

# OPA/OZ 23-3 W1 70 Park St E

Information and Recommendation Report  
Planning and Building Department  
Bill 109 Application



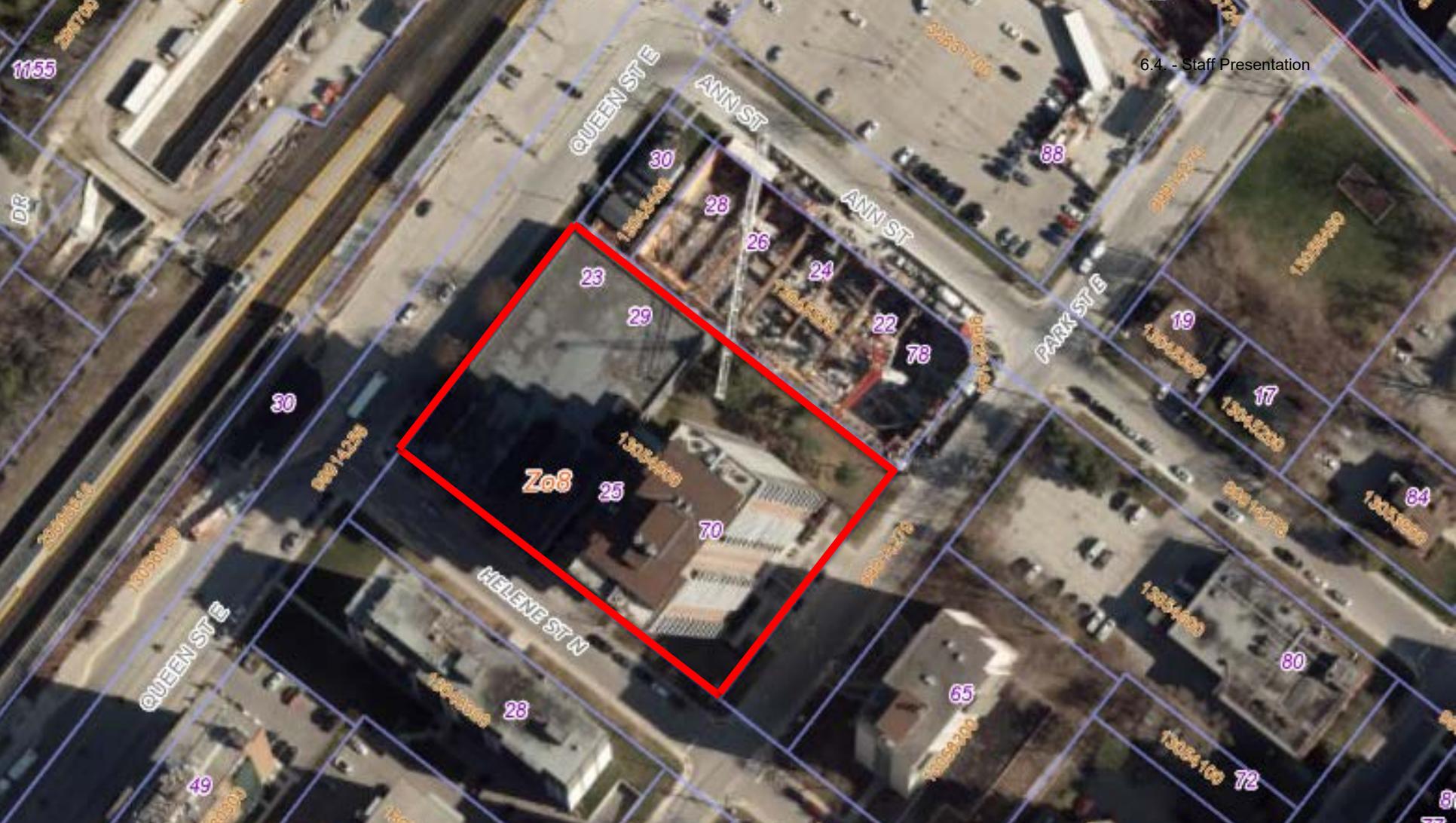




 LRT



Port Credit

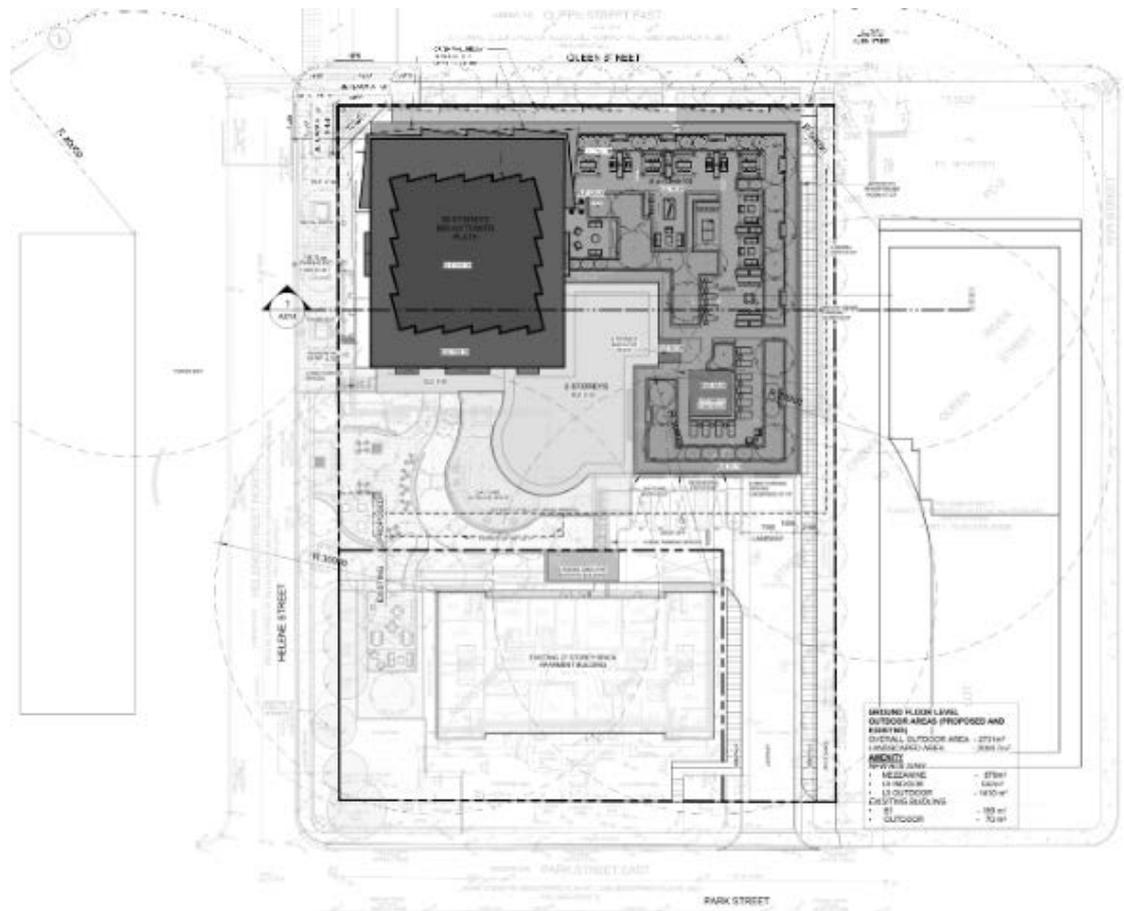


## Applicant's Proposal:

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

Existing 27 storey apartment building to be maintained





## 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

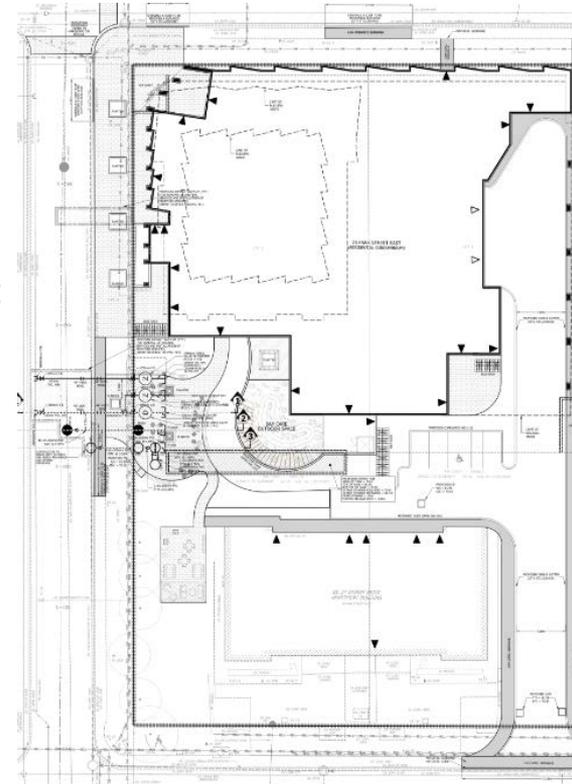
## Application Evaluation:

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

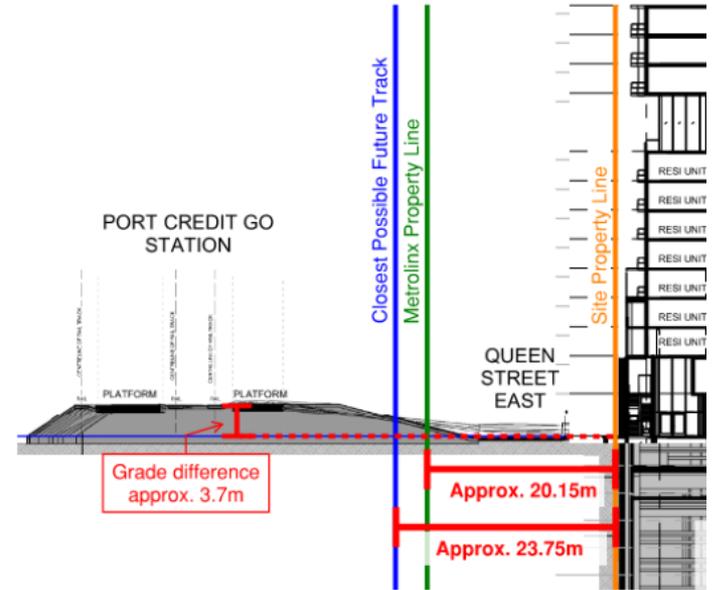
# Evaluation

- **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"



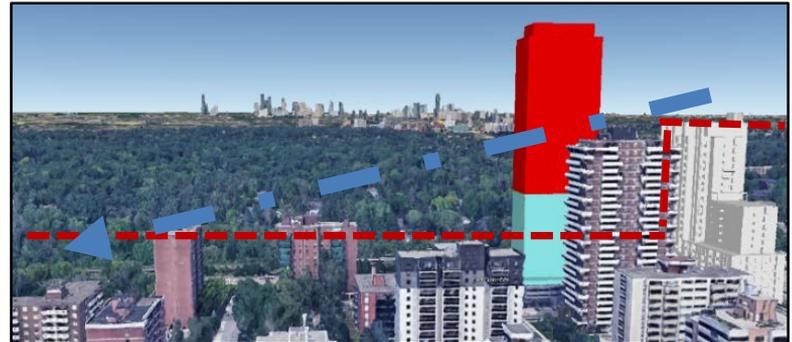
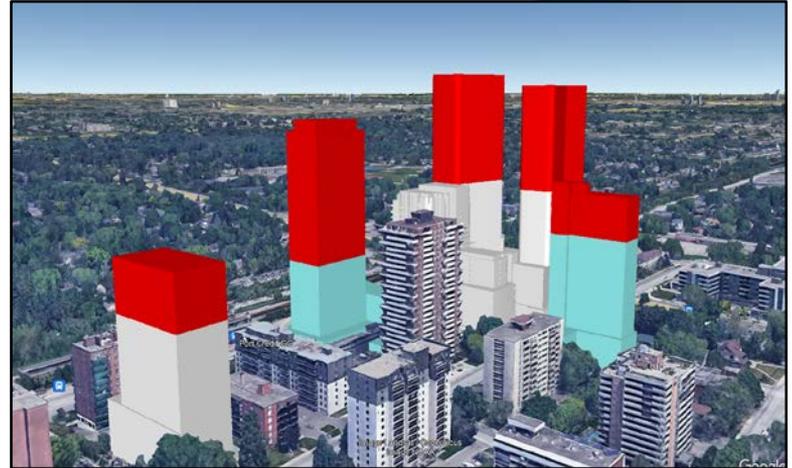
# Evaluation

- **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



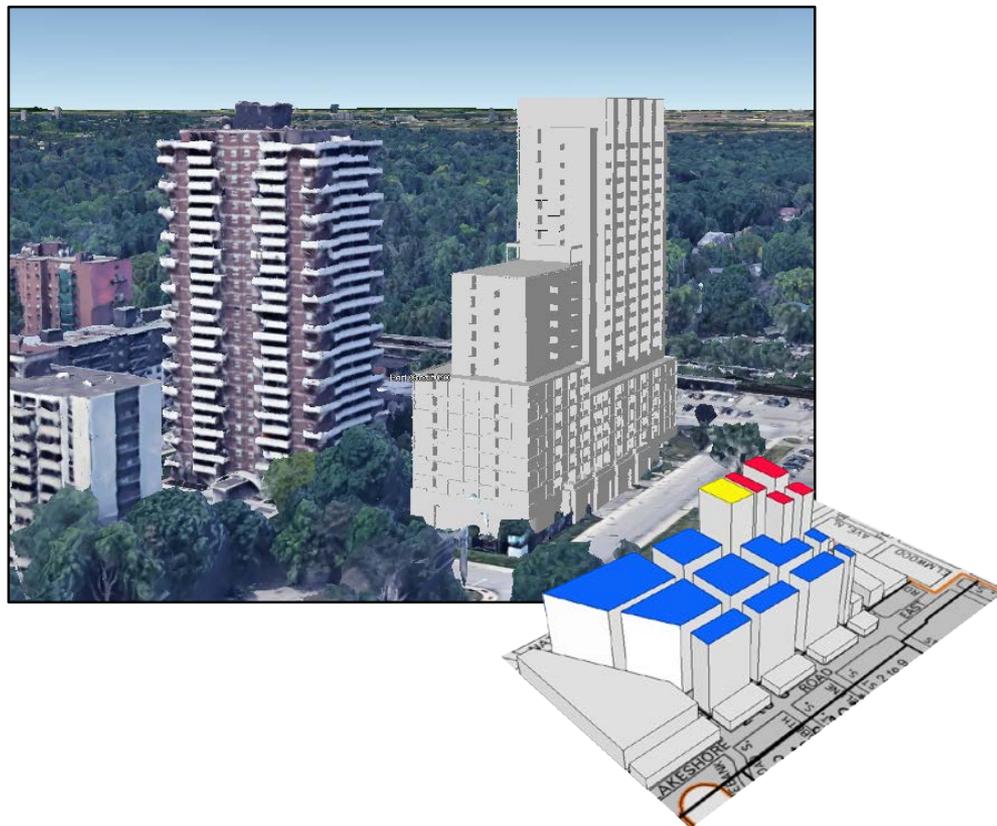
# Evaluation

- **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



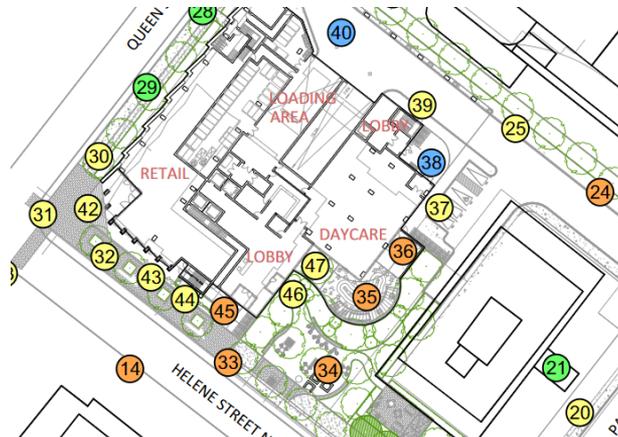
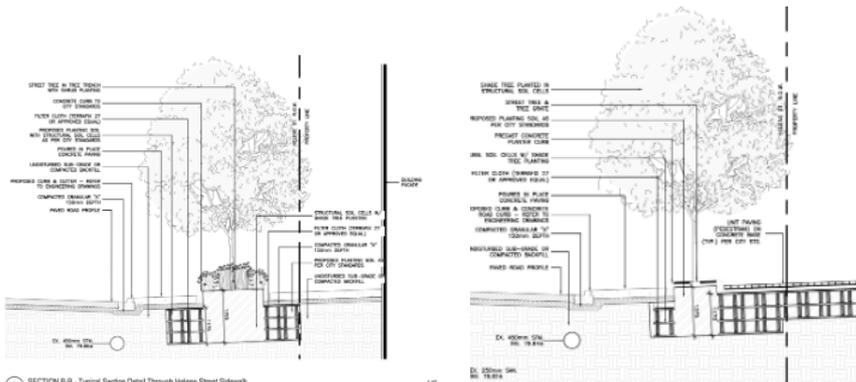
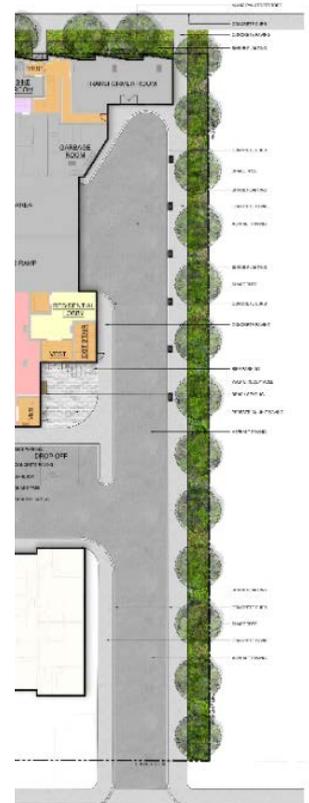
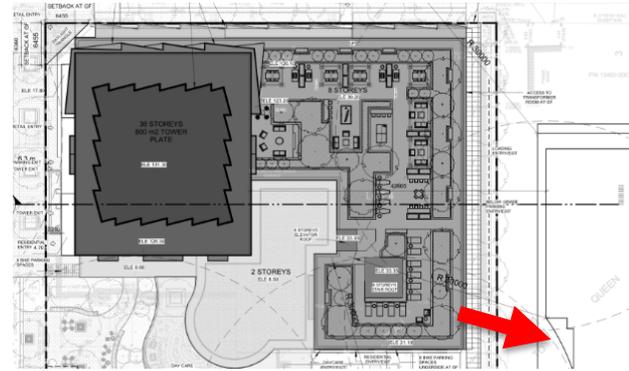
## Evaluation

- **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