are the subject of a Draft Plan of Subdivision application. The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions attached as Appendix 3.

Development will be subject to the completion of services and registration of the plan.

The application for Draft Plan Approval was also appealed to the OLT. Conditions listed in Appendix 3.

## 15. Conclusions

In conclusion, City staff has evaluated the applications to permit 5 detached homes and a 6 storey, 120 unit, condominium apartment building against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The application is seeking to intensify an underutilized parcel within the Meadowvale Village Neighbourhood Character Area in accordance with the residential High Density Designation of MOP. The proposal is compatible with adjacent uses and provides for a built form that supports a mix of housing types, tenures and at varying price points to accommodate households of many income levels.

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