

Recommendation Report Detailed Planning Analysis

Owner: 7085 Goreway Developments Limited

7085 Goreway Drive

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1. Community Comments

Comments from the public were generally directed towards tenure, unit types and the floodplain limit. Below is a summary and response to the specific comments heard.

Comment

Will the development be low-income housing?

Response

The proposed development is for a market rental apartment building.

Comment

Will the development respect the floodplain limit?

Response

The applicant has submitted a Flood Hazard Assessment Report that was reviewed by the Toronto and Region Conservation Authority (TRCA) and the City of Mississauga Storm Drainage Staff. The proposed site plan identifies the existing floodplain and demonstrates that the development would be outside the floodplain and graded to avoid flood inundation.

2. Updated Agency and City Department Comments

The applications were circulated to all City departments and commenting agencies first on October 5, 2020 with additional circulation of the applications on June 23, 2022, March 23, 2023, and July 18, 2023. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Region of Peel

Comments dated August 31, 2023, state that the Functional Servicing Report (FSR) revised July 2023, needs to be updated to reflect the actual population and sanitary flows recalculated. The Region has advised that this information can be provided as part of the Holding Provision removal application.

The Region will be a party to the Development Agreement and further information regarding all landscaping/easement encroachments will be required along with updated registered easement documents and parcel abstracts.

Waste collection requirements have been met in accordance with the Region's Waste Collection Design Standards Manual.

Transportation and Works

Technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic, and environmental compliance

can be satisfactorily addressed and confirm feasibility of the project, in accordance with City requirements.

Stormwater

A Functional Servicing Report (FSR), prepared by Schaeffers Consulting Engineers dated July 10, 2023, 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 the impact to the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge are required.

The applicant proposes to construct a storm system to service the development lands with an outlet to Mimico Creek. In addition, irrigation on site is being considered. The applicant has demonstrated a satisfactory stormwater concept in principle, the details of which can be confirmed through an engineering submission review as part of a Holding Provision removal application. Further details related to the irrigation to meet the water balance requirement, as well as the overall refinement of the stormwater management report will be addressed prior to Site Plan approval.

Traffic

Three Transportation Impact Study (TIS) submissions were prepared by IBI Group in support of the proposed development. The third submission dated March 2023,

complies with the City's TIS Guidelines and is deemed to be satisfactory.

The study concluded that the proposed development is anticipated to generate approximately 89 (21 in, 68 out) and 104 (63 in, 41 out) two-way site trips for the weekday AM and PM peak hours in 2025, respectively.

With the additional traffic generated by the proposed development, the study area intersections and the proposed vehicular access are expected to operate at acceptable levels of service, with minimal impact to existing traffic conditions. Further information is required to demonstrate the feasibility of the future required access interconnection with the property to the south.

Environmental Compliance

An updated Phase One Environmental Site Assessment (ESA) dated June 6, 2022, and a Phase Two ESA dated June 15, 2022, both prepared by Grounded Engineering Inc., were submitted for review. The Phase Two ESA indicated that no further environmental investigation is required. A Record of Site Condition was filed for the property with the Ministry of Environment, Conservation and Parks in August 2022.

Noise

An Environmental Noise Assessment dated June 2022 and prepared by SLR Consulting (Canada) Ltd., was received for

review. The study evaluates the potential impact of noise both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic from Goreway Drive and Derry Road East, and aircraft traffic from Toronto Pearson Airport. Noise mitigation will be required in the form of air conditioning units and upgraded building materials, the details of which will be confirmed through the site plan application and building permit process.

Engineering Plans/Drawings

Should this rezoning application be approved by Council, other outstanding engineering matters can be addressed through the 'H' Holding Zone removal application. Additional requirements and clauses related with the development of the lands will be captured in the related Development Agreement. Site-specific details will include, but not be limited to: grading, municipal infrastructure design and construction and land dedications.

Community Services

In comments dated August 17, 2023, an updated Environmental Impact Statement is needed to demonstrate grading details, provide clarity on the impacts to the existing City owned Malton Greenway, and remove any restoration planting that is shown within lands that are proposed to be dedicated to the City (below the proposed line of flood plain).

A draft Reference Plan is to be submitted identifying all lands below the proposed Long Term Stable Top of Slope that are intended to be deeded gratuitously to the City.

Prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the *Planning Act* and in accordance with the City's Policies and By-laws.

School Accommodation

In comments, dated September 7, 2023, the Dufferin-Peel Catholic District School Board, responded that it is 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.

In comments, dated September 7, 2023, the Peel District School Board, responded that the comments remain unchanged for this application. Prior to final approval, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Board for this plan.

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 22, 2021 (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 1.1.3.2 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.

Section 1.1.3.6 of the PPS states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The subject site and development proposal represents an opportunity to modestly 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.

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 include:

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 notes that within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities.

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 4.2.2.6 directs municipalities to continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS.

The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

The proposed development conforms to the Growth Plan as it provides for intensification of an underutilized site within a delineated built-up area, in a manner which is consistent with the existing and planned character of the immediate area.

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

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 October 2, 2020 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.

As summarized in the public meeting report dated January 22, 2021 (Appendix 1), the proposed development does not require an amendment to the Former ROP. The subject property is located within the Urban System of the Region of Peel. 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 conforms to the ROP as it is an appropriate form of development that efficiently uses land to contribute to housing choices in the Malton neighbourhood.

7. Mississauga Official Plan (MOP)

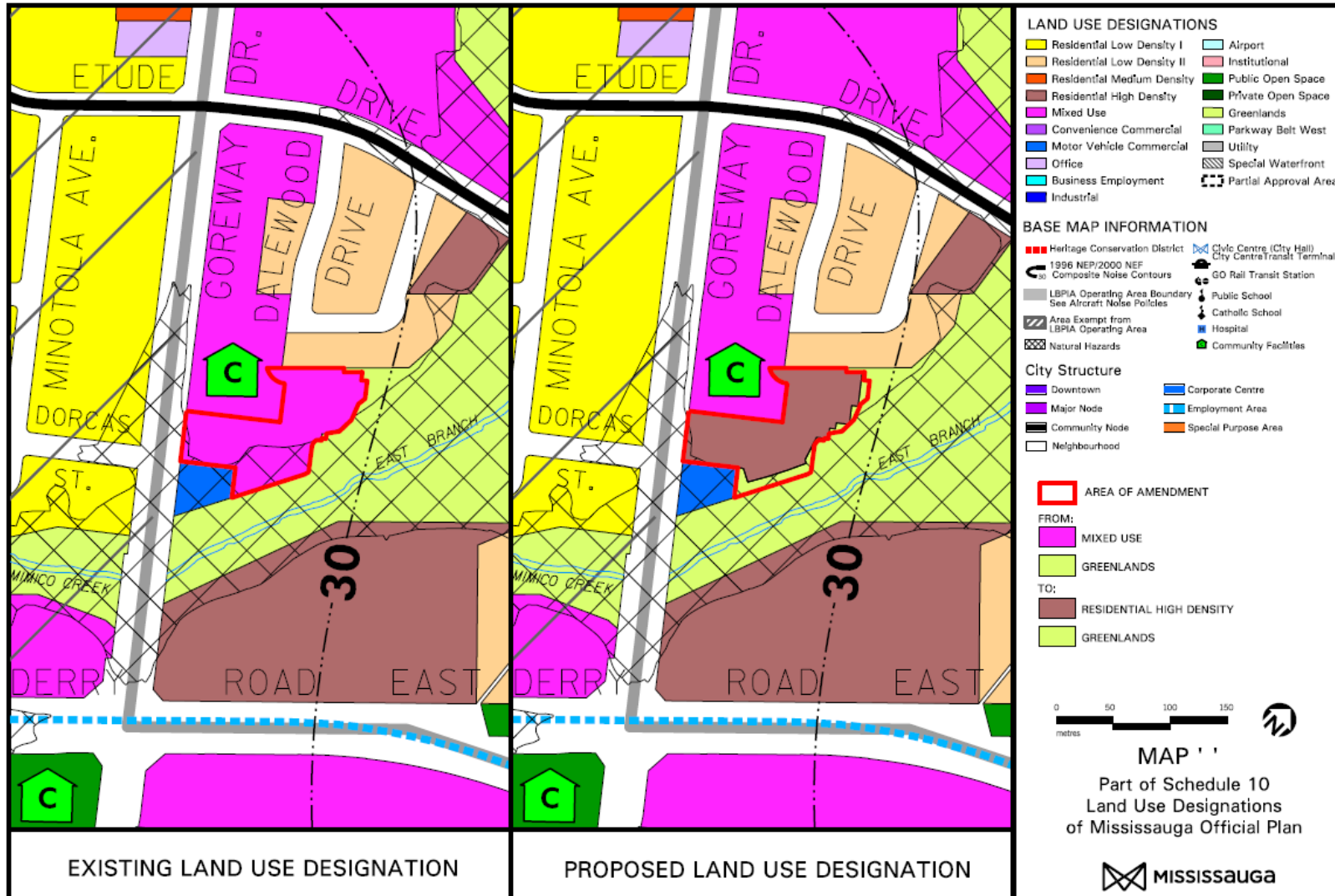
The policies of the Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conforms to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

The proposal requires an amendment to the Mississauga Official Plan Policies for the Malton Neighbourhood Character Area from **Mixed Use** Special Site 2 to **Residential High Density** Special Site 2 and **Greenlands** for an increase in height to permit a 14 storey, 228 unit, apartment building with ground floor commercial space. The **Residential High Density** designation is appropriate to accommodate the development given that the proposal is mostly residential and contains one floor of commercial uses. The **Greenlands** designation and Natural Hazards overlay is proposed to be extended to include the lands south of the long term stable top of slope.

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.



Excerpt of Malton Neighbourhood Character Area Land Use Map

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

The subject site is designated **Mixed Use** and **Greenlands**. The **Mixed Use** designation permits office, restaurants, overnight accommodation and retail and service uses together with residential uses. The **Greenlands** designation permits conservation, flood control and erosion management, passive recreational activity and parkland. The **Greenlands** designation will remain and the additional lands below the long term stable top of slope are proposed to be dedicated to the City of Mississauga and redesignated.

Directing Growth

The subject site is located in the Malton Neighbourhood Character Area, on the east side of Goreway Drive, north of Derry Road East. Neighbourhoods are to accommodate modest intensification and focus on residential uses and associated services. Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas. The site is currently vacant and was previously occupied by a one storey commercial building and surface parking (formerly Starwind Supermarket) that was demolished in 2022.

The property fronts onto Goreway Drive which is a major collector road that is serviced by four MiWay public transit routes. Goreway Road is also identified in MOP as a Corridor. Higher density uses are envisioned to be located along corridors within Neighbourhoods and should be compact and appropriate to the context of the surrounding Neighbourhood (MOP 5.3.5.3).

The general policies in the Direct Growth section of MOP direct infill development and intensification within neighbourhoods to be located on corridors and on former commercial sites, provided redevelopment is consistent with transition and compatibility policies.

The site is within close proximity to the Westwood Square Shopping Centre, which is located at the northeast corner of Goreway Drive and Etude Drive. Westwood Square Shopping Centre contains a number of commercial uses including a grocery store, many retail stores, personal services and restaurants. In accordance with the vision for the Malton Neighbourhood Character Area, the city supports continued revitalization efforts in the neighbourhood to contribute to achieving a complete community (MOP 16.15.1).

Chapter 5 of MOP (Direct Growth) indicates that intensification within neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, is sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

Chapter 7 of MOP (Complete Communities) supports the creation of complete communities that meet the day-to-day needs of people through all stages of their life, offering a wide assortment of housing options.

Chapter 9 of MOP (Build a Desirable Urban Form) addresses the need for appropriate infill in both Intensification Areas and Non-Intensification Areas in order to help revitalize existing

communities by replacing aged buildings, develop vacant or underutilized lots and by adding to the variety of building forms and tenures.

The proposed development represents an opportunity to modestly intensify and increase the range of housing in the area with the addition of a market rental apartment building that will contribute to the housing choices in the neighbourhood. 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.

Although Neighbourhoods are identified in MOP as non-intensification areas, this does not mean they will remain static or that new development must imitate previous development patterns but rather when development does occur it should be sensitive to the Neighbourhood's existing and planned character (MOP 5.3.5).

Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas (MOP 5.3.5.2). This infill development proposes commercial uses on the ground floor that will effectively intensify a vacant parcel and add to the commercial options along Goreway Drive.

Furthermore, MOP indicates that the City will provide opportunities for the development of a range of housing choices in terms of type, tenure and price (MOP 7.2.2). The proposed development provides an opportunity to increase the variety of

housing forms and options in the surrounding area and contributes to the rental housing options available in the City.

The property is subject to the Malton Neighbourhood Character Area policies that provide direction regarding height, built form, massing, and site design. A maximum height of four storeys is permitted in the Malton Neighbourhood Character Area. The applicant proposes to construct a 14 storey apartment containing 228 dwelling units and 371 m² (3,993.4 ft²) of ground floor commercial space.

Section 16.1.1.2 states that proposals for heights more than four storey or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction that:

- a) An appropriate transition in heights that respects the surrounding context will be achieved;
- b) The development proposal enhances the existing or planned development;
- c) The City Structure hierarchy is maintained; and,
- d) The development proposal is consistent with the policies of this Plan.

Building heights should be introduced in a manner that reinforces the City Structure, achieves appropriate scale and transition relative to the planned context, and integrates into the character of the surrounding area. In accordance with MOP, the proposed **Residential High Density** designation and an apartment building with ground floor commercial 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 site and development layout.

The proposed apartment building represents a form of residential infill development that is considered to be appropriate given its location along a corridor and provides for additional housing options in the area. The proposal appropriately fits within the surrounding residential context while also re-integrating commercial uses into the neighbourhood.

Compatibility with the Neighbourhood

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The site is located within the Malton Neighbourhood Character Area. A range of uses are permitted in the neighbourhood including various forms of residential and commercial uses. The surrounding lands are designated **Residential Low Density** to the west and **Mixed Use** and **Residential High Density** to the north and south with residential, commercial and institutional uses.

The proposed amendment to the **Residential High Density** designation will permit the apartment building with ground floor commercial space. This allows for an appropriate level of intensification within an area that already features a variety of residential densities and apartment buildings to the south of the property.

The proposed building has been designed to implement an appropriate interface along the Goreway Drive frontage to

reduce the impact on adjacent neighbours and the natural area to the south. An unencumbered landscape buffer along the south property line provides for preservation of the Malton Greenway designated as **Greenlands**. The building also incorporates three at-grade retail commercial units. The building is setback 10 m (32.8 ft.) from the front property line which includes a landscaped buffer fronting Goreway Drive. The ground floor uses and the building have been appropriately set back from the property line which enhances the public realm in this area and activates the frontage along Goreway Drive.

Flooding

There is now one proposed access along Goreway Drive close to the southern property line. The applicant has demonstrated to the satisfaction of the City's Emergency Services and the Toronto and Region Conservation Authority (TRCA) that the flood depths are within allowable levels and that adequate ingress/egress for emergency services and vehicles can function safely using the driveway entrance.

The Official Plan states that new development in Neighbourhoods must minimize overshadowing and overlook on adjacent neighbours, and be designed to respect the scale, massing, character and grades of the surrounding area. The proposed building meets this criteria as it includes reduced projections and incorporates step backs along the westerly side of the building at the seventh and tenth floors. Additionally, there is a 3.0 m (9.8 ft.) interior side yard setback to the north property line and a 10.0 m (32.8 ft.) setback to the building face at this

point to provide adequate separation from the adjacent fire station.

The proposed development meets the directives of MOP and has been designed to be compatible with the surrounding area.

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 Malton GO Station is located approximately 1 km (0.62 miles) southwest of the property. The property is well-served by major City of Mississauga facilities such as the Malton Library, Malton Community Centre and Paul Coffey Arena.

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

- Number 11 from Westwood Square Shopping Centre with direct access to the Kipling Bus Terminal
- Number 42 on Derry Road having direct access to Meadowvale Town Centre

There is a transit stop on Goreway Drive within 31 m (101 ft.) of the site.

Immediately north of the site, there is a Fire Station and Paramedic Station and further north there are commercial plazas with various retail, personal service and financial uses along with restaurants.

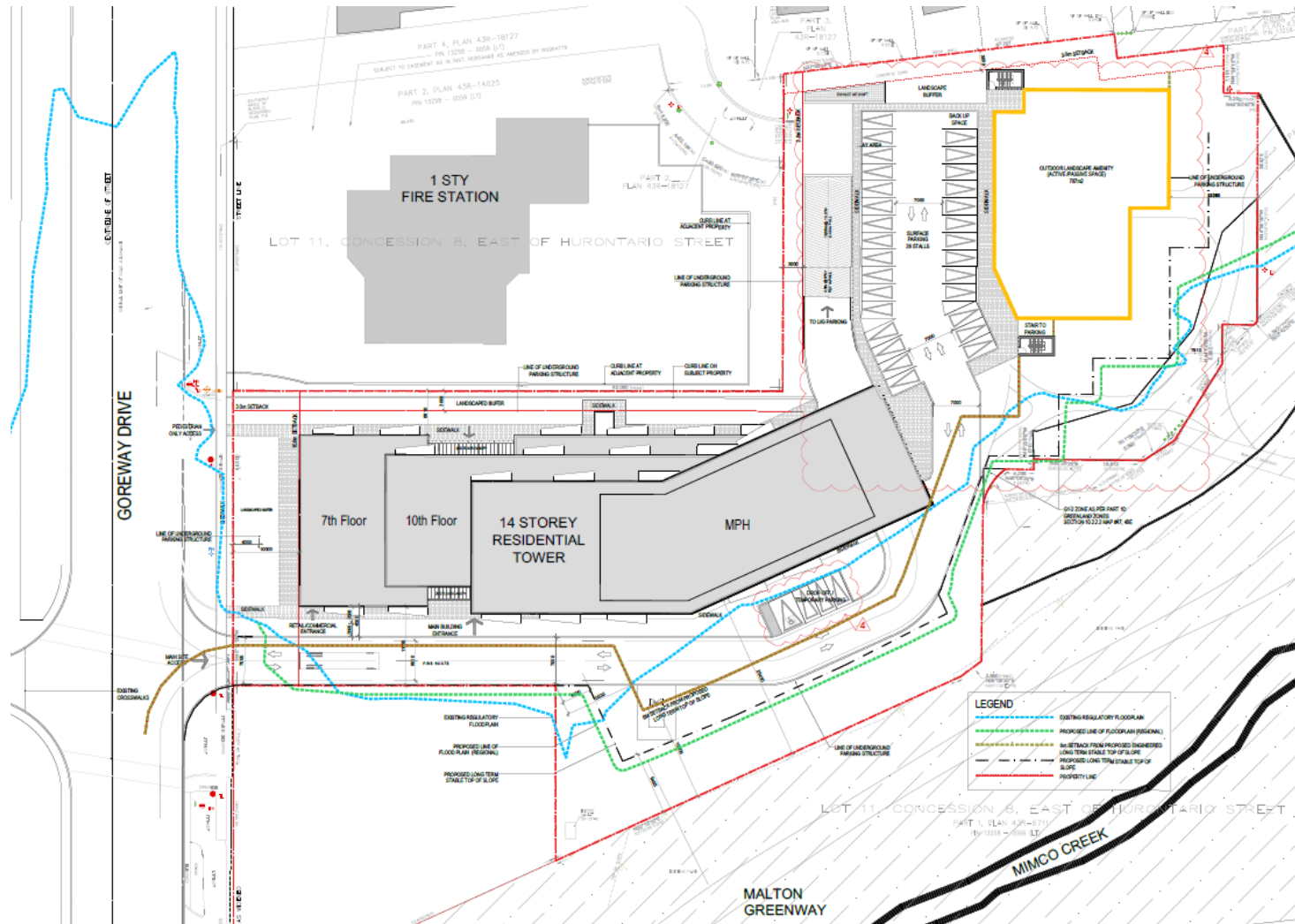
The proposed development is located in an area that provides access to both community and transportation services.

For these reasons, these applications are consistent with MOP, the Former and New Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

8. Revised Site Plan and Elevations

The applicant has provided a revised site plan and renderings as follows:

Site Plan



Applicant's Renderings



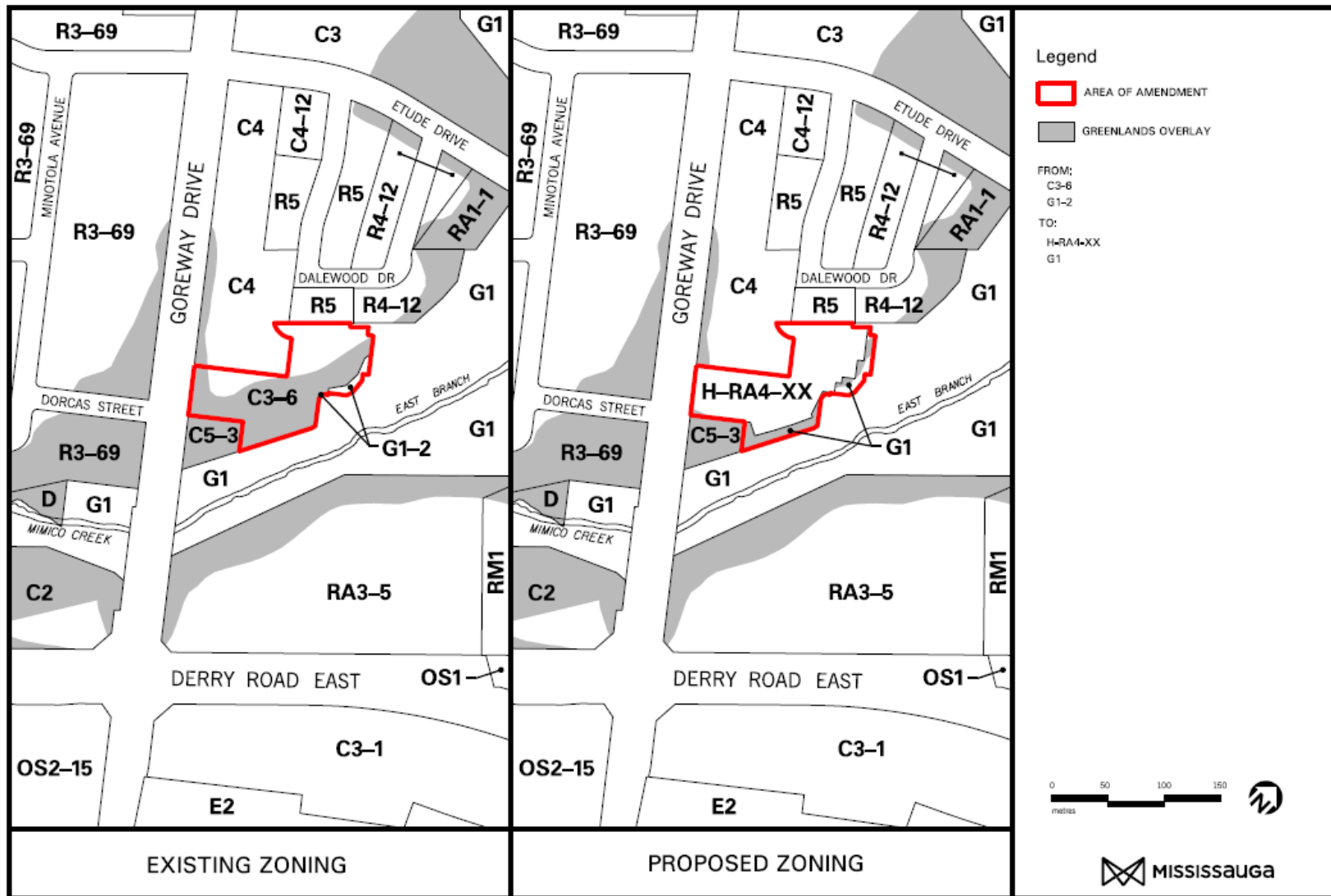
View looking south along Goreway Drive



View looking north along Goreway Drive

9. Zoning

The proposed **H-RA4-Exception** (Apartments – Exception) and **G1** (Greenlands) zones are appropriate to accommodate the proposed 14 storey apartment building with ground floor commercial space. The **G1-2** (Greenlands – Natural Hazard) exception permits parking for lands zoned **C3-6** (General Commercial – Exception). These lands, along with the lands south of the long term stable top of slope that are to be dedicated to the City, will be rezoned to **G1** (Greenlands).



Excerpt of Zoning By-law Map #48E

Below is an updated summary of the proposed site specific zoning provisions. Additional regulations will be implemented via an exception schedule to reflect the updated site plan in Section 8.

Proposed Zoning Regulations

Zone Regulations	RA4 Base Zone Regulations	Proposed RA4 Exception Zone Regulations
Permitted Uses	Apartment, Long-Term Care Building, Retirement Building	Apartment, Long-Term Care Building, Retirement Building, Retail Store, Restaurant, Take-Out Restaurant, Financial Institution, Service Establishment, Office
Maximum height	56.0 m and 18 storeys	47.5 m and 14 storeys
Maximum Floor Space Index (FSI)	1.8	2.3
Minimum gross floor area – non-residential used for any use or combination of uses	--	370 m ²
Maximum projection of a balcony measured	1.0 m (3.2 ft.)	2.0 m (6.5 ft.)

Zone Regulations	RA4 Base Zone Regulations	Proposed RA4 Exception Zone Regulations
from the outermost face or faces of the building from which the balcony projects		
Minimum landscaped area	40% of lot area	34% of lot area
Minimum depth of Landscaped Buffer abutting lands within a Residential Zone	4.5 m (14.7 ft.)	3.0 m (9.8 ft.)
Minimum depth of a landscaped buffer abutting lands zoned C5-3	3.0 m (9.8 ft.)	0.0 m
Minimum depth of a landscaped buffer abutting lands zoned G1	4.5 m (14.7 ft.)	0.0 m
Maximum parallel length of a walkway permitted in the required landscaped buffer abutting a C4 zone along the northerly lot line	--	10.0 m

Zone Regulations	RA4 Base Zone Regulations	Proposed RA4 Exception Zone Regulations
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

10. "H" Holding Provision

Should the application be approved by Council, outstanding technical feasibility matters need to be satisfactorily addressed, and the remaining engineering items required to facilitate the implementation of the zoning by-law must be addressed further through an "H" Holding Provision, which can be lifted upon:

- Delivery of an executed Development Agreement in a form and on terms satisfactory to the City of Mississauga;
- Satisfactory arrangements with the Transportation and Works Department for the appropriate storm sewer outlet design and construction required to service the lands and external flows;
- Provision of a public vehicular and pedestrian access easement in favour of the City, to protect for future interconnectivity with the lands to the south, municipally known as 7075 Goreway Drive, to the satisfaction of the City;
- The dedication of lands zoned Greenlands into public ownership to the satisfaction of the City;
- Submission of an updated Functional Servicing Report, Environmental Impact Statement, and Grading Plan.

11. Bonus Zoning

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). According to the *Planning Act*, the former density bonusing provisions continue to apply to development applications until the earlier of the City passing a CBC by-law, or September 18, 2022. If City Council passes a CBC by-law, 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. The timing of Council's adoption of a zoning by-law amendment, if any, will determine whether density bonusing or the CBC bylaw will apply. Should this application be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits or density bonusing (Section 37) as a condition of approval.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which is administered by the Corporate Services Department, Finance Division. The by-law specifies 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 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.

The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved, subject to the conditions outlined in this report.

12. 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 many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters pertaining to the City's various development engineering, landscaping and urban design standards.

13. Conclusions

In conclusion, City staff has evaluated the applications to permit a 14 storey apartment building with ground floor commercial space against the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Former and New Region of Peel Official Plan and Mississauga Official Plan.

The proposed development modestly intensifies a vacant parcel of land along a Corridor with access to existing infrastructure. It has been designed to be compatible with adjacent uses and provides for a built form that supports a mix of housing types and tenures within the Malton Neighbourhood.