

## **Recommendation Report Detailed Planning Analysis**

**Owner: The Elia Corporation**

**4615 Hurontario Street, 25, 35, 55, 105 and 110 Elia Avenue and 136 Eglinton Avenue East**

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## 1. Community Comments

Comments from the public at the community and public meeting were generally directed towards building heights, density and increased traffic. Below is a summary and response to the specific comments heard.

### Comment

The proposal will further add to the existing traffic congestion and pedestrian and vehicular safety concerns in the area.

### Response

In support of the proposed development, a traffic impact study (TIS) was submitted, which analyzed current and projected traffic volumes on the neighbouring street network as a result of the development. The Transportation and Works Department has reviewed the TIS, in addition to obtaining a peer review of the TIS. Further information is requested from the applicant prior to staff making a determination on the appropriateness of the development from a traffic perspective.

### Comment

The proposal is providing insufficient vehicle parking for the number of the dwelling units proposed.

### Response

The traffic impact study (TIS) that was submitted included justification for a reduced parking standard relative to the zoning by-law requirements. The City Planning Strategies Division is

not supportive of the proposed reduced parking standards and requests revisions to the proposal.

### Comment

The proposal is too high and too dense.

### Response

The applicant proposes to construct eight apartment buildings, ranging in height from 28 to 42 storeys with 4,295.7 m<sup>2</sup> (46,238.5 ft<sup>2</sup>) of ground related commercial uses, one 45 storey mixed use building and eight blocks of townhouses containing 120 dwellings. A total of 4,690 dwelling units are proposed. Staff maintain concerns with the proposed built form. Further discussion of proposed buildings is provided later in this Appendix.

### Comment

The proposed buildings will block views and create negative shadow impact on the adjacent area.

### Response

In support of the proposal, a sun shadow study analysis was submitted. With respect to neighbouring properties and the public realm, it was determined that the proposal does not meet the City's standards for sun shadow studies as it relates to shadowing on adjacent residential private outdoor amenity spaces or sidewalks on the north side of Eglinton Avenue East, the east side of Sorrento Drive and the north side of Elia Avenue. Further, adjacent property/unit owners are not afforded a right of view across an adjacent property.

**Comment**

The proposal will result in unfavourable wind conditions in the surrounding area.

**Response**

In support of the proposed development, a Pedestrian Level Wind Study (PLWS) was submitted, which analyzed the wind impact associated with the proposed development. Development and Design staff have reviewed the PLWS and have requested revisions to the document for our ongoing review of the proposed built form from a wind impact perspective.

**Comment**

There is insufficient parkland in the area to accommodate the proposed development.

**Response**

The City's Community Services Department has identified a deficiency of parkland in the Uptown Major Node. The applicant is proposing a 0.94 ha (2.3 ac.) community park on the southerly portion of Block 3. Community Services is supportive of a community park but further revisions are required. With respect to the remaining parkland requirements, if the applications are approved, prior to the issuance of building permits for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O, c.P. 13, as amended) and in accordance with the City's Policies and By-laws.

**Comment**

The current infrastructure is insufficient to accommodate the proposed development.

**Response**

The Region of Peel and the City have not indicated any capacity concerns with respect to water, sanitary and storm sewer infrastructure to service the development.

**Comment**

There are insufficient schools in the area to accommodate the proposed development.

**Response**

The Dufferin Peel Catholic District School Board has indicated there is sufficient capacity in their schools to accommodate the anticipated needs of the development.

The Peel District School Board has indicated there is insufficient elementary school capacity within the Uptown Major Node. As a result, they are pursuing a new elementary school on the subject land. While discussions with the applicant have taken place, the current proposal does not provide for a new elementary school.

## 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 1, 2021. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

#### Transportation and Works Department

Comments updated on March 23, 2023 state that technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project and in accordance with City requirements.

Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions to confirm the feasibility of the development proposal from an engineering standpoint. Should the applications be approved by the Ontario Land Tribunal (OLT), the owner will be required to provide additional technical details and revisions to drawings and studies. It should be noted that the extent of any proposed municipal infrastructure (i.e. servicing and/or public boulevard/road works) will be required to be addressed through an "H" Holding Zone (or OLT decision) and/or the associated Draft Plan of Subdivision application.

#### Stormwater

A Functional Servicing & Stormwater Management Report (FSR & SWM), prepared by Counterpoint Engineering, dated May 17th, 2021, was submitted in support of the proposed development. The report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious areas from the proposed development and/or impact to the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge is required. In addition, the applicant is proposing to construct a storm system to service the development lands, with an ultimate outlet to municipal storm infrastructure at the intersection of Hurontario Street and Elia Avenue.

The applicant is required to provide further technical information to demonstrate the feasibility of the proposed outlet, and to demonstrate that groundwater generated from the proposed underground parking will be managed onsite, and that there will be no impact on the City's storm sewer system.

#### Traffic

A Transportation Impact Study (TIS) was prepared by LEA Consulting Ltd. in support of the proposed development and was reviewed by staff. The study requires further clarification on the information provided.

The study concluded that the proposed development is anticipated to generate approximately 1,373 (459 in, 914 out) and 1,599 (890 in, 709 out) two-way site trips for the weekday AM and PM peak hours in 2025, respectively. Staff require additional clarification on the traffic generated by the proposed development, the study area intersections and proposed vehicular accesses. In addition, a qualified traffic consultant was retained to conduct a peer review on the TIS and has additional comments that need to be addressed.

The applicant is required to provide further technical information, including: an updated TIS (including a phased traffic analysis); road connections including any required easements; and, updated engineering plans and supporting documentation to confirm the feasibility of any internal and external road improvements.

#### Environmental Compliance

A Phase One Environmental Site Assessment (ESA), dated December 23, 2020 prepared by Terraprobe, was submitted in support of the proposed development. The report indicates that further investigation is required to assess the environmental condition of the site. As such, the applicant is required to provide a Phase Two ESA. Additional information may be required depending on the results of that investigation.

As the land use is changing from a less sensitive to a more sensitive land use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment

of the zoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of Environment, Conservation and Parks.

#### Noise

A Preliminary Noise Feasibility Study prepared by HGC Engineering, dated May 27, 2021, was submitted for review. The noise report evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Primary noise sources that may have an impact on this development include road traffic from Hurontario Street, Eglinton Avenue East, and Highway 403, as well as adjacent commercial developments. Further information is required to assess the impacts of noise levels and identify appropriate mitigation measures for this development.

#### Engineering Plans/Drawings

The applicant has submitted a number of technical plans and drawings that need to be revised. Should these applications be approved by the OLT, the required plans and drawings need to be revised and be resubmitted to ensure compliance with City Standards.

### **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 10, 2022 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 1.1.3.1 of the PPS states that settlement areas shall be the focus of growth and development.

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

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

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

The subject lands and development proposal represent an opportunity to intensify and increase the range of housing in the area. The proposed development represents an efficient land use pattern that avoids environmental health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS, but is found to be excessive, given the built form policies relating to tall buildings in Mississauga Official Plan.

## 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.

Policies relevant to the applications include the following:

- 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 2.2.1.2 c) within settlement areas growth will be focused in delineated growth areas, strategic growth areas, and locations with existing or planned transit.
- Section 2.2.2.3 b) directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.
- Section 2.2.2.3 c) requires municipalities to encourage intensification generally throughout the delineated built-up area.
- Section 2.2.4.2 the boundaries for major transit station areas on priority transit corridors will be delineated by upper- and single-tier municipalities, in consultation with lower-tier municipalities.

- Section 2.2.4.3 requires major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit.
- Section 5.2.5.6 directs municipalities to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high quality public realm and compact built form.

The proposed development generally conforms to the Growth Plan as it is accommodating intensification within the built-up area and in proximity to planned transit, as well as increasing the housing supply. However, the proposed development does not provide for an appropriate built form as it relates to its scale and impact on the public realm and surrounding area.

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

## 6. Region of Peel Official Plan

Under Bill 23, the role of Regional Official Plan will change, but until that part of the legislation comes into force and effect, the Regional Official Plan continues to be valid and all proposed amendments to MOP must conform.

As summarized in the public meeting report dated December 17, 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 of the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System to achieve an efficient use of land.

The proposed development conforms to the ROP as it efficiently uses land to contribute to housing choices in the City. However, the proposal is deemed to be excessive, given the built form policies relating to tall buildings in the Mississauga Official Plan.

In November 2022, the new Peel 2051 Region of Peel Official Plan (RPOP) came into force. In keeping with the Growth Plan, RPOP identified Major Transit Station Areas (MTSAs) in the Region and developed policies and applied minimum density targets to said areas. The subject property is located within a Primary Major Transit Station Area, which requires a minimum density target of 300 people and jobs per hectare.

The City Planning Strategies (CPS) Division has confirmed that the Uptown Major Node Character Area will exceed the minimum density targets as required by the Province within the Major Transit Station Area, based on existing developments and approved applications. While staff are generally supportive of residential intensification on this property, the degree to which the intensification is proposed is not necessary to meet the provincial growth plan density targets in this area of the City.

## 7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan policies for the Uptown Major Node Character Area, to permit maximum building heights of 28 to 45 storeys. 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:

The subject site is designated **Residential High Density** and **Office – Special Site 1**. The **Residential High Density** designation permits apartments. The **Office – Special Site 1** designation permits major office, secondary office, post-secondary educational facilities, residential high density in combination with office uses and accessory uses. A maximum building height of 25 storeys is permitted in the Uptown Major Node Character Area.

The applicant proposes to construct eight apartment buildings, ranging in height from 28 to 42 storeys with 2,380.1 m<sup>2</sup> (25,619.2 ft<sup>2</sup>) of ground floor commercial uses, one 45 storey mixed use building consisting of 1,915.6 m<sup>2</sup> (20,619.3 ft<sup>2</sup>) ground floor retail, 18,080.1 m<sup>2</sup> (194,612.6 ft<sup>2</sup>) of office space and upper floor dwelling units, and eight blocks of townhouses containing 120 dwellings. A total of 4,690 dwelling units are proposed. The development concept also includes a proposed municipal park at the northeast corner of Elia Avenue and Sorrento Drive.

#### *Directing Growth*

The subject site is located in the Uptown Major Node Character Area and along the Hurontario Street Intensification Corridor. In accordance with MOP, intensification along the corridor is encouraged, provided that it is appropriate and of a scale that does not adversely impact the adjacent area.

On August 10, 2022, Mississauga Council adopts Official Plan Amendments No. 142 to 144, which add policies pertaining to Major Transit Station Areas, including those pertaining to maximum building heights. Regional Council approval is required for these amendments to come into effect.

February 9, 2023 the Minister of Municipal Affairs and Housing (MMAH) submitted a letter to Regional Council advising the proposed MTSA maximum height policies are contrary to the modifications the MMAH made to the in-effect Regional Official Plan. Staff are in discussions with the Ministry regarding this position and expect to receive a more detailed clarification letter in the coming weeks.

On February 23, 2023, Regional Council referred the City's Major Transit Station Area Official Plan Amendments back to regional staff to confer further with the City and Province.

Generally, staff consider the site appropriate for residential intensification.

#### *Sun Shadow Impact*

In accordance with Chapter 9 (Build a Desirable Urban Form) of the MOP, tall buildings are required to: maximize sunlight on the public realm (S.9.2.1.14); demonstrate compatibility and integration with the public realm by ensuring adequate sunlight is maintained (S.9.5.1.9); and, minimize undue physical and visual negative impacts relating to microclimate conditions, including sun, shadow and wind (S.9.5.3.9).

Mississauga may undertake or require studies that develop additional policies, guidelines and design control tools that may contain more specific urban form requirements (S.9.1.14).

In order to demonstrate conformity with the above noted policies, Council adopted the Standards for Sun Shadow Studies, which provides direction on the acceptability of sun/shade on the subject land, and on the surrounding context, including building facades, private and public outdoor amenity and open spaces, public parkland, sidewalks and other components of the public realm.

In support of the proposal, the applicant submitted a Shadow Study (January 2021) completed by BDP Quadrangle.

#### Residential Private Outdoor Amenity Spaces

With respect to residential private outdoor amenity spaces, during the spring, summer and fall, shadow impacts from the proposed developments should not exceed one hour in duration on areas such as private rear yards, decks, patios and pools of surrounding residential dwellings on June 21 and September 21.

With respect to the shadow impact of the proposed 42 and 36 storey apartments on Block 2 and the existing townhouses to the east, shadows are cast in the no impact zone for more than two consecutive hourly test times on September 21, thus not meeting the City's criterion.

With respect to the shadow impact of the two, 36 storey apartments on Block 3 and the existing detached dwellings to east, shadows are cast in the no impact zone for more than two consecutive hourly test times on September 21, thus not meeting the City's criterion.

With respect to the shadow impact of the 36 and 30 storey apartments on Block 4 and the existing townhouses to the south, shadows are cast in the no impact zone for more than two consecutive hourly test times on June 21, thus not meeting the City's criterion.

It should be noted that Blocks 2 and 3 are currently zoned RA5-20, which permit apartments subject to the zoning regulations therein. It is recognized that the existing zoning may permit development that would not meet the standards for sun shadows relating to residential private outdoor amenity areas to the east. However, in the absence of an accurate depiction of the built form in keeping with zoning, staff are unable to evaluate said impact.

#### Public Realm

With respect to the public realm, the objective is to maximize the use of these spaces during the shoulder seasons (i.e. spring and fall). For high density residential streets (Eglinton Avenue and Hurontario Street), developments should be designed to allow for full sunlight on the opposite boulevard including the full width of the sidewalk in September as follows:

For a total of at least 5 hours that must include the 2 hour period between: 12:12 p.m. and 2:12 p.m. and an additional 2 hour period from either 9:12 a.m. to 11:12 p.m. or from 3:12 p.m. to 5:12 p.m.

With respect to the proposed 36 storey apartment on Block 1, shadows are cast on the sidewalk on the east side of Sorrento Drive at 2:12 p.m., thus not meeting the City's criterion.

With respect to the proposed 42 storey apartment on Block 2, shadows are cast on the sidewalk on the north side of Eglinton Avenue East at 12:12 p.m. and 1:12 p.m., thus not meeting the City's criterion.

With respect to the proposed 36 storey apartment on Block 3, shadows are cast on the sidewalk on the north side of Trudeau Avenue at 1:12 p.m. and 2:12 p.m., thus not meeting the City's criterion.

With respect to the proposed 36 and 30 storey apartments on Block 4, shadows are cast on the sidewalk on the north side of Elia Avenue at 12:12 p.m., 1:12 p.m. and 2:12 p.m., thus not meeting the City's criterion.

With respect to the proposed 28 storey apartment on Block 5, shadows are cast on the sidewalk on the north side of Elia Avenue at 12:12 p.m., 1:12 p.m. and 2:12 p.m. thus not meeting the City's criterion.

### Communal Outdoor Amenity Area

With respect to communal outdoor amenity areas, proposed developments should allow for full sun at least half the time, or 50% sun coverage at all times of the year.

With respect to Block 1, the proposed rooftop amenity areas on Building A and B do not meet the 50% sun coverage in March/September and December, thus not meeting the City's Criterion.

With respect to Block 2, the proposed rooftop amenity areas on Building A and B do not meet the 50% sun coverage in December, thus not meeting the City's Criterion.

With respect to Block 3, the proposed rooftop amenity areas on Building A and B do not meet the 50% sun coverage in December, thus not meeting the City's Criterion.

With respect to Block 4, the proposed rooftop amenity area on Building A does not meet the 50% sun coverage in December, thus not meeting the City's Criterion.

### *Physical Impact / Scale*

In accordance with Chapter 9 (Build a Desirable Urban Form) of MOP, appropriate height and built form transitions will be required between sites and their surrounding areas (S.9.2.10). Further, tall buildings will address pedestrian scale through building articulation, massing and materials (S.9.2.1.15), and

will be pedestrian oriented though the design and composition of their facades, including their scale, proportion, continuity, rhythms, texture, detailing and materials (S.9.5.3.7).

In accordance with Chapter 13 (Major Nodes) of MOP, the maximum building height of 25 storeys will apply (S.13.1.1.2). Proposals for heights more than 25 storeys will only be considered where it can be demonstrated to the City's satisfaction, that an appropriate transition in heights that respects the surrounding context will be achieved and the development proposal is consistent with the policies of this plan (S.13.1.1.3).

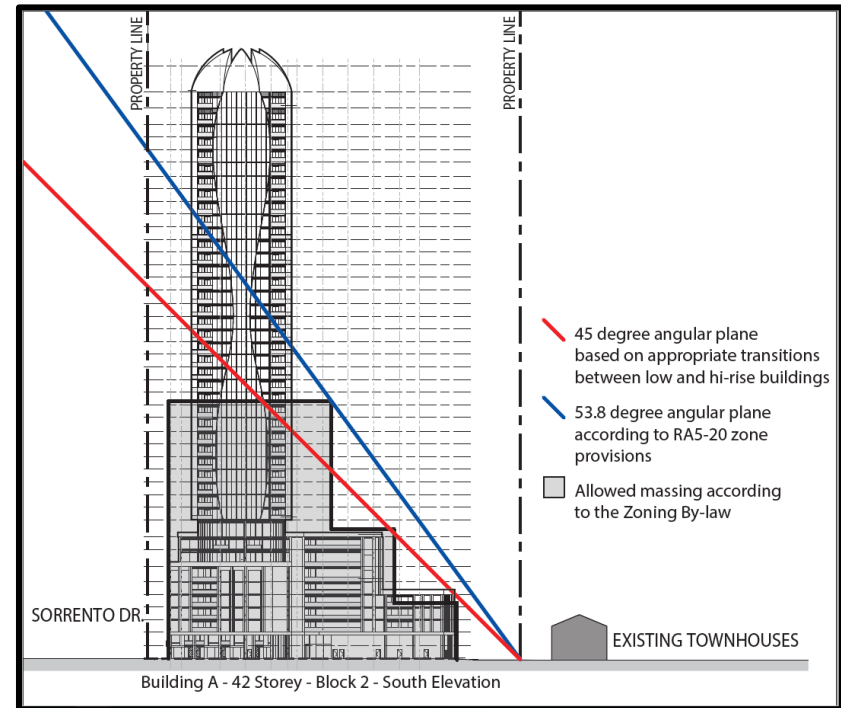
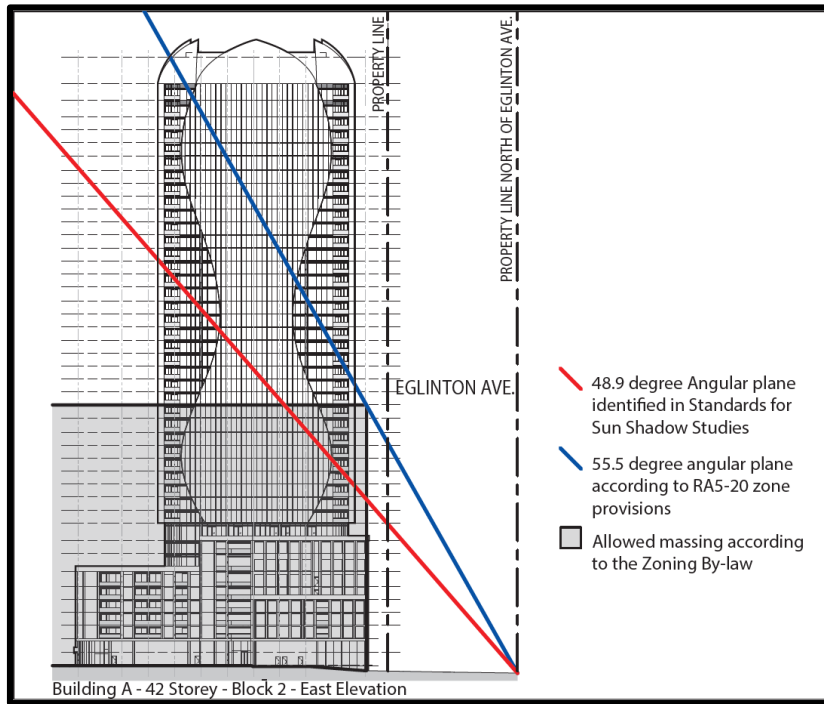
As previously noted, all the proposed buildings exceed the maximum building height of 25 storeys.

With respect to transition and scale, the Standards for Sun Shadow Studies contain angular plane criterion for Eglinton Avenue. To meet the standard, new buildings sited on the lands are required to meet an angular plane from the closest edge of the curb on the opposite side of Eglinton Avenue East of 48.9 degrees. Further, the lands subject to these applications are adjacent to low rise residential uses to the east and south. To establish an appropriate transition between uses, a 45 degree angular plane is typically applied from the common lot line between the low rise residential uses. However, Blocks 2, 3 and 5 are currently zoned **RA5-20** and Block 4 is currently zoned **O1-7**. Both zones contain maximum heights and minimum setbacks resulting in an angular plane from the common lot line that also need to be considered.

In support of the proposal, the applicant submitted architectural drawings of all buildings. City staff have applied angular planes based on the Standards for Sun Shadow Studies for Block 2, and the 45 degree requirement and current zone requirements for Blocks 2 to 5.

Building A (42 Storeys) on Block 2 along the Eglinton Avenue East frontage, does not meet the angular plane requirements in the Standards for Sun Shadow Studies and the angular plane resulting from the current **RA5-20** provisions. Further, the building does not meet the 45 degree angular plane or the angular plane resulting from the current **RA5-20** provisions along the east lot line (see below elevations).

### ANGULAR PLANE DRAWINGS



### Services and Infrastructure

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

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

The site is located along a future Light Rail Transit (HLRT) line on Hurontario Street, with a future LRT stop directly adjacent to the subject property at the corner of Eglinton Avenue and Hurontario Street.

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

- Route 103 – Hurontario Express
- Route 17 – Hurontario
- Route 35 – Eglinton-Ninth Line
- Route 35A – Eglinton-Tenth Line
- Route 7 – Airport
- Route 87 – Meadowvale-Skymark
- Route 34 – Credit Valley
- Route 315 – Rick Hansen – City Centre

The surrounding area contains a mix of residential and commercial uses located on Hurontario Street and Eglinton Avenue. The character area contains a variety of residential building types, including apartment buildings developed in the 1990s and 2010s.

While intensification of this site is appropriate, these applications are not consistent with the policies of MOP in terms of scale and shadow impacts.

## 8. Community Benefit Charge

The subject lands are currently zoned **RA5-20** (Apartments - Exception), **O1-7** (Office - Exception), and **C3-48** (General Commercial – Exception). The **RA5-20** zone permits apartments, long-term care buildings and retirement buildings. The **O1-7** zone permits office, financial institution, medical office, commercial school, veterinary clinic, apartment, office/apartment combination, and retail commercial uses accessory to an office. The **C3-48** zone permits retail store, motor vehicle sales, leasing and/or rental facility, restaurant, convenience restaurant, take-out restaurant, veterinary clinic, animal care establishment, funeral establishment, personal service establishment, commercial school, financial institution, repair establishment, beverage/food preparation establishment, medical office, office, overnight accommodation, banquet hall/conference centre/convention centre, garden centre and outdoor garden centre accessory to a retail store.

The applicant is proposing to amend the **RA5-20** (apartment) and **O1-7** (Minor Office) zones and rezone the lands zoned **C3-48** (General Commercial) to **C4-Exception** (Mainstreet Commercial - Exception) to permit eight apartments, ranging in height from 28 to 42 storeys with 4,295.7 m<sup>2</sup> (46,238.5 ft<sup>2</sup>) of ground related commercial uses, one 45 storey mixed use building and eight blocks of townhouses totaling 120 dwellings. A combined total of 4,690 dwellings are proposed.

The *Planning Act* was amended by Bill 197, COVID-19 *Economic Recovery Act*, 2020, S.O. 2020, c. 18. Section 37

height and density bonus provisions have been replaced with a new Community Benefit Charge (CBC). As City Council passed a CBC by-law on June 22, 2022, the charge would be applied City-wide to developments that are 5 storeys or more and with 10 or more residential units whether or not there is an increase in permitted height or density.

## 9. "H" Holding Symbol

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

- Execution of a satisfactory Development Agreement with municipal infrastructure schedules
- Receipt of revised and updated architectural drawings showing the required noise barriers
- Receipt of an updated Noise and Vibration Report
- Receipt of an updated Transportation Impact Study, including a Phased Traffic Analysis
- Receipt of updated turning movement diagrams to evaluate the internal site circulation and access points
- Receipt of the required land dedications and easements
- Receipt of a satisfactory right-of-way package for all existing and proposed roads within the development
- Receipt of satisfactory environmental studies and documents, including a reliance letter for the Phase One ESA, a Phase Two ESA report along with a reliance letter, a Storm Sewer Use By-law Acknowledgement form and a letter certified by a qualified person, stating that land to be

dedicated to the City is environmentally suitable for the proposed use

- Receipt of a Record of Site Condition
- Receipt of revised and updated Grading and Servicing Plans
- Receipt of an updated Functional Servicing & Stormwater Management Report.
- Receipt of satisfactory comments from the Peel District School Board.

## 10. 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.

## 11. Draft Plan of Subdivision

The lands are the subject of a Draft Plan of Subdivision. The development will be subject to the completion of services and registration of the plan.

## 12. Conclusions

In conclusion, City staff has evaluated the applications to permit eight apartment buildings, ranging in height from 28 to 42 storeys with 4,295.7 m<sup>2</sup> (46,238.5 ft<sup>2</sup>) of ground related commercial uses, one 45 storey mixed use building consisting of 1,915.6 m<sup>2</sup> (20,619.3 ft<sup>2</sup>) ground floor retail, 18,080.1 m<sup>2</sup>

(194,612.6 ft<sup>2</sup>) of office and upper floor dwelling units and eight blocks of townhouses containing 120 dwellings against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan. Based on review of the applicable Provincial, Regional and Municipal policies, the redevelopment of the site for tall buildings supports general intensification policies and supports transit investment.

However, the City is not satisfied that the applicant has sufficiently demonstrated how Peel District School Board elementary school can be appropriately accommodated on site. Further, there are a number of other technical studies and issues that have not been properly addressed (e.g. Traffic Impact Study, Wind Study, Functional Servicing Report, Sun Shadow Study).

In addition, through the submission material, the applicant has not justified how the current proposal conforms to the aforementioned MOP policies relating to sun shadow impact, scale and transition. The applicant has also not demonstrated the need for additional density on this site in relation to Provincial Growth Plan targets. Generally, staff have no objection to residential intensification on this site. Provided conformity with the sun shadow, angular plane and urban design policies of MOP are achieved, tall buildings are appropriate in this location of the City. Given all the above, the development, as currently proposed, is not acceptable from a planning standpoint and should not be approved.