

## Recommendation Report Detailed Planning Analysis

**Owner: Edenshaw SSR Developments Ltd.**

**49 South Service Road**

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## 1. Community Comments

Below is a summary and response to comments received by the community through correspondence and at the statutory public and community meetings.

### Comment

Family sized units in the form of two-bedroom and three-bedroom units should be incorporated into the unit mix.

### Response

Planning staff have requested the provision of an appropriate mix of units including family sized units. The applicant is not required under Provincial legislation to provide a specific unit size or number of bedrooms.

### Comment

Additional parking spaces should be provided.

### Response

The proposed development provides 102 resident spaces and 35 visitor spaces whereas Zoning By-law 0225-2007 requires 317 resident spaces and 70 visitor spaces. Parking staff have requested additional justification in support of the proposed parking supply reduction.

### Comment

A connection to the existing multi-use trail east of the property should be explored to ensure the safety of pedestrians and cyclists and facilitate active transportation from Hurontario Street.

### Response

Planning and Urban Design staff have requested the provision of infrastructure, in the form of a sidewalk, along the north side of South Service Road to connect the development and existing multi-use trail to Hurontario Street and the Hazel McCallion Light Rail Transit (LRT). The requested infrastructure can be secured through a future development agreement.

### Comment

Balconies should be removed given the development's proximity to the Queen Elizabeth Way (QEW).

### Response

The applicant has submitted an Air Quality Study and Noise and Vibration Feasibility Study which assess the potential adverse impacts on the proposed building inclusive of the balconies. The mitigation of noise impacts on balconies is not required under the guidelines of the Ministry of Environment, Conservation and Parks (MECP). The air quality study notes that the mitigation of air quality impacts is not required as the prolonged use of the balconies is not anticipated. An independent peer review of the Air Quality Study has been requested by Transportation and Works staff.

## 2. Updated Agency and City Department Comments

The applications were circulated to all City departments and commenting agencies on November 18, 2022. A summary of the comments are contained in the Information Report attached

as Appendix 1. Updated comments from Transportation and Works and City Planning Strategies staff are provided below.

#### *City Planning Strategies – Housing*

The City's Inclusionary Zoning (IZ) By-law was enacted on August 10, 2022, initiating the IZ transition period as of August 11, 2022. Protected Major Transit Station Areas (MTSAs) identified in the Regional Official Plan were approved by the Minister of Municipal Affairs and Housing on November 4, 2022. The City's IZ transition period concluded as of January 1, 2023 at which time IZ came into full force and effect on all lots within IZ Areas, as identified by the IZ Overlay in Zoning By-law 0225-2007.

Pursuant to the exemption provision outlined in Article 2.1.34.1(6)(2), during the transition period a proposal is exempt from IZ if an applicable application is filed in accordance with the DARC prior to January 1, 2023 AND a subsequent complete site plan application is filed within 2 years of the date the rezoning application was deemed complete.

The applications associated with this proposal, (OZ/OPA 22-23 W1) were filed on October 15, 2022 and deemed complete on November 3, 2022. Provided a complete site plan application is filed by **November 3, 2024**, this proposed development could receive an exemption from IZ. Should the complete site plan application not be submitted by the deadline, IZ will apply in full as follows:

- The property falls within IZ Area 1. The property is subject to IZ
- The minimum required percentage of gross floor area – inclusionary zoning to be provided as affordable housing in an ownership tenure building is currently as follows:
  - 4% if the affordable housing is provided as ownership tenure
  - 2% if the affordable housing is provided as rental tenure
  - Rates will increase in subsequent years
- A Building Permit cannot be issued for the development on the property if the IZ requirements are not satisfied as they form part of Zoning By-law 0225-2007 and therefore constitute applicable law. In order to satisfy the IZ requirements, for the purposes of Building Permit issuance, an IZ legal agreement must be enacted and registered on title.

In the event that the application is approved, a condition will be added to the Zoning By-law to indicate that an exemption may apply, subject to Article 2.1.34.1(6)(2). The City will determine the final exemption status at the time of the complete site plan application filing.

#### *Transportation and Works Department*

Additional technical information and revisions have been requested to confirm the feasibility of the proposed development from an engineering standpoint. Should the applications be approved by the Ontario Land Tribunal (OLT), the applicant will be required to provide additional technical

information and revisions to drawings and studies. The extent of any proposed municipal infrastructure will be required to be addressed through an "H" Holding Symbol (or OLT decision).

### **Stormwater**

A Stormwater Management Report prepared by WSP Canada Inc. dated October 13, 2022 was submitted in support of the proposed development. The report indicates that an increase in stormwater runoff will occur with the redevelopment of the property. 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 development concept regarding stormwater management. Water reuse on the property is being pursued as a low impact development design feature. In addition, the applicant is proposing to construct a private storm sewer system to service the property, with a connection to the City's stormwater infrastructure on South Service Road. 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. An updated Functional Servicing and Stormwater Management Report is required to address outstanding technical comments related to stormwater servicing.

### **Traffic**

A Traffic Impact Study prepared by GHD Limited dated October 2022 was submitted in support of the proposed development

and a full review and audit was completed by Transportation and Works staff. The report does not conform to City requirements and does not provide sufficient detail for staff to confirm feasibility.

The report concluded that the proposed development is anticipated to generate approximately 73 (31 in, 42 out) and 88 (42 in, 46 out) two-way site trips upon build-out for the weekday AM and PM peak hours, respectively. Transportation and Works staff require additional clarification on the traffic generated by the proposed development, the study area intersections, and proposed vehicular accesses.

In addition, the following information is required by Transportation and Works staff to confirm feasibility and to ensure that City requirements are satisfactorily addressed:

- An updated Traffic Impact Study addressing all staff comments
- Updated turning movement diagrams to evaluate the internal site circulation and access points
- A review of the driveway accesses to ensure the adjacent public roads and the internal driveways can operate efficiently and safely
- A response matrix addressing any traffic concerns from the community related to the proposed development
- Ministry of Transportation (MTO) approval for matters related to South Service Road, as it falls under their jurisdiction

### **Environmental**

Phase One and Two Environmental Site Assessment (ESA) reports prepared by Palmer Environmental Consulting Group Inc. dated October 13, 2022 were submitted in support of the proposed development. The reports indicate that no further environmental investigation is required. The following documents are required to be submitted for further review:

- A written document prepared by a Qualified Professional (QP) which includes a plan to decommission the wells and aboveground storage tanks, or proof of decommissioning
- A written documentation prepared by a QP stating the geotechnical and environmental suitability of the fill materials located on the property
- A completed Storm Sewer Use By-law Acknowledgement form

As the land use is changing from a less sensitive use 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 MECP.

### **Noise**

A Noise and Vibration Feasibility Study prepared by J.E. Coulter Associates Limited dated October 13, 2022 was submitted in support of the proposed development. Additional technical information is required to assess the impacts of noise levels, and identify appropriate mitigation measures for the proposed development.

### **Engineering Plans/Drawings**

Should the applications be approved by the OLT, revisions to the technical plans and drawings are required to ensure compliance with the City's standards.

### **3. *Provincial Policy Statement, 2020 (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020), and the Proposed Provincial Policy Statement, 2023 (Proposed PPS)***

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.

On April 6, 2023, the Ministry of Municipal Affairs and Housing (MMAH) posted a document entitled "Proposed Provincial Planning Statement" on the Environmental Registry of Ontario. The purpose of the document is to integrate policies from the

Growth Plan and the PPS to support the achievement of housing objectives and meet the target to construct 1.5 million new homes by 2031. The document has been posted for a 120 day commenting period. The effective date has not been established, but the Province has indicated that they are targeting Fall 2023. Any decision on planning matters made on or after the effective date would be subject to the new policies, unless transition regulations are set forth.

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

The Information 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 1.1.1 of the PPS which notes that healthy, liveable and safe communities are sustained by [...] c) avoiding development and land use patterns which may cause environmental or public health and safety concerns.

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 property and proposed development represent an opportunity to intensify and increase the range of housing options in the Mineola neighbourhood in proximity to the Hazel McCallion LRT. However, the applicant has not effectively demonstrated critical components of the proposed development related to appropriate development standards and addressing public safety issues.

Additional information is required including but not limited to the demonstration of the effective mitigation of adverse wind and noise impacts and how the development's operations and essential site features can be safely and comfortably maintained to address the MTO's development requirements. Consistency with the PPS has therefore not been demonstrated at this time.

#### **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 including:

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.

Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

Section 2.2.4.3 and 2.2.4.4 require a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit and a lower target where it has been demonstrated that the target cannot be achieved.

Section 2.2.4.10 notes that lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

The property is located within the Mineola MTSA which is associated with the Hazel McCallion LRT. The delineated boundaries of the Mineola MTSA generally align with boundaries of properties along Hurontario Street between the QEW and Canadian National Railway (CNR).

The proposed development generally conforms to the Growth Plan as it is intensifying an underutilized property in proximity to

the Hazel McCallion LRT and utilizing existing municipal infrastructure. However, as noted in the preceding section, the applicant has not effectively demonstrated how components of the development satisfy or comply with applicable development standards including the mitigation of adverse wind and noise impacts, the provision of appropriate and comfortable amenity areas and compliance with the MTO's development requirements. Conformity with the Growth Plan has therefore not been demonstrated at this time.

## 6. Region of Peel Official Plan

On April 28, 2022 Regional Council passed By-law 20-2022 to adopt a new Region of Peel Official Plan (New ROP). The New ROP was approved with modifications by the Province on November 4, 2022. The applications were deemed complete on November 3, 2022 and are therefore subject to the policies of the former Region of Peel Official Plan (Former ROP) that were in force at the time of submission. The Former ROP does not include the delineated boundaries of MTSA's including the Mineola MTSA. Notwithstanding the date of submission, the New ROP, which includes policies related to MTSA's including directing municipalities to delineate boundaries in their local official plans, is relevant to the review of the applications.

As summarized in the Information Report dated March 3, 2023 (Appendix 1), the proposed development does not require an amendment to the Former ROP. The property is located within the Urban System of the Region of Peel. The property is also located within the delineated boundaries of the Mineola MTSA under the New ROP. The Mineola MTSA is identified as a

Secondary MTSA due to constraints by existing land use patterns and built forms, and is subject to a reduced minimum density target of 50 persons plus jobs per hectare (PPJ/ha).

The proposed development generally achieves many of the objectives and policies of the Former ROP, including directing redevelopment to the urban system, encouraging a pattern of compact forms, providing an appropriate range of housing, support pedestrian-friendly and transit-supportive opportunities for intensification (Section 5).

The proposed development generally conforms to the Former ROP and New ROP as it contributes to housing choices in the Mineola neighbourhood in proximity to the Hazel McCallion LRT. However, the applicant has not effectively demonstrated how components of the development satisfy or comply with applicable development standards including the mitigation of adverse wind and noise impacts, the provision of appropriate and comfortable amenity areas and compliance with the MTO's development requirements.

## 7. Mississauga Official Plan (MOP)

The proposal requires an amendment to MOP to permit the 26 storey apartment building containing 352 units. Section 19.5.1 of MOP 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 these proposed development applications.

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

### *Major Transit Station Areas*

On August 10, 2022, Mississauga Council adopted Official Plan Amendments No. 143 and 144, which added policies to MOP pertaining to MTSAs, including policies pertaining to maximum building heights. Regional Council approval is required for these amendments to come into effect.

On November 4, 2022, the New ROP was approved with modifications by the Province which added the delineated boundaries of MTSAs including the Mineola MTSA.



On 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 MMAH made to the in-effect ROP.

On February 23, 2023, Regional Council referred the City's MTSA Official Plan Amendments back to Region of Peel staff to discuss with the City and Province.

#### *Directing Growth*

The property is located in the Mineola Neighbourhood Character Area, on the north side of South Service Road, east of Hurontario Street and south of the QEW. The property is designated **Residential Low Density II**, which only permits detached dwellings. The applicant is proposing to re-designate the property to **Residential High Density** to permit the apartment building. Planning staff agree that the **Residential Low Density II** designation is not appropriate for the property given the location and the evolving land use policy context. The property is located along the Hurontario Street Intensification Corridor and within the Mineola MTSA associated with the Hazel McCallion LRT (under both the New ROP and Official Plan Amendment Nos. 143 and 144), where growth is specifically directed. In accordance with MOP, the **Residential High Density** designation and an apartment building is appropriate on the property subject to the satisfaction of criteria set forth in MOP including the demonstration of compatibility with adjacent lands and an appropriate development layout.

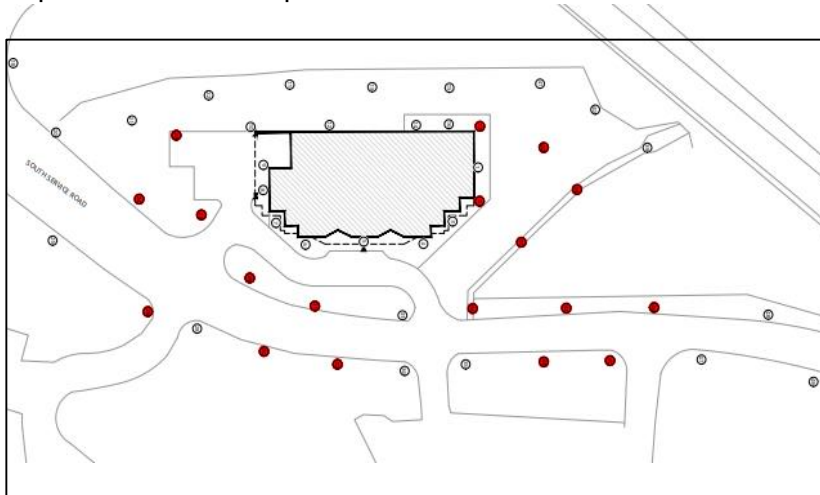
#### *Compatibility with Adjacent Lands*

Intensification is to be compatible to surrounding development and will be sensitive to the existing and planned context. Tall buildings, which are buildings with a height greater than the width of the street on which they front, will minimize adverse microclimatic impacts on the public realm and private amenity areas including sun, shadow and wind.

Official Plan Amendment No. 144, which is not in effect, proposes a height range of two to four storeys on the property. The applicant's proposal for a height greater than four storeys must meet criteria set forth in MOP including the demonstration of an appropriate transition in height to surrounding lands, the enhancement of the existing or planned development and compatibility with surrounding lands. The surrounding lands located south and east of the property and South Service Road are designated **Office**, **Residential Low Density II** and **Residential Medium Density**, which contain a variety of residential and non-residential uses including an office building, school, detached dwellings and townhouse dwellings.

Policy 9.2.1.16 of MOP notes tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas. Policy 9.5.1.9 of MOP notes development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that privacy, sunlight and microclimatic conditions are mitigated. Further, Policy 9.5.3.9 of MOP notes tall buildings will minimize undue physical negative impact relating to microclimatic conditions including wind.

The applicant's Sun/Shadow Study confirms that the proposed building meets the City's shadow standards for residential private outdoor amenity spaces. The proposed building appears to meet the City's shadow standards for the communal outdoor amenity areas related to the school yards of Queen Elizabeth Sr. Public School. Additional information is required to confirm the proposed building meets the City's shadow standards related to the development's communal outdoor amenity areas. Confirmation regarding the communal outdoor amenity areas through a resubmission has not been received. Adverse privacy impacts are not anticipated.



The red icons represent exceedances of wind safety criterion as a result of the proposed 26 storey apartment building. Figure retrieved from RWDI's pedestrian wind study.

The applicant's Pedestrian Wind Study identifies safety exceedances and uncomfortable wind conditions on the property and within the public realm including along South Service Road including adjacent to Queen Elizabeth Sr. Public

School. The Pedestrian Wind Study specifically notes that the proposed development is significantly taller than its surroundings resulting in high wind activity.

Additional analysis which demonstrates the efficacy of mitigation measures on the adverse wind conditions in accordance with the City's wind standards, which includes accommodating all wind mitigation features on the property, has not been received at this time. Design alternatives including revisions to the proposed building in order to achieve acceptable wind conditions might be required.

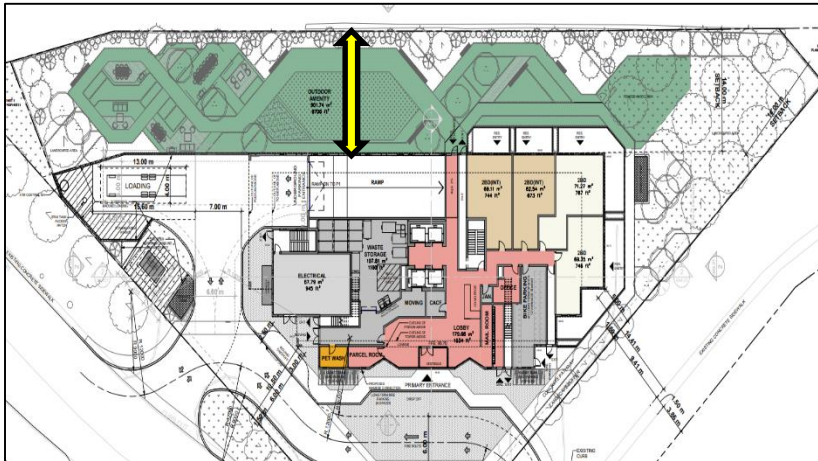
#### *Site Layout*

The arrangement of elements on the property including the building, landscaping and amenity areas should create a quality living environment that is safe and comfortable, provides sufficient common amenity areas that are suitable for the intended users and implements landscaping that complements the public realm and allows for the future planting of vegetation.

The property is located within the MTO's permit control area. In accordance with the MTO's development requirements, buildings, above and below grade structures, zoning by-law requirements and essential site features which are integral to the operations of a property and development must be set back a minimum of 14 m (45.9 ft.) from the MTO's right of way.

The proposed development currently locates site features and zoning by-law requirements including the proposed outdoor amenity area and residential patios within the 14 m (45.9 ft.)

setback. The proposed development does not meet the MTO's development requirements and fails to demonstrate that operations can be safely and comfortably maintained should the MTO expropriate all or portions of the 14 m (45.9 ft.) setback in the future. The MTO has confirmed that the proposed site layout does not currently comply with their development requirements.



The yellow arrow represents the MTO's required 14 m (45.9 ft.) setback. Site features including the proposed outdoor amenity area and patios are located within the setback.

Landscaped buffers are intended for the long term growth and maintenance of plant material including trees, shrubs and other landscape features. Features such as garbage staging, loading areas and parking areas are not permitted within landscaped buffers.

Urban Design staff request that the proposed layout be revised to increase the landscaped buffer along South Service Road to provide a greater transition to South Service Road and be more

contextually sensitive to the broader Mineola neighbourhood, which is characterized by existing mature vegetation, generous setbacks, and large landscaped areas. Policy 9.2.1.19 of MOP notes that the public realm and development interface with the public realm will be held to the highest design standards. The proposed landscaped buffer currently ranges in depth from 0 m (0 ft.) to 1.5 m (4.92 ft.) whereas the minimum landscape buffer requirement under Zoning By-law 0225-2007 is 4.5 m (14.8 ft.).

### *Amenity Areas*

Communal amenity space, located and designed for physical comfort and safety, is important to provide opportunity for recreational and social activities for residents of the proposed development. The proposed development provides 339 m<sup>2</sup> (3,649 ft<sup>2</sup>) of indoor amenity area and 902 m<sup>2</sup> (9,709 ft<sup>2</sup>) of outdoor amenity area, resulting in a total amenity area rate of 3.5 m<sup>2</sup>/unit (37.7 ft<sup>2</sup>/unit).

As noted in the preceding section, the proposed outdoor amenity area is located within the MTO's required 14 m (45.9 ft.) setback and subject to potential future expropriation. Further, the proposed outdoor amenity area appears to be subject to uncomfortable wind conditions and adverse noise impacts in accordance with City and Provincial policies and guidelines based on the applicant's Pedestrian Wind Study and Noise and Vibration Feasibility Study. Mitigation features to reduce adverse noise impacts such as noise barriers are not permitted within the MTO's 14 m (45.9 ft.) setback. Given these restrictions regarding location and feasibility, the proposed

outdoor amenity area should not be included in the total amenity area calculation.

The resulting total amenity area rate, excluding the outdoor amenity area, is approximately 1.0 m<sup>2</sup>/unit (10.8 ft<sup>2</sup>/unit) whereas the minimum amenity area requirement under Zoning By-law 0225-2007 is 5.6 m<sup>2</sup>/unit (60.3 ft<sup>2</sup>/unit). Additional amenity area, including outdoor amenity area where feasible, should be provided to support the future residents of the proposed development. Additional analysis will be required to confirm that any proposed outdoor amenity areas are not subject to adverse impacts.

#### *Transportation and Works*

The proposed parking supply does not meet the Zoning By-law's minimum parking rate for residents and visitors. Parking staff have requested additional justification in the form of a Parking Utilization Study to be submitted in support of the proposed parking supply.

Traffic staff and the MTO have requested additional information in the form of an updated Traffic Impact Study which includes analysis of the proposed driveway accesses to ensure the adjacent public roads and the internal driveways can operate efficiently and safely.

#### *Services and Infrastructure*

Based on the comments received from the applicable City Departments and external agencies, the existing servicing

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 the property.

The property is currently serviced by MiWay Route 2 (Hurontario Street). Once construction is complete, the Hazel McCallion LRT will service the property. The property is located approximately 400 m (1,312 ft.) south of the North Service LRT stop at the intersection of North Service Road and Hurontario Street.

## **8. Zoning**

Additional information and revisions are required prior to confirming that the proposed **RA5-Exception** (Apartments - Exception) is appropriate to accommodate the proposed 26 storey apartment building. The proposed site-specific zoning provisions have not changed since the Information Report (Appendix 1).

## **9. Bonus Zoning**

Schedule 17 of Bill 197, COVID-19 Economic Recovery Act, 2020, amended the *Planning Act*. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the *Planning Act* now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to

fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The by-law specifies to which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

As the proposed development is for more than 5 storeys and does contain 10 or more residential units in total, the CBC is applicable and will be payable at the time of first building permit.

## 10. "H" Holding Symbol

Should this application be approved by Council or OLT, an "H" Holding Symbol would be required which can be lifted upon:

- Execution of a satisfactory Development Agreement which includes the securement of new municipal infrastructure
- Completion and filing of a Record of Site Condition (RSC) with the MECP
- Receipt of Architectural Plans confirming the location of required noise mitigation features to the satisfaction of the

Transportation and Works and Planning and Building Departments

- Receipt of an updated Traffic Impact Study to the satisfaction of the City's Transportation and Works Department and the MTO
- Receipt of updated Turning Movement Diagrams to evaluate the internal site circulation and access points to the satisfaction of the City's Transportation and Works Department
- Receipt of an updated Noise and Vibration Feasibility Study to the satisfaction of the City's Transportation and Works and Planning and Building Departments
- Receipt of an updated Functional Servicing Report and Stormwater Management Report to the satisfaction of the City's Transportation and Works Department
- Receipt of an updated Pedestrian Wind Study to the satisfaction of the City's Planning and Building Department
- Receipt of satisfactory environmental documents including the Storm Sewer Use By-law Acknowledgement form and a signed letter by a QP regarding the suitability of fill materials, and the decommissioning of wells to the satisfaction of the City's Transportation and Works Department
- Receipt of updated Engineering Plans including Grading and Servicing Plans to the satisfaction of the City's Transportation and Works Department
- Receipt of confirmation from Ministry of Citizenship and Multiculturalism (MCM) that all archaeological resource concerns have met licensing and resource conservation requirements

- Receipt of confirmation of approval from the MTO

## 11. Site Plan

Prior to development of the property, the applicant will be required to obtain site plan approval. A site plan application has not been submitted to date for the development.

## 12. Conclusions

In conclusion, City staff have evaluated the applications to permit a 26 storey apartment building containing 352 dwelling units against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Former and New Region of Peel Official Plan and Mississauga Official Plan. While the redevelopment of the property with an apartment building makes efficient use of land and supports transit investment through intensification in close proximity to the Hazel McCallion LRT, it is premature to recommend approval of the proposed development for reasons including:

- The proposed development creates unsafe wind conditions on the property and within the public realm, and the efficacy of mitigation measures have not been demonstrated
- The proposed development does not comply with the MTO's development requirements
- The proposed development does not provide appropriate amenity area for future residents and additional amenity area is required

- Additional information is required for technical studies including the Traffic Impact Study
- Satisfactory justification, in the form of a Parking Utilization Study, has not been provided in support of the proposed parking supply

Planning staff support amendments to the Mississauga Official Plan and Zoning By-law 0225-2007 to accommodate a higher level of residential intensification on the property. Mediation or other dispute resolution processes with the applicant in order to resolve or narrow outstanding issues are appropriate.