

Recommendation Report Detailed Planning Analysis

**Owner: 33HC TAS LP, 33HC Corp., 3168HS LP and 3168 HS Corp.
25 and 33 Hillcrest Avenue, 3146, 3154 and 3168 Hurontario Street**

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1. Community Comments

Comments from the public meeting and written correspondence were generally directed towards building height and density, lack of community services in the area, 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 have reviewed the TIS and further information is requested from the applicant prior to staff making a determination on the appropriateness of the development from a traffic perspective.

Comment

There is insufficient community services (parks and community centre) in the area for the existing and anticipated residents.

Response

With respect to park space, the Parks Division has requested the inclusion of an unencumbered park within the proposed development. A park has not been included in the proposal and further changes to the plan are requested in this regard.

With respect to a community centre, the City is in the process of investigating a joint use school project for community amenities within the Cooksville area with the Peel District School Board. Further information and direction on this matter is forthcoming.

Comment

The proposed development will block sunlight from adjacent areas.

Response

In support of the proposal, a sun shadow study analysis was submitted. With respect to neighbouring areas, it was determined that the proposal did not meet the standards for sun shadow studies as it relates to shadowing on adjacent residential private outdoor amenity spaces or shadowing the public realm (sidewalk) along Hurontario Street. Staff share this concern and further refinement to the built form has been requested.

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 27, 2022. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Comments updated on July 24, 2023 state that technical reports and drawings have been submitted and are under review to ensure that engineering matters related to stormwater management, traffic, environmental compliance, noise, grading, and servicing 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 application 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 provision (or OLT decision).

Stormwater

The Functional Servicing and Stormwater Management Report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area 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.

The applicant has demonstrated a satisfactory stormwater servicing concept; however, further revisions are required to the Functional Servicing Report. Water reuse on site is being pursued via irrigation as a low impact development design feature in addition to the use of green roofs. Further details related to the groundwater dewatering and any potential groundwater quality treatment that may be required can be addressed prior to site plan approval.

Traffic

An Urban Transportation Considerations (TIS), prepared by BA Consulting Group dated May 2022, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.

The applicant is required to provide the following:

- An updated Traffic Impact Study addressing all staff comments
- Review the driveway accesses to ensure the adjacent roads and the internal driveway can operate efficiently
- The delineation of the future property line is reflective of the required land dedications
- Satisfactory plans for access to the future road network including right of way widths and road configuration
- Address any traffic concerns from the community related to the proposed development.

Environmental Compliance

A Phase One Environmental Site Assessment (ESA) report, dated May 5, 2022 prepared by Terrapex Environmental Ltd., was submitted in support of the proposed development. The Phase One ESA report indicates that further investigation is required to assess areas of potential environmental concern on the site. As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the rezoning 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 the Environment, Conservation and Parks.

Noise

An Environmental Noise & Vibration Assessment prepared by SLR Consulting Ltd., dated May 2022 was received for review. The 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, rail traffic from the nearby future LRT service, and stationary sources including the adjacent Cooksville GO station. Noise mitigation will be required, and a revised noise study is required to satisfactorily address staff comments.

Engineering Plans/Drawings

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

Region of Peel

Comments updated on July 25, 2023 state that there is no sanitary sewer capacity for this site. There were outstanding pieces of information the Region did not receive for review, along with a copy of a waste management plan. Based on the information available to date, the Region has serious concerns with these applications, specifically in regards to servicing and waste management.

Community Services

Comments updated July 18, 2023, state the 2022 Parks Plan identifies a 5.7 hectare (14.1 ac.) parkland deficiency in the Downtown Cooksville Character Area. Downtown Cooksville Character Area has a minimum parkland provision target of 12% of the total area. Currently, the Downtown Cooksville Character Area is deficient in parkland by 5.8%. Further, the 2019 Future Directions Parks & Forestry Master Plan and the 2022 Parks Plan establishes a walking distance requirement of 400 m (1,312.3 ft.), unimpeded by major pedestrian barriers, to a City owned playground from residential areas located within strategic growth areas.

In view of the foregoing, the need for a public park is required to be incorporated into this development to address the parkland deficit in this Character Area, this would also relieve pressure on the existing park system and facilities. In addition to the 2022 Parks Plan and the 2019 Future Directions Parks & Forestry Master Plan, the following policies from Official Plan Amendments 145 and 146 (OPAs 145 and 146) are relevant to parkland in Downtown Cooksville:

- Downtown Cooksville will develop with a high quality, well-designed and expanded network of public parkland and open space that is green, safe, attractive, and supports a range of social and recreation activities. Parkland may also provide gathering spaces and connections to existing and future parks and open spaces, commercial developments, community infrastructure and to surrounding neighbourhoods. (OPA 145 – Section 12.1.8.1.2)
- As part of the development application review process, the City will determine the location, configuration and size of new and/or expanded parkland blocks, and the requirement for land dedication. (OPA 145 – Section 12.1.8.1.3)
- Through development applications, opportunities to increase the provision of open space will be explored. These open spaces will be complementary to the public parkland system. (OPA 145 – Section 12.1.8.1.4)
- City will look for opportunities to further increase public open space through new developments. (OPA 146 – Downtown

Cooksville Character Area summary)

It should be noted that OPA 145 has been approved by Council, but appealed by a number of landowners, including this landowner. OPA 146 is currently with the Region of Peel for consideration. Since these policy documents were not in effect at the time of application submission, they can only be considered but cannot be used to deny the application.

Staff also note that the proposed Privately Owned Public Accessible Space (POPS) in this development is not supported. An unencumbered park, with the following minimum characteristics, should be incorporated into the development to meet City's parkland needs:

- Have adequate frontage on at least one public street
- Have a shape and size appropriate to meet parkland need
- Have complementary adjacent built form and uses
- Address user comfort through framed spaces, comfortable edges and desirable environmental factors (such as sun and wind)
- Satisfy CPTED principles by having desirable views to, through and from the park

Community Services Department further note that Council has provided direction to continue to pursue a joint-use school project for community amenities within the Cooksville area with the Peel District School Board. Community Services staff are supportive of continuing to provide input into community amenities that could be incorporated into the development site.

Upon confirmation of required parkland dedication, and pursuant to Section 42 of the Planning Act and in accordance with City's Policies and By-laws, prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes may be required.

School Accommodation

In comments, dated July 7, 2023, the Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, 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.

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 March 3, 2023 (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 site 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,

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 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area.
- 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 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 March 3, 2023 (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.

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 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 Downtown Cooksville MTSA will exceed the minimum density targets as required by the Province within the Major Transit Station Area, based on existing developments, approved applications and proposed 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 Downtown Cooksville Character Area, to permit a maximum building height of 46 storeys and a Floor Space Index (FSI) of 7.5. 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 located within the Downtown Cooksville Character Area and is designated **Mixed Use** and **Residential High Density**. The **Mixed Use** designation permits commercial and residential uses. The **Residential High Density** designation permits apartment uses. A maximum building height of 25 storeys is permitted within the Downtown Cooksville Character Area. The applicants are proposing to construct five apartment towers, 46, 43, 43, 39 and 34 storeys in height, with 14,962 m² (161,050 ft²) of commercial floor area and 6,216 m² (66,905 ft²) of gross floor area for a multi floor community use. The three existing one storey buildings onsite will be removed to accommodate the proposed development.

Directing Growth

The subject site is located in the Downtown Cooksville 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.

In August 2022, the City adopted OPAs 143 and 144, which introduced MTSA polices relating to land use, urban design, and maximum heights. At the time of writing this report, the respective OPAs are with the Region pending approval.

Generally, staff consider the site appropriate for residential intensification and tall buildings.

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 (March 2022) completed by SvN Architects.

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. The intent of this standard is to ensure that private amenity areas receive maximum sun exposure throughout the spring, summer and falls months.

With respect to the shadow impact of the proposed development on the existing detached dwellings to the north along Surbray Grove, shadows are cast in the no impact zone (private rear yard) for more than two consecutive hourly test times on June 21st and September 21st, thus not meeting the City's criterion.

With respect to the shadow impact of the proposed development on the existing townhouses to the north, south of Hanson Road, shadows are cast in the no impact zone (private rear yard) for more than two consecutive hourly test times on September 21st, thus not meeting the City's criterion.

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) by ensuring adequate sunlight is provided on sidewalks and other components of the public realm. For high density residential streets (Huronario Street), developments should be designed to allow for full sunlight on the opposite boulevard including the full width of the sidewalk on September 21 (fall equinox) 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 development, shadows are cast on the sidewalk on the east side of Huronario Street at 12:12 p.m., 1:12 p.m. and 2:12 p.m. Further, shadows are cast on the sidewalks on the north and south sides of John Street at 1:12 p.m. and 2:12 p.m. As a result, the City's criterion is not met.

Community Parkland

In accordance with Mississauga Official Plan, in addition to the parkland identified on Schedules 4: Parks and Open Spaces and 10: Land Use Designations, additional public parkland may be acquired through the processing of development applications or through purchase (S.6.3.73).

Further, Parks should generally be accessible for residents within 800 m (2,624.7 ft.) of their dwelling and be located as centrally as possible within a residential area (S.6.3.68).

As part of the review process, the Community Services Department has requested the inclusion of an unencumbered park within the proposed development. The need for a park on this property stems from Downtown Cooksville's current deficiency in public parkland relative to the population in the area. If the proposed development were approved, it will further increase the deficiency in Downtown Cooksville. As of the writing of this report, the applicants have not revised the proposal to include an unencumbered public park.

Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing servicing infrastructure is not adequate to support the proposed development.

The Region of Peel has advised that there is water capacity for the site. However, there is no sanitary sewer capacity for this development.

The site is adjacent to the Cooksville GO station, which provides two-way peak train service and two-way off-peak bus service to downtown Toronto. The site is also located along a future Light Rail Transit (HLRT) line on Hurontario Street, with a future LRT stop approximately 57 m (187 ft.) from the subject land. The following major MiWay bus routes service the site:

- Route 2 – Hurontario
- Route 103 – Hurontario Express
- Route 53 – Kennedy
- Route 38 – Creditview

General Appropriateness

The surrounding area contains a mix of low and high rise residential, retail commercial and office uses.

While intensification of this site is appropriate, these applications are not consistent with the policies of MOP and the criteria used to evaluate the appropriateness of tall buildings. Further, the proposed development does not satisfy the policies of MOP as it relates to providing unencumbered public parkland on-site. Finally, the Region has confirmed that there are servicing constraints associated with the subject land and accommodating the proposed development.

8. Mississauga Zoning By-law

Existing Zoning

The subject property is currently zoned **C4** (Mainstreet Commercial), **D** (Development) and **RA5-33** (Apartments – Exception). The **C4** zone permits a variety of retail commercial, service commercial, office, and limited residential uses. The **D** zone permits legally existing uses within legally existing buildings. The **RA5-33** zone permits an office and accessory retail commercial uses.

Proposed Zoning

The applicant is proposing to rezone the property to **RA5 – Exception** (Apartments – Exception) to permit five apartments, 46, 43, 43, 39 and 34 storeys, with 14 962 m² (161,050 ft²) of commercial floor area and a 6 216 m² (66,905 ft²) multi floor community use. In addition, a number of site specific amendments are proposed to accommodate the development.

Refer to the Information Report in Appendix 1 for a list of site specific zoning regulations being requested by the applicant.

Based on the current proposal and justification provided to date, the amendments that are not supported by staff at this time include the following:

Parking Space Dimensions

In accordance with Section 3.1.1.4.3 of the Zoning By-law, the minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.75 m where the length of one side of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0 m or less into the front and/or rear of the parking space.

The intent of this provision is to ensure that vehicles can adequately be accommodated (open vehicle doors) within a parking space where an obstruction is located within said space.

In accordance with the submitted zoning by-law chart, the applicants are proposing to delete this provision.

The applicant has not provided justification to support deleting this provision.

Required Number of Parking Spaces

In accordance with Section 3.1.2.1 of the Zoning By-law, condominium apartments are required to provide 0.8 resident spaces per unit, plus 0.2 visitor spaces per unit in parking precinct 1.

In accordance with Section 3.1.2.2 of the Zoning By-law, parking for non-residential uses are required, as follows:

Use	Number of spaces per 100m² of GFA-non-residential
Community Centre	4.5
Day Care	2.5
Financial Institution	3.0
Library	3.2
Office	2.0
Service Establishment	3.0
Retail Store	3.0
Recreation Establishment	4.5
Restaurant	6.0
Take-Out Restaurant	3.0
Veterinary Clinic	3.0

The intent of the above provisions is to ensure that uses provide an adequate amount of parking for the occupants/users of the development.

In accordance with the supporting development material, the applicants are seeking to permit a reduction to the required number of parking spaces relating to the apartment, as follows:

- 0.62 resident spaces per one bedroom unit;
- 0.72 resident spaces per two bedroom unit;
- 0.8 residents spaces per three bedroom unit; and,
- 0.15 visitor spaces per dwelling unit;

Further, the applicants are proposing a shared parking standard for all non-residential uses and visitor parking spaces based on the following standards;

- 2.9 spaces per 100m² **GFA-non-residential** for a **Community Centre**;
- 2.0 spaces per 100m² **GFA-non-residential** for commercial uses; and,
- 3.0 spaces per 100m² **GFA-non-residential** for all other non-residential uses.

City staff have reviewed this request and the justification provided and do not support the proposed reduction. Further justification in the form of a Parking Utilization Study is requested for further consideration of the reduced parking standards. To date, said information has not been provided by the applicant.

9. Community Benefit Charge

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.

As the subject proposal is more than five storeys and contains 10 or more residential units in total, the CBC will be applicable and will be payable at the time of first building permit.

10. "H" Holding Provision

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 updated reports, including a Functional Servicing and Stormwater Management Report, Traffic Impact Study, and Noise and Vibration Report
- Receipt of revised drawings including grading plans, servicing plans, cross-sections, and architectural drawings showing any required noise barriers
- Receipt of the required land dedications and easements

- Receipt of satisfactory access arrangements, including a joint access arrangement between the subject site with the adjacent lands to the west/north
- Receipt of satisfactory environmental studies and documents, including a reliance letter for the Phase One ESA, A Phase Two ESA report along with the reliance letter, a Storm Sewer Use By-law Acknowledgement form, a letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use, and a written document prepared by a Professional Engineer that includes a plan to decommission the wells or proof of decommissioning
- Receipt of a Record of Site Condition
- Receipt of satisfactory affordable housing contribution

11. 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 some site plan related issues through review of the concept plan, further revisions will be needed to address matters such as building articulation, massing, and transportation matters. Through the site plan process, further refinements are anticipated.

12. Conclusions

In conclusion, City staff has evaluated the applications to permit five apartments towers, 46, 43, 43, 39 and 34 storeys, with 14,962 m² (161,050 ft²) of commercial floor area and a 6,216 m² (66,905 ft²) multi floor community use 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. Provided conformity with the built form and urban design policies of MOP are achieved, tall buildings are appropriate in this location of the City.

However, the development as currently proposed, is not acceptable from a planning standpoint and should not be approved for the following reasons:

- The City is not satisfied that the application has sufficiently demonstrated that there is sanitary capacity to service the proposed development
- The applicant has not demonstrated that a park, satisfying the City's parkland requirements, can be accommodated on site
- The applicant has not justified the appropriateness of the zone standards being proposed

- There are a number of technical studies and issues that have not been properly addressed (e.g. Traffic Impact Study, Windy Study, Functional Servicing Report, Sun Shadow study) which may ultimately impact the development
- The applicant has not justified how the current proposal conforms to the aforementioned MOP criteria for tall buildings relating to sun shadow impact, scale and transition.