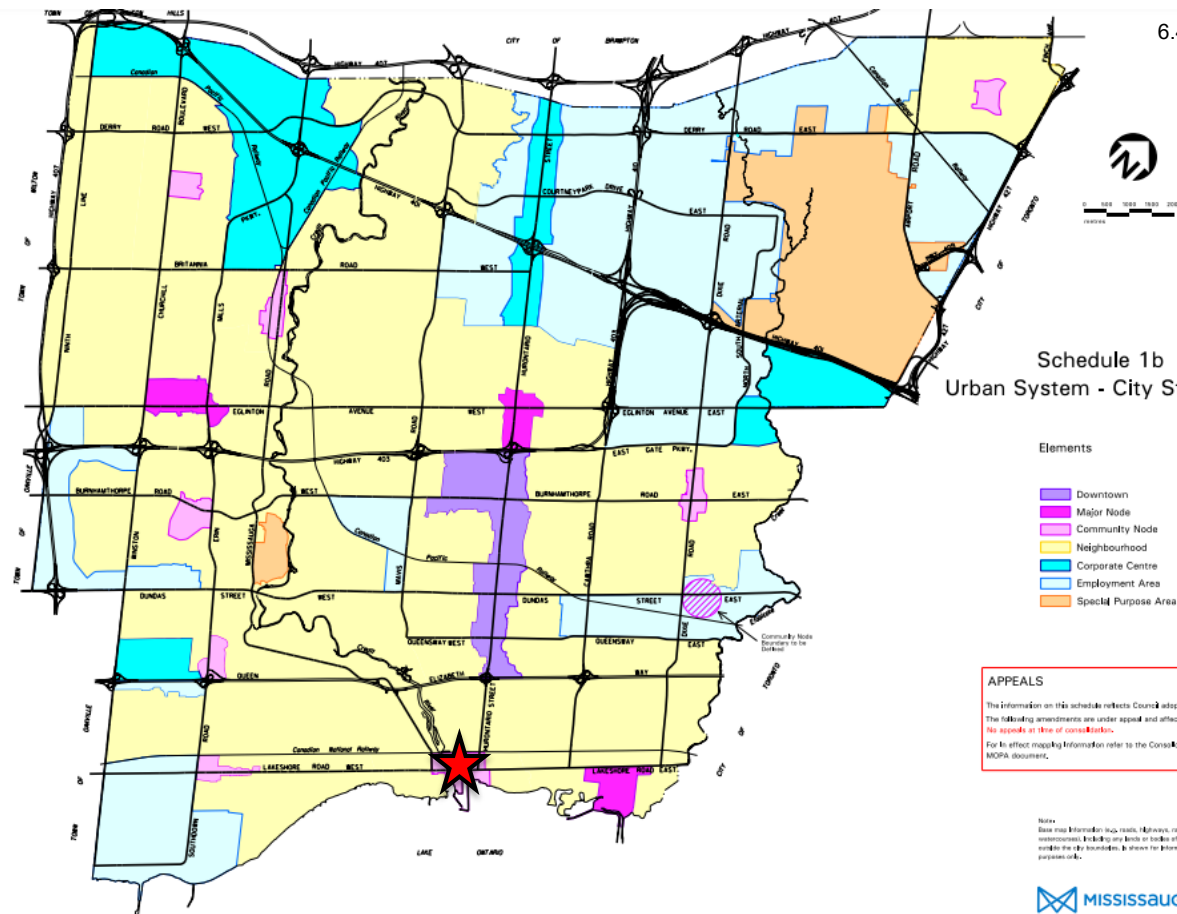


OPA/OZ 23-3 W1

70 Park St E

Information and Recommendation Report
Planning and Building Department
Bill 109 Application







Applicant's Proposal:

38 storey apartment building with ground floor commercial space and a daycare

Existing 27 storey apartment building to be maintained



[illegible]

MEASURING FLOOR LEVEL
OUTDOOR AREAS (PROPOSED AND EXISTING)
OVERALL OUTDOOR AREA - 2711 sq ft
LANDING AREA - 3000 sq ft

AREAS
NEW AREAS

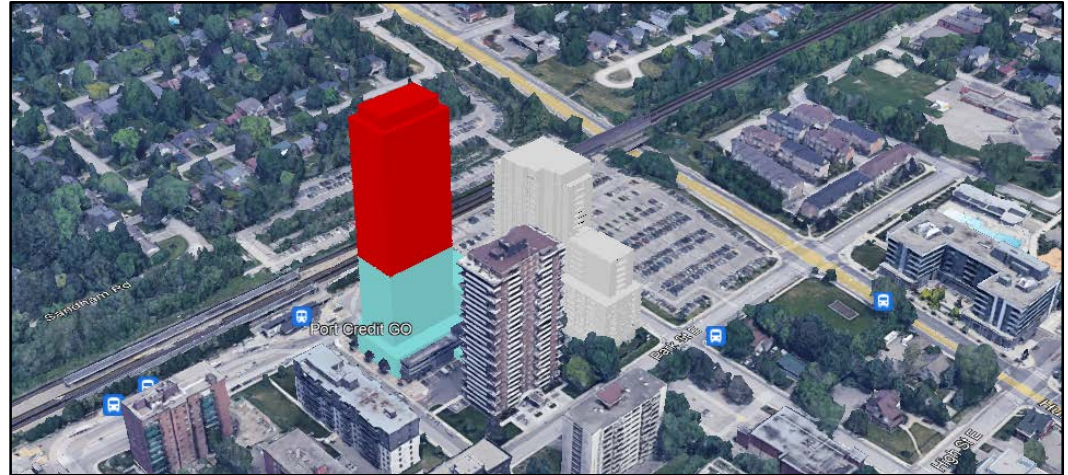
- 1. MEZZANINE - 2700 sq ft
- 2. LOBBY - 6000 sq ft
- 3. LOBBY - 1400 sq ft

EXISTING AREAS

- 1. 51 - 100 sq ft
- 2. OUTDOOR - 70 sq ft

Applications required:

- An Official Plan Amendment amendment to the PCLAP is required to allow a height of 38 storeys, whereas 15 storeys is permitted
- To amend the existing Residential High Density Use to allow for commercial and daycare uses
- A Zoning By-law Amendment to amend the current RA5-27 zone to accommodate the additional apartment building



Bill 109, More Homes For Everyone Act, 2022, received Royal Assent on April 14, 2022

- Requires municipalities to return application fees if a decision by Council has not been made within 120 days, starting July 1, 2023
- Applications that are submitted to the City post January 1, 2023 are subject to the City's new pilot for the processing of development applications

Purpose of Tonight's Meeting

- For Planning and Development Committee to make a decision on the submitted development applications in order for Council to endorse a recommendation within the 120 days legislated time frame

Application Timeline

- **October 12, 2022** – DARC Meeting – 34 storey apartment building
- **February 21, 2023** – Community Meeting held by Cllr Dasko
- **February 22, 2023** – Applications deemed complete – 28 storey apartment building
- **May 29, 2023** – Recommendation Report meeting at Planning and Development Committee
- **June 23, 2023** – conclusion of 120 days from date application deemed complete

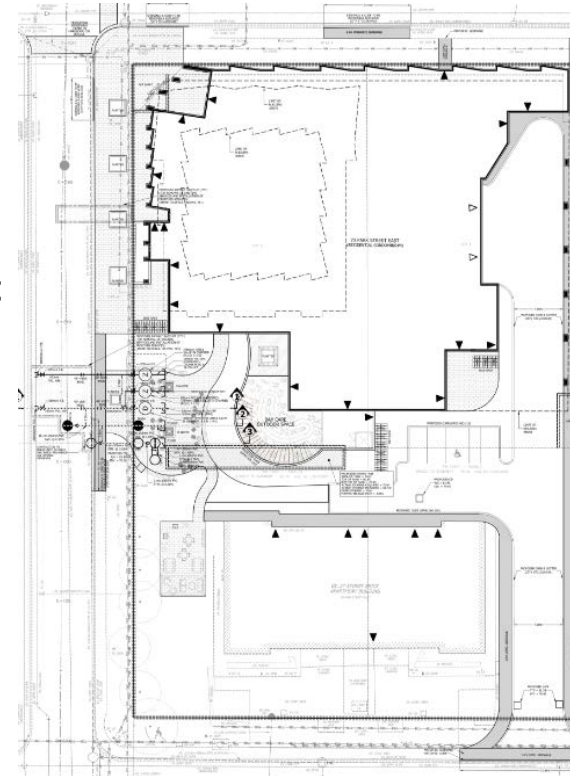
Application Evaluation:

Is the proposed increase in height consistent with:

- *Provincial Policy Statement*
- *Growth Plan*
- Mississauga Official Plan/Port Credit Local Area Plan and Built Form Guidelines

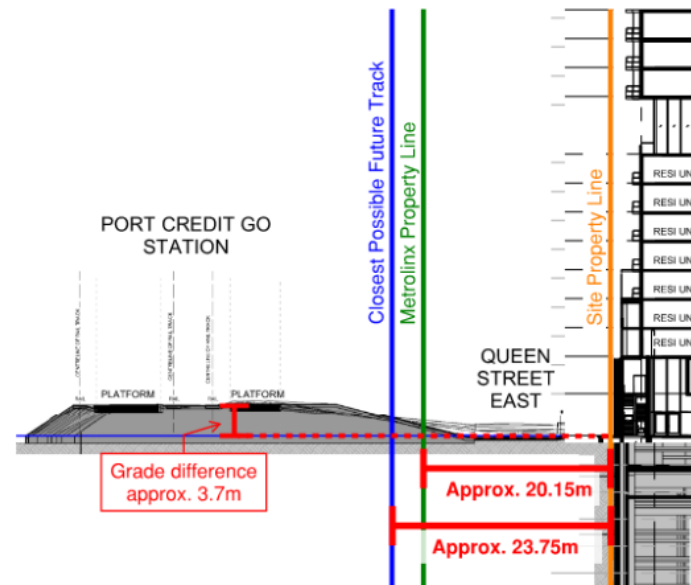
Evaluation

- **The Region of Peel has identified issues with the waste water capacity as a result of the proposed increase in density from what is anticipated in the LAP**
- **The site has exceeded the forecasted growth for the area**
 - The PPS and the GP require that municipalities identify and promote transit oriented development where there is suitable infrastructure
 - The Regional Official Plan does not allow development can occur where there is no servicing capacity
 - Section 19.5.1 of MOP requires that Official Plan Amendment applications demonstrate the "adequacy of engineering services" for their development and provides the policy direction of "Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population"



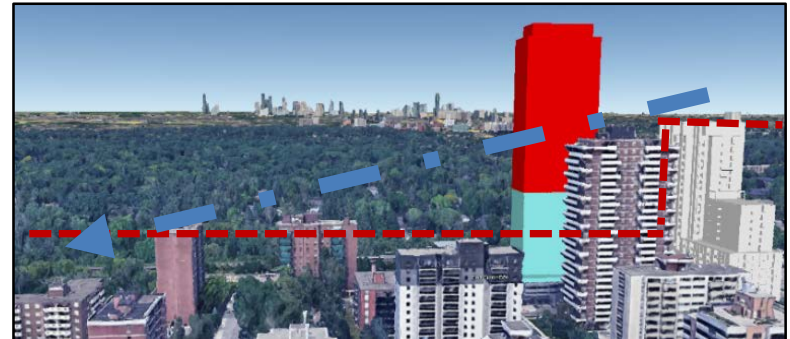
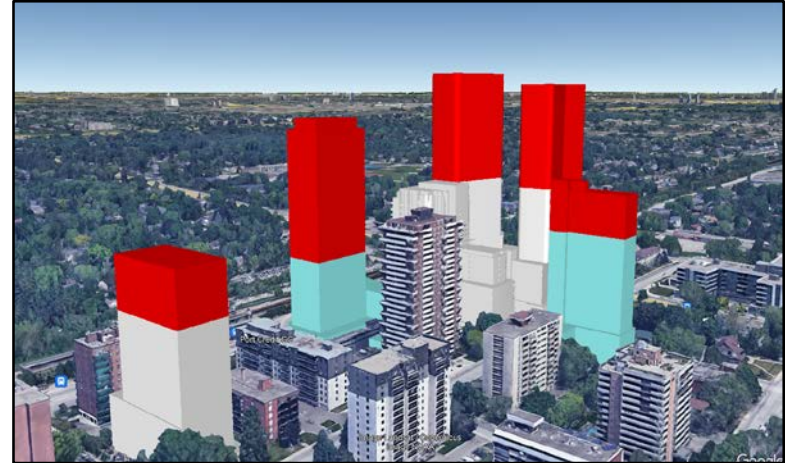
Evaluation

- **Metrolinx has indicated that the required 30.0 m rail safety setback has not been adhered to**
 - The PPS requires that planning for land uses in the vicinity of rail facilities be undertaken in a manner where sensitive land uses be appropriately buffered
 - Section 6.10.4.6 of MOP requires that development proposing sensitive land uses adjacent to rail infrastructure incorporate an a setback that is satisfactory to the City and rail operator.
 - Metrolinx has not provided comments that indicate they are satisfied with the proposed 20.0 m setback to the railway



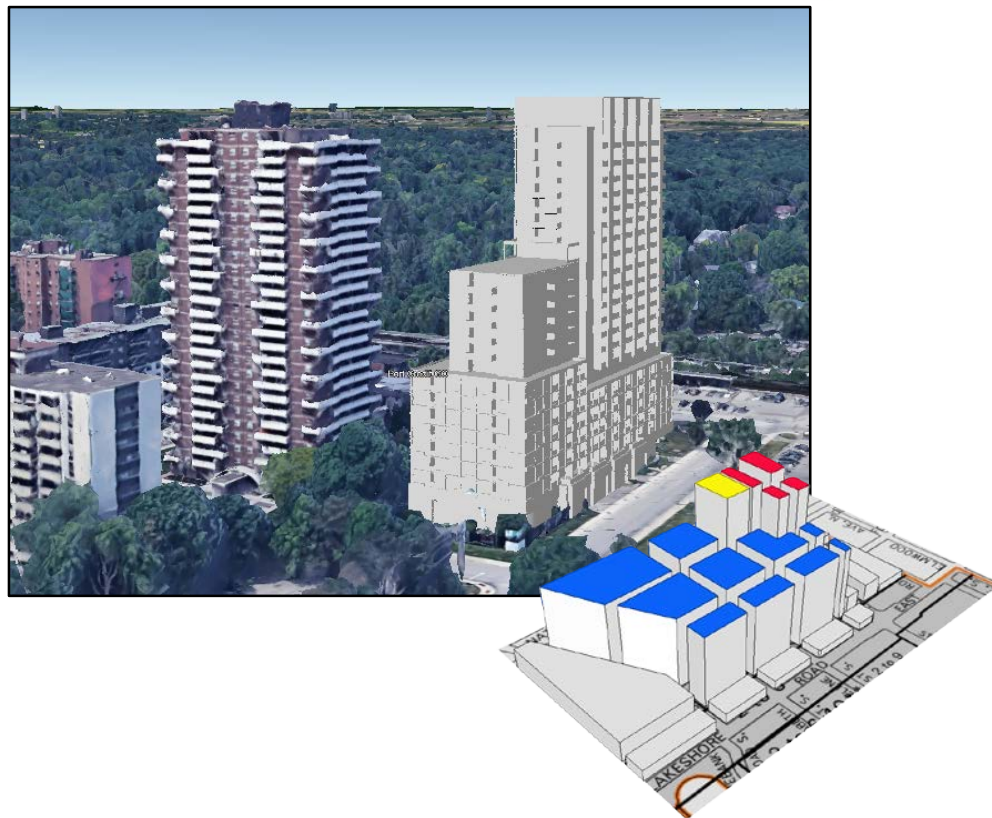
Evaluation

- **The proposed height of 38 storeys is not supportable from a planning perspective**
 - Redevelopment of the site generally meets the PPS and GP directive of more efficient land use patterns that support transit
 - The PPS and GP acknowledge that municipalities are to set the standards related to scale of development in transit station areas
 - Port Credit Local Area Plan – height schedule is intent in ensuring that heights and density in the Central Residential Precinct are consistent with the City Structure and following the overall prevailing character
 - The overall building height does not respect and relate to the existing and planned context and will destabilize the intended height of the node



Evaluation

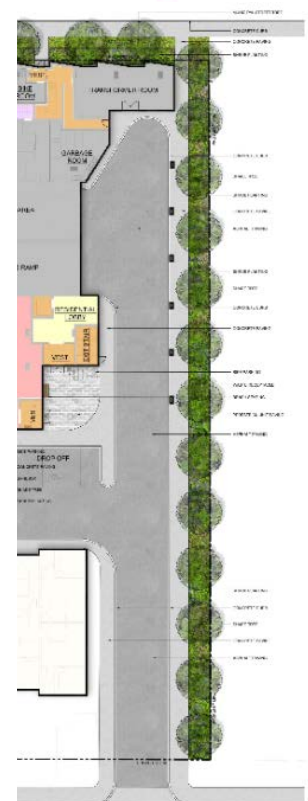
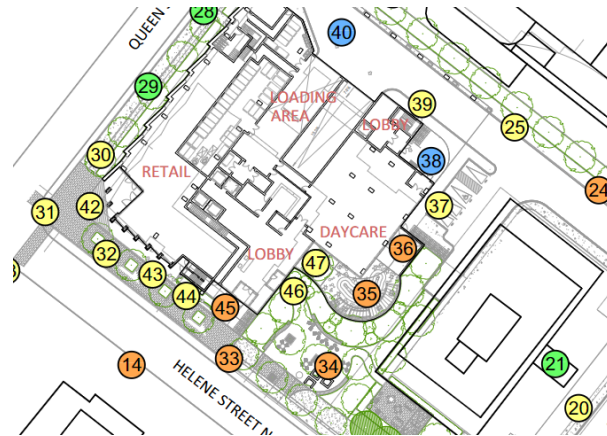
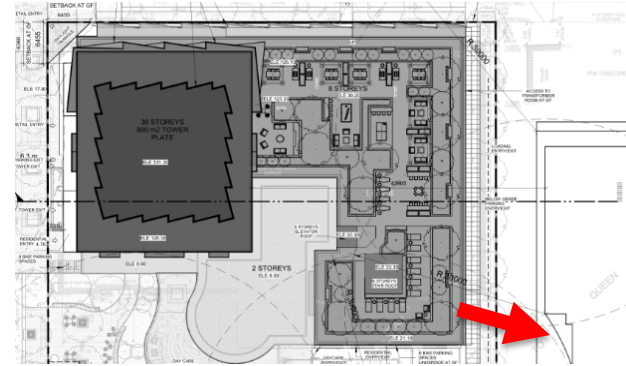
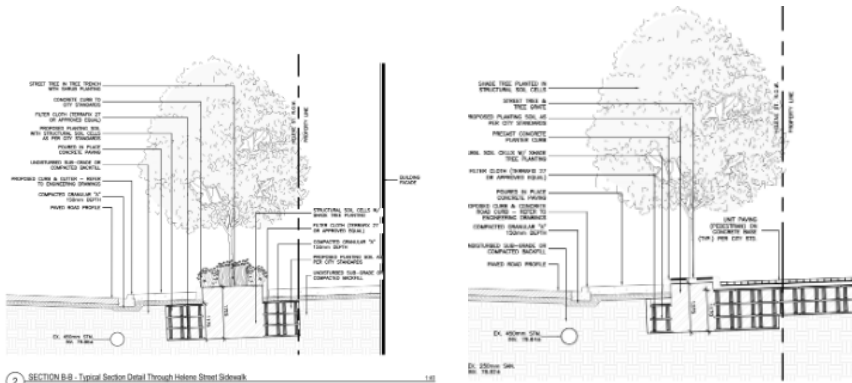
- **An alternative height of 22 storeys can be supported by staff**
 - Site is adjacent to the GO Station
 - Existing 27 storey (22 storey in modern height) on site
 - Additional height contributes to wayfinding within the skyline
 - 22 storeys in this particular location maintains the overall intent of heights to maintain the City Structure



Evaluation

Other development issues

- Insufficient parking justification
- Inadequate building separation distance
- Uncomfortable wind conditions created on site
- Unacceptable landscape buffer along easterly property line
- Feasibility for upgraded streetscape undetermined



Conclusion:

- The Region of Peel has stated that there is no capacity within the current waste water infrastructure to accommodate the increased density as a result of the 38 storey proposal
- The proposal does not maintain Metrolinx's rail safety requirement of a 30.0 m (98.4 ft.) separation distance
- The proposed 38 storey building height maximum is a significant departure from the existing and planned height context anticipated in the Port Credit Local Area Plan
- There are additional development matters that are required to be addressed through the submission of a number of technical studies that have not properly been addressed

Recommendation:

- That Planning and Development Committee refuse the applications in their current form