City of Mississauga

Agenda

MISSISSAUGA

REVISED

Council

Date:	April 6, 2022
Time:	9:30 AM
Location:	Council Chambers, Civic Centre, 2nd Floor 300 City Centre Drive, Mississauga, Ontario, L5B 3C1 And Online Video Conference

Members

Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Pat Mullin	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

Participate Virtually and/or via Telephone OR In-Person

Advance registration is required to participate and/or make a comment in the meeting. **Questions for Public Question Period** are required to be provided to Clerk's staff at least 24 hours in an advance of the meeting. Any materials you wish to show the Committee during your presentation must be provided as an attachment to the email. Links to cloud services will not be accepted. Comments submitted will be considered as public information and entered into public record.

To register, please email angie.melo@mississauga.ca and for Residents without access to the internet via computer, smartphone or tablet, can register by calling Angie Melo at 905-615-3200 ext. 5423 no later than Monday, April 4, 2022 before 4:00PM. You will be provided with directions on how to participate from Clerks' staff.

Contact
Angie Melo Legislative Coordinator, Legislative Services
905-615-3200 ext. 5423
Email: angie.melo@mississauga.ca

Find it Online
http://www.mississauga.ca/portal/cityhall/councilcommittees
Meetings of Council streamed live and archived at Mississauga.ca/videos

1. CALL TO ORDER

2. INDIGENOUS LAND STATEMENT

We acknowledge the lands which constitute the present-day City of Mississauga as being part of the Treaty and Traditional Territory of the Mississaugas of the Credit First Nation, The Haudenosaunee Confederacy the Huron-Wendat and Wyandotte Nations. We recognize these peoples and their ancestors as peoples who inhabited these lands since time immemorial. The City of Mississauga is home to many global Indigenous Peoples.

As a municipality, the City of Mississauga is actively working towards reconciliation by confronting our past and our present, providing space for Indigenous peoples within their territory, to recognize and uphold their Treaty Rights and to support Indigenous Peoples. We formally recognize the Anishinaabe origins of our name and continue to make Mississauga a safe space for all Indigenous peoples.

3. APPROVAL OF AGENDA

4. DECLARATION OF CONFLICT OF INTEREST

5. MINUTES OF PREVIOUS COUNCIL MEETING

5.1. Council Minutes March 23, 2022

6. PRESENTATIONS - Nil

7. DEPUTATIONS

7.1. Brianne Gascho, Supervisor, Culture Programs National Poetry Month and Qurat Dar and Ayomide Bayowa, City of Misissauga's Poet Laureates will each recite a poem

7.2. Craig Binning, Hemson Consulting Inc. with respect to the 2022 Development Charges and Community Benefits Charges

Item 11.1.

7.3. Leo Longo, Aird Berlis LLP (on behalf of Applicant), with respect to Mississauga Official Plan Amendment for the Lakeshore Road East Corridor

Item 13.1.

*7.4. Jonathan Giggs, Resident with respect to with respect to Mississauga Official Plan Amendment for the Lakeshore Road East Corridor

Item 13.1.

*7.5. Deborah Goss, Lakeview Ratepayers Association, with respect to Mississauga Official Plan Amendment for the Lakeshore Road East Corridor

Item 13.1.

*7.6. Sarbjit Kaur, Co-Founder, KPW Communications, with respect to the Ontario Dump Truck Association

Item 16. 2.

*7.7. Daryl Chong, President & CEO, Greater Toronto Apartment Association with respect to 2022 Development Charges and Community Benefits Charges and 2022 Growth Charges Review - Proposed Municipal Charges and Fees for Residential Development

Item 11.1. and 11.2.

8. PUBLIC QUESTION PERIOD - 15 Minute Limit

Public Comments: Advance registration is required to participate and/or to make comments in the virtual public meeting. Any member of the public interested in speaking to an item listed on the agenda must register by calling 905-615-3200 ext. 5423 or by emailing angie.melo@mississauga.ca by Monday, April 4, 2022 before 4:00PM.

Pursuant to Section 42 of the Council Procedure By-law 0044-2022 as amended:
Council may grant permission to a member of the public to ask a question of Council, with the following provisions:

1. Questions shall be submitted to the Clerk at least 24 hours prior to the meeting;
2. A person is limited to two (2) questions and must pertain specific item on the current agenda and the speaker will state which item the question is related to;
3. The total speaking time shall be five (5) minutes maximum, per speaker, unless extended by the Mayor or Chair; and
4. Any response not provided at the meeting will be provided in the format of written response.

9. MATTERS PERTAINING TO COVID-19

10. CONSENT AGENDA

11. INTRODUCTION AND CONSIDERATION OF CORPORATE REPORTS

11.1. 2022 Development Charges and Community Benefits Charges Public Meeting

11.2. 2022 Growth Charges Review - Proposed Municipal Charges and Fees for Residential Development

12. PRESENTATION OF COMMITTEE REPORTS

12.1. Planning and Development Committee Report 6-2022 dated March 28, 2022

12.2. General Committee Report 7 - 2022 dated March 30, 2022

13. UNFINISHED BUSINESS

13.1. RECOMMENDATION REPORT Mississauga Official Plan Amendment for the Lakeshore Road East Corridor File: CD.03-LAK (Ward 1)

This matter was referred to Council, without a recommendation, at the Planning and Development Committee meeting on March 28, 2022 (PDC-0027-2022)

14. PETITIONS - Nil

15. CORRESPONDENCE

15.1. Information Items

*15.1.1. Email from Sarah Spinks dated March 25, 2022 with respect to Expanding Urban Boundaries

*15.1.2. Email from John MacRae dated March 26, 2022 with respect to Expanding Urban Boundaries

*15.1.3. Letter from Robert Howe, Goodmans LLP, dated April 4, 2022 with respect to City of Mississauga Development Charges and Community Benefits Charge Impact of Proposed Municipal Charges and Fees for Residential Development

Item 11.1. and 11.2.

15.2. Direction Items

15.2.1. Letter dated February 28, 2022 from Royal Canadian Legion, Branch #139, Streetsville requesting a Liquor Licence Extension for Various 2022 Events

15.2.2. Email dated March 11, 2022 from Giovanni Spagnolo, Scooters Roller Palace, requesting to have an event to be held on June 30, 2022, deemed of municipal significance for the purpose of obtaining a Special Occasion Permit

16. NOTICE OF MOTION

16.1. A Motion to Raise Awareness of the Treat Accessibly initiative (Councillor M. Mahoney)

*16.2. A Motion with respect to the Ontario Dump Truck Association (Councillor C. Parrish)

*16.3. A Motion with respect to the Bloor Street Integrated Project (Councillor C. Fonseca)

17. MOTIONS

17.1. To express sincere condolences to the family of Pavitra Singh, a City of Mississauga employee who passed away on March 15, 2022

17.2. A Motion for Council to convene a meeting with local Mississauga Members of Parliament and Members of Provincial Parliament on April 8, 2022 to discuss Housing Affordability

17.3. A Motion to remove "Matters Pertaining To COVID-19" from the Council and General Committee Agenda Order

17.4. To close to the public a portion of the Council meeting to be held on April 6, 2022 to deal with various matters. (See Item 22 Closed Session)

18. INTRODUCTION AND CONSIDERATION OF BY-LAWS

18.1. A by-law to remove the "H" Holding Provision General Location: Northeast corner of Main Street and Wyndham Street 36, 38, 40, 44 and 46 Main Street (W11)

PDC-0020-2022/March 7, 2022

18.2. A by-law to Adopt Mississauga Official Plan 131, Lakeshore Road East in Lakeview Neighbourhood Character Area (Ward 1)

Item 13.1./April 6, 2022

18.3. A by-law to Remove the "H" Holding Provision, South of Burnhamthorpe Road West, West of Confederation Parkway (H OZ 18/006 W7)

PDC-0025-2022/April 19, 2021

18.4. A by-law to authorize the execution of a Development Agreement between Rogers Telecommunications Limited between The Corporation of the City of Mississauga and The Regional Municipality of Peel

3967 3981 Redmond Road, 448 452 Burnhamthorpe Road West, 465 475 Webb Drive, and 471 513 Soho Avenue (H OZ 18/006 W7)

PDC-0025-2022/April 19, 2021

18.5. A by-law to amend By-law No. 555-2000, as amended, being the Traffic By-law - Prohibited Turns and U-Turns, & No Stopping (Ward 1 & 8)

Traffic By-law Delegation for routine traffic matters 0051-2020/March 25, 2020

18.6. A by-law to amend By-law 0247-2021 being the User Fees and Charges By-law, to amend certain 2022 MiWay Fees and Charges

GC-0186-2022/March 30, 2022

18.7. A by-law to amend the Traffic By-law 0555-2000, as amended, to prohibit parking, standing and stopping of vehicles in bicycle lanes.

GC-0182-2022/March 30, 2022

18.8. A by-law to amend the Administrative Penalty By-law 0282-2013, as amended, to establish an administrative penalty for parking, standing and stopping vehicles in bicycle lanes and to increase the administrative penalty for parking in a prohibited area.

GC-0182-2022/March 30, 2022

19. MATTERS PERTAINING TO REGION OF PEEL COUNCIL

20. COUNCILLORS' ENQUIRIES

21. OTHER BUSINESS/ANNOUNCEMENTS

22. CLOSED SESSION

22.1. Advice that is subject to solicitor-client privilege, including communications necessary for that purpose - Verbal Update with respect to School Bus Stop Arm Cameras

23. CONFIRMATORY BILL

A by-law to confirm the proceedings of the Council of The Corporation of the City of Mississauga at its meeting held on April 6, 2022

24. ADJOURNMENT

City of Mississauga
Corporate Report

MISSISSAUGA

Date: March 18, 2022	Originator's files:
To: Mayor and Members of Council	
From: Shari Lichterman, CPA, CMA, Commissioner of Corporate Services and Chief Financial Officer	Meeting date: April 6, 2022

Subject
2022 Development Charges and Community Benefits Charges Public Meeting

Recommendation
1. That the draft 2022 Development Charges Background Study and draft Development Charges By-law be considered at the public meeting convened in accordance with the requirements of subsection 12(1) of the *Development Charges Act* on April 6, 2022; and
2. That the draft 2022 Community Benefits Charges Strategy and draft Community Benefits Charges By-law be considered at the public meeting convened on April 6, 2022.

Executive Summary
- Recent legislative changes have triggered the need to update the 2019 Development Charges (DC) Background Study and By-law and to develop a Community Benefits Charge (CBC) Strategy and By-law. This will allow the City to collect additional and new revenue related to growth.
- The DC Background Study update includes a review of new eligible services, removal of the 10% discount on current soft services and removal of non-eligible services (e.g. parking).
- The CBC regime replaces the density bonusing regime previously authorized through the *Planning Act,* and can only be levied upon Council-approval of a CBC Strategy and By-law. The CBC Strategy and By-law establish a four per cent of land value rate on eligible developments, which can be charged toward growth related services that are not covered by DCs.
- The *Development Charges Act, 1997* requires that a public meeting be held prior to the passage of a Development Charges By-law that allows any person who attends the meeting to make representations relating to the proposed Development Charges By-law.
- Legislative requirements for a public meeting and release of the Development Charges Background Study and proposed DC By-law have been met.

- Based on the proposed 2022 DC Background Study and By-law, the Non-industrial DC rate is increasing by 43 per cent. The Industrial DC rate is increasing by 45 per cent. The Residential DC rates are increasing by 17 per cent for all housing types. The Special Care Unit rate is a new rate category.
- Section 37 of the *Planning Act* sets out the legislative requirements pertaining to the CBC. No public meeting is required, however, staff have advertised that a public meeting will be held at the same time as the statutory DC public meeting, to provide residents and industry members an opportunity to provide feedback on the CBC strategy.
- Stakeholder engagement sessions have been conducted and feedback has been received from building industry representatives concerning the DC and CBC proposed rates prior to the public meeting on various issues.

Background

Legislative Changes – Development Charges

The City's last Development Charges (DC) By-law was approved in June 2019. As per the *Development Charges Act*, DC by-laws are required to be reviewed and updated every five years. The City's next review would have been completed by 2024, however, given the significant changes to legislation in 2020, the City needed to initiate an update to the Background Study and By-law in order to benefit from those changes. On July 8, 2020, the Province introduced an omnibus bill, the *COVID-19 Economic Recovery Act, 2020* (Bill 197), which included a number of changes to the *Development Charges Act* and *Planning Act*.

The following legislative changes were reviewed as part of the DC By-law update:

- Eligible new services
- Removal of the 10% discount on current soft services
- Removal of services no longer eligible for DCs (e.g. parking)

As part of the review, staff are proposing the introduction of a new rate category called "Special Care Unit" under the residential DC rate structure.

The *Development Charges Act, 1997* (DC Act) requires the following steps be completed prior to the approval of a new DC By-law:

- Council must hold a public meeting;
- Public notice of the public meeting must be given at lease 20 days before the meeting;
- The DC Background Study must be released to the public at least 60 days before the passage of the DC By-law; and
- The draft DC By-law must be released to the public at least two weeks prior to the public meeting.

The City has met the legislative requirements as dictated by the DC Act and anticipates Council will be in a position to approve the 2022 DC Background Study and By-law at the Council meeting on May 4, 2022. The City placed notices in the Mississauga News on March 10 and 17, 2022 advising the public of the public meeting, as well as the release of the Background Study and proposed By-law. A news release was also issued and posted to the City's website on March 4th when the proposed DC Background Study and CBC Strategy were released.

Legislative Changes – Community Benefits Charge (CBC)
The *Planning Act* was amended to replace the Bonus Zoning (Section 37) provisions with a new growth-related revenue tool called the Community Benefits Charge (CBC). The 'new' Section 37 of the *Planning Act* replaces language in the previous Section 37 that gave municipalities the authority to grant increases in height and/or density in exchange for community benefits ('density bonusing'). The shift from a density bonusing regime to a CBC regime is intended to provide a more predictable environment for property developers to pay for, and municipalities to fund, growth-related infrastructure and services.

The CBC is capped at four per cent of land value at the day prior to building permit issuance and is imposed on developments with five or more storeys and 10 or more residential units.

The changes to comply with the amended legislation are to be completed by September 18, 2022, at which time, the density bonusing regime in Ontario will end. In order to transition to the CBC regime without disrupting the City's ability to recover growth-related costs, Council must enact a CBC By-law, supported by a CBC Strategy, prior to the September 2022 deadline. Once a new CBC By-law is passed by Council, the City would no longer be able to negotiate and enter into any new bonus zoning agreements, however, any existing bonus zoning agreements would remain in effect.

The CBC By-law is subject to appeal to the Ontario Land Tribunal (OLT).

Procurement
Hemson Consulting Ltd. was retained to work with staff on the update to the DC Background Study and new CBC Strategy. The consultants were also retained to work on the Parkland Conveyance By-law update. Staff undertook a coordinated approach to these three projects because of the provincial timelines and the ability to meet with industry members in a more efficient manner. At the public meeting on April 6, 2022, Hemson Consulting will be providing a deputation on DC information and proposed DC rate changes, as well as, an overview of the approach and methodology used to develop the new CBC Strategy. Any person who wishes to address Council may do so at that time.

Comments

Draft 2022 Development Charges Background Study and By-law

The Development Charges Background Study (prepared by Hemson Consulting Ltd.) was made available to the public on March 4, 2022, which is 60 days prior to the anticipated passage of the DC By-law, as required by legislation. The DC By-law was made available on March 23, 2022 which is 14 days prior to the public meeting, as required by the DC Act. The documents were made available on the City's website[1] and a link to the documents was sent to our stakeholder contact list via email.

City Initiated Reviews

Many major issues were dealt with as part of the 2019 DC Background Study update. Staff did review a number of policy issues as part of the 2022 DC study update, some of which no changes were proposed since the changes were relatively recent and there was no new information to warrant a change.

The following reviews were initiated by staff and have been introduced as part of the 2022 DC Background Study update.

- **Review of Industrial Floor Space per Worker (FSW)**: As part of the negotiated settlement of an appeal to the City of Mississauga's 2014 DC By-law, the City agreed to undertake a more detailed analysis of the Industrial FSW factor, including underlying assumptions, data inputs and methodology, prior to this DC By-law review. The City retained Cushman and Wakefield to undertake this work. Staff worked closely with the consultant and provided available data on industrial building types. The analysis resulted in a FSW of 130m^2. The rate is subsequently adjusted to account for "no fixed place of work" (NFPW) to account for those occupations that do not necessarily have a permanent location (e.g. truck drivers, real estate agents, etc.). The adjusted rate is 110 m^2 per employee, which is the current Industrial FSW factor, resulting in no change. Staff is satisfied that this is a fair and reasonable rate and this has been incorporated into the 2022 DC Background Study.
- **Special care unit rate:** Staff are proposing a new rate category called "Special Care Unit" rate. The proposed rate category reflects one person per unit (ppu), i.e. based on the number of beds or bedrooms, as the case may be, and will include long-term care facilities and hospices. These uses are currently charged at the higher small unit residential rate, which is based on a higher ppu. The proposed Special Care Unit rate is lower and better captures the growth-related demand on services for these uses.
- **Use of incentives to support defined non-profit developments:** Council considered a report on March 30, 2022 (in advance of this report to Council) entitled "Development

[1] The draft 2022 DC Background Study and draft by-law can be found on the 2022 Development Charge By-law Review website: https://www.mississauga.ca/projects-and-strategies/city-projects/2022-development-charge-by-law-review/

Charges Grant for Eligible Non-Profit Developments Corporate Policy". A corporate policy is proposed that would allow for grants for eligible non-profit developments, including long-term care homes, hospices, shelters and transitional homes. The grant is intended to reimburse non-profit organizations on the City portion of development charges paid on eligible developments. This grant is provided to eliminate the need for one-off reports to Council and the policy is outside of the DC By-law to allow for transparency and proper budgeting on an annual basis.

Based on the proposed 2022 DC Background Study and By-law, the Non-industrial DC rate is increasing by 43 per cent. The Industrial DC rate is increasing by 45 per cent. The Residential DC rates are increasing by 17 per cent for all housing types. The Special Care Unit rate is a new rate category. An underlying policy objective continues to be growth-pays-for-growth to the extent permissible under the DC Act.

<u>Stakeholder feedback</u>
Staff has received limited written feedback on the DC Background Study and proposed rates. Through discussions, there has been more commentary provided that generally focuses on the cumulative impact of rate increases (including DCs, CBCs and CIL of Parkland) and the request for incentives for a range of housing types and tenure. Staff has evaluated feedback received from the stakeholder engagement sessions and staff responses are provided below.

The following summarizes the most significant areas of stakeholder feedback to date and the City's response to each.

- **Timing of capital projects:** A written comment was submitted that requested the City review and reconsider the timing of major capital projects in order to reduce the rate for transit services and roads and related infrastructure.
    - Staff Response: The DC capital program was approved by Council in June 2021 as the basis for the DC Background Study. Changes to the capital program are at the discretion of Council. In order to reduce the DC charge, projects would either need to be removed or delayed. Otherwise, taxes would need to be increased to offset any reductions to the DC rates.
- **Incentives for market rental housing**: Developers of market rental housing have requested that the City provide some form of incentive to them to increase the supply of market rental housing. They indicated that the newly implemented zero per cent deferral interest rate, is nice but not enough. They emphasized that the need is beyond affordable housing and that market rental housing supply is an issue for Mississauga.
    - Staff Response: The City implemented a zero per cent deferral interest rate for rental and non-profit developments in 2021. The estimated cost of this on an annual basis is $2.8M, which is paid for through either reserves and/or tax capital. Any additional incentives would be at the discretion of Council and would most likely be funded by tax revenue.

- The City recognizes the importance of providing a suite of housing types and tenures to accommodate existing residents and those looking to locate in Mississauga. The City is committed to looking at various programs and work with partners to increase housing supply and encourage more affordable housing in the city. Finance staff will continue to work with Planning staff on housing initiatives that require funding sources and can report back to Council on those incentives when programs are established.

- **Floor Space Per Worker (FSW):** The issue of how FSW is determined has been and continues to be raised as an issue for industrial development. The City retained external consultants (Cushman and Wakefield) to conduct an analysis for an FSW threshold. They came up with 130m^2 per worker (1,346 sq. ft.). This number is then adjusted to account for NFPW. The adjusted rate is 110 m^2. The developer does not agree with the adjustment for NFPW.
  - Staff Response: The issue of NFPW came up as part of the 2014 DC By-law appeals and at that time, the City committed to reviewing the rate at a future study. The City retained external consultants to conduct this work and used available industrial building inventory from the City. Data is limited, but enough to establish a trend amongst existing industrial building stock in the city. Staff, as well as Hemson Consulting, feel that the adjustment is fair and reasonable. Furthermore, similar adjustments have been supported in other municipalities by the Ontario Land Tribunal. The DC Background Study reflects the Industrial FSW with the NFPW adjustment.

- **Adjustments as a result of Population Census Release:** The industry has inquired if the DC Background Study will be adjusted to reflect the newly released Census population figure, which reported a lower than expected population for Mississauga for 2021.
  - Staff Response: At the time of the drafting of the DC Background Study, updated growth forecasts were not available. Finance staff has relied on draft forecasts from the Planning and Building Department that were being worked on in conjunction with the Region and approved by Council in April 2021. Staff will need to consider other Census releases, such as household size, before changing any inputs to the Background Study.

A summary of the proposed DC rates are contained in Appendix 1 of this report.

<u>Draft 2022 Community Benefits Charge Strategy and By-law</u>

The Community Benefits Charge Strategy (prepared by Hemson Consulting Ltd.) was made available to the public on March 4, 2022. Although there are no legislative requirements to hold a statutory public meeting or to release draft CBC documents to the public prior to Council approval, City staff are following public consultation requirements for the DC Background Study, to bring the draft CBC Strategy and By-law forward for public review in tandem with the draft DC

Background Study and By-law. The documents were made available on the City's website[2] and a link to the documents was sent to our stakeholder contact list via email.

A CBC is a new growth-funding tool (GFT) that allows municipalities to levy a charge against certain forms of higher density development to fund associated development-related capital infrastructure needs. Municipalities can use CBCs to fund a wide-range of capital costs, of any municipal service, that are related to the needs associated with new growth if those costs are not already recovered from development charges and parkland provisions. A CBC can be used to fund services provided for under a DC by-law, and for parkland acquisitions, as long as there is no duplication of recovery of the same capital costs under another GFT.

The City's draft CBC Strategy complies with the *Planning Act* and related regulation O. Reg. 509/20. The Strategy presents the estimated CBC development-related net capital costs attributable to CBC eligible development that is forecast to occur in the City. The CBC capital program service need of approx. $140M (2022-2031) exceeds the amount that is forecasted to be collected during the same 10 years based on the maximum four per cent of land value rate permitted under the legislation. Therefore, the CBC charge will be based on four per cent of land value.

The CBC includes seven service categories that would provide various types of community benefits: Housing, Public Realm and Road Safety, Community Facilities, Active Transportation, Urban Parks, Parking, and Civic Administration. Under each of these categories are examples of specific projects identified in the City's 2022-2031 Capital Budget, as well as general provisions for capital costs based on historical community benefits secured through mechanisms like bonus zoning agreements. The approach to this list is to establish service categories that are broad enough to accommodate a wide-range of capital costs that can be funded by the CBC. The specific projects and general provisions that are identified, can be replaced with different capital needs, provided that the appropriate CBC-share and CBC-related costs are identified.

Stakeholder feedback

Staff has received limited written feedback on the CBC Strategy and proposed rate. Through stakeholder discussions, there has been more commentary provided that focus on the application of the CBC charge, exemptions and detail of service categories. Staff has evaluated feedback received from the stakeholder engagement sessions and staff responses are provided below.

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[2] [2] The draft 2022 CBC Strategy and draft by-law can be found on the Community Benefit Charge By-law Review website: https://www.mississauga.ca/projects-and-strategies/city-projects/community-benefit-charge-by-law-review/

- **Concern with double dipping of services:** The industry members have expressed concern over "double dipping" of services, specifically as it relates to housing. Industry members indicate that since housing is provided by the Region of Peel, they want to understand what are the capital costs for which CBC funds will be used and what housing is the City collecting for that is not already captured by the Region's DC capital program?
  - Staff Response: Although the City is not the Service Manager for housing, lower-tier municipalities are often requested to provide financial support for affordable housing projects. Mississauga's Housing Strategy – *Making Room for the Middle (2017)* identifies opportunities to remove barriers, including financial barriers to affordable housing. The City used the prior Section 37 bonusing regime to secure affordable housing units in a market project or cash to aid in the development of affordable housing off site. The provision of Housing as a Service Category in the CBC Strategy provides Council with flexibility to choose to use some of the CBC revenue to fund affordable housing programs in the future or accept in-kind contributions.
- **Clarification on Developer Contributions (Local Service) vs. CBC:** Industry members have asked for clarification if CBC credits will be provided for works done by the developer as part of developer contributions determined during the site planning process.
  - Staff Response: Staff have responded verbally and have amended the Public Realm and Road Safety service description to make clear that developer contributions will not qualify for CBC credits. The projects eligible under the CBC are not the same as those required by the developer during the site plan application process arising directly from the proposed development. The City's Amended Boulevard Treatment for Rights-of-Ways is a condition of the site plan process and those works do not qualify for a CBC credit. The CBC charge will apply.
- **Application of Section 37 in the Downtown Core:** A couple of downtown land owners wrote to the City to say that the CBC should not apply to downtown properties since Section 37 had previously not been applicable.
  - Staff Response: The previous Section 37 or "density bonusing" provision did not apply to the Downtown Core because previous Section 37 contributions were provided in exchange for increased height and density and there are no height and density limits in the Downtown Core. The current Section 37 of the *Planning Act* is a different regime and payment of a CBC charge is not triggered by requests for increased heights or densities. Section 37 now provides that a CBC charge can be imposed on developments or redevelopments with five or more storeys and 10 or more residential units.

The CBC capital program is attached as Appendix 2.

Staff are not currently proposing a transition period for either the DC or CBC rates. The rates will come into effect on the day the by-laws are adopted by Council. It should be noted that the DC Act requires that any rate reductions during the transition period must be subsidized by other funding sources (such as tax funding or reserve funds) to make up for the shortfall in DC revenues as a result of any decision to provide a transition period. Staff will be reviewing anticipated Section 37 agreements, and may consider a later date to seek Council approval and final passage of the CBC By-law to allow any outstanding zoning by-laws with height and/or density bonusing requirements to be finalized and brought to Council.

Engagement and Consultation

In addition to the minimum requirements of the DC Act, staff held six meetings with development industry stakeholders to ensure a transparent and open public process. The purpose of these meetings was for staff to present findings and to gather feedback. Where possible, this input is reflected in the DC Background Study and CBC Strategy. Table 1 below summarizes the dates of the stakeholder engagement sessions.

Table 1: Summary of Stakeholder Engagement Sessions

Meeting Type	Date
Technical Stakeholder Consultations Prior to Release of DC Background Study and CBC Strategy	April 29, 2021 July 7, 2021 November 10, 2021 December 6, 2021 January 31, 2022
Public Release of DC Background Study and CBC Strategy	March 4, 2022
Technical Stakeholder Consultation Sessions After the Release of DC Background Study and CBC Strategy	March 7, 2022

Also, several submissions from the development industry were received prior to the Public Meeting on April 6, 2022. Staff have responded in writing to these submissions and their concerns have been presented in this report.
In addition to the consultation meetings, staff prepared a Communications Plan that outlined targeted media releases and includes a social media component to educate the public on growth funding tools and notify residents of the proposed rate changes. A new website has also been created for Growth Funding Tools, which houses background information on DCs, CBCs and Parkland Conveyance and Cash-in-Lieu.

Financial Impact

The recovery of capital-related costs from future development is a crucial financial tool provided by the Province to ensure that development charges assist in recovering the cost of infrastructure required to support new growth in the City.

The DC rates proposed in the 2022 DC By-law represent projected revenue of $1,337M over the ten-year period of the DC Study.

Projected DC Revenues (in $ millions)			
Type of Development	**2022-2026**	**2027-2031**	**Total**
Residential	464.0	583.1	1,047.1
Non-Residential	167.2	122.8	290.0
	631.1	**705.9**	**1,337.1**

Specific DC rates by category are provided in Appendix 1.

The CBC is a new growth funding tool introduced by the Province in recent legislation. It allows municipalities to fund capital costs related to growth that are not already recovered from development charges and parkland provisions. The CBC capital program service need is approx. $140M. A four per cent of land value CBC charge will result in annual CBC revenue of approximately $5-6M. The CBC development-related capital program is provided in Appendix 2.

Conclusion

As part of the legislated requirements set out in the *Development Charges Act, 1997*, a public meeting must be held prior to the passage of a new DC By-law. The City will have met this requirement following the public meeting which is to be held on April 6, 2022.

The City is also undertaking a Community Benefits Charge Strategy and By-law, a new growth funding tool that can be used to fund capital costs not funded by DCs or cash-in-lieu of parkland. The CBC replaces the existing Section 37 Bonus Zoning regime and will be based on a four per cent of land value charge on eligible developments. A public meeting is not legislated, however, staff have aligned the release of the CBC Strategy and By-law with that of the DC Background Study and By-law to allow residents and industry stakeholders an opportunity to provide feedback on these growth funding tools.

Feedback received as part of the public meeting will be consolidated, a report will be prepared in response to issues raised, and any appropriate changes will be reflected in revisions to the documents. Staff plan on reporting back to Council to seek approval of the DC Background Study, CBC Strategy and related By-laws on May 4, 2022.

Attachments

Appendix 1: 2022 Proposed Development Charges Rates
Appendix 2: 2022 Proposed CBC Development Related Capital Program

Shari Lichterman, CPA, CMA, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Shahada Khan, Manager Development Financing

Appendix 1

Proposed 2022 Development Charge Rates

Table 1 – Residential DC Rates for Single and Semi-Detached Houses

Service	Single and Semis Residential Development Charge			
	Current DC Charge[1]	2022 Calculated Draft DC Rates	Difference in Charge	
By-Law Enforcement[2]	$159	$148	($11)	-7%
Development-Related Studies	$515	$290	($225)	-44%
Library Services	$1,839	$1,596	($243)	-13%
Fire Services	$1,358	$1,518	$160	12%
Recreation & Parks Development	$18,454	$17,784	($670)	-4%
Transit Services	$1,298	$4,944	$3,646	281%
Public Works Services	$971	$866	($105)	-11%
Parking Services[3]	$455	$0	($455)	-100%
LAC Debt	$142	$87	($55)	-39%
Sub-total General Services	**$25,191**	**$27,233**	**$2,042**	**8%**
Roads And Related Infrastructure	$17,775	$22,849	$5,074	29%
TOTAL CHARGE PER UNIT	**$42,966**	**$50,082**	**$7,116**	**17%**

[1] Rates as of February 1, 2022 to be levied as permitted under DC Act.

[2] In 2019 DC Background Study, By-law Enforcement was shown as General Government.

[3] Parking service is no longer an eligible service under the DC Act.

Appendix 1

Proposed 2022 Development Charge Rates

Table 2 – Residential DC Rates for Rows and Other Multiples

Service	Rows and Other Multiples Residential Development Charge			
	Current DC Charge[1]	2022 Calculated Draft DC Rates	Difference in Charge	
By-Law Enforcement[2]	$124	$115	($9)	-7%
Development-Related Studies	$401	$225	($176)	-44%
Library Services	$1,431	$1,242	($189)	-13%
Fire Services	$1,056	$1,181	$125	12%
Recreation & Parks Development	$14,358	$13,836	($522)	-4%
Transit Services	$1,009	$3,846	$2,837	281%
Public Works Services	$755	$674	($81)	-11%
Parking Services[3]	$354	$0	($354)	-100%
LAC Debt	$110	$68	($42)	-38%
Sub-total General Services	**$19,598**	**$21,187**	**$1,589**	**8%**
Roads And Related Infrastructure	$13,829	$17,776	$3,947	29%
TOTAL CHARGE PER UNIT	**$33,427**	**$38,963**	**$5,536**	**17%**

[1] Rates as of February 1, 2022 to be levied as permitted under DC Act.

[2] In 2019 DC Background Study, By-law Enforcement was shown as General Government.

[3] Parking service is no longer an eligible service under the DC Act.

Appendix 1

Proposed 2022 Development Charge Rates

Table 3 – Residential DC Rates for Apartments

Service	Apartment Residential Development Charge			
	Current DC Charge[1]	2022 Calculated Draft DC Rates	Difference in Charge	
By-Law Enforcement[2]	$108	$101	($7)	-6%
Development-Related Studies	$352	$197	($155)	-44%
Library Services	$1,253	$1,088	($165)	-13%
Fire Services	$925	$1,034	$109	12%
Recreation & Parks Development	$12,579	$12,122	($457)	-4%
Transit Services	$884	$3,370	$2,486	281%
Public Works Services	$662	$590	($72)	-11%
Parking Services[3]	$310	$0	($310)	-100%
LAC Debt	$97	$59	($38)	-39%
Sub-total General Services	**$17,170**	**$18,561**	**$1,391**	**8%**
Roads And Related Infrastructure	$12,115	$15,574	$3,459	29%
TOTAL CHARGE PER UNIT	**$29,285**	**$34,135**	**$4,850**	**17%**

[1] Rates as of February 1, 2022 to be levied as permitted under DC Act.

[2] In 2019 DC Background Study, By-law Enforcement was shown as General Government.

[3] Parking service is no longer an eligible service under the DC Act.

Appendix 1

Proposed 2022 Development Charge Rates

Table 4 – Residential DC Rates for Small Units

Service	Small Units Residential Development Charge			
	Current DC Charge[1]	2022 Calculated Draft DC Rates	Difference in Charge	
By-Law Enforcement[2]	$59	$55	($4)	-7%
Development-Related Studies	$191	$108	($83)	-43%
Library Services	$683	$593	($90)	-13%
Fire Services	$504	$564	$60	12%
Recreation & Parks Development	$6,852	$6,604	($248)	-4%
Transit Services	$482	$1,836	$1,354	281%
Public Works Services	$361	$322	($39)	-11%
Parking Services[3]	$169	$0	($169)	-100%
LAC Debt	$53	$32	($21)	-40%
Sub-total General Services	**$9,354**	**$10,114**	**$760**	**8%**
Roads And Related Infrastructure	$6,601	$8,484	$1,883	29%
TOTAL CHARGE PER UNIT	**$15,955**	**$18,598**	**$2,643**	**17%**

[1] Rates as of February 1, 2022 to be levied as permitted under DC Act.

[2] In 2019 DC Background Study, By-law Enforcement was shown as General Government.

[3] Parking service is no longer an eligible service under the DC Act.

Appendix 1

Proposed 2022 Development Charge Rates

Table 5 – Residential DC Rates for Special Care Units

Service	Special Care Units Residential Development Charge			
	Current DC Charge[1]	2022 Calculated Draft DC Rates	Difference in Charge[4]	
By-Law Enforcement[2]	$59	$37	($22)	-37%
Development-Related Studies	$191	$72	($119)	-62%
Library Services	$683	$397	($286)	-42%
Fire Services	$504	$377	($127)	-25%
Recreation & Parks Development	$6,852	$4,419	($2,433)	-36%
Transit Services	$482	$1,228	$746	155%
Public Works Services	$361	$215	($146)	-40%
Parking Services[3]	$169	$0	($169)	-100%
LAC Debt	$53	$22	($31)	-58%
Sub-total General Services	**$9,354**	**$6,767**	**($2,587)**	**-28%**
Roads And Related Infrastructure	$6,601	$5,677	($924)	-14%
TOTAL CHARGE PER UNIT	**$15,955**	**$12,444**	**($3,511)**	**-22%**

[1] Rates as of February 1, 2022 to be levied as permitted under DC Act.

[2] In 2019 DC Background Study, By-law Enforcement was shown as General Government.

[3] Parking service is no longer an eligible service under the DC Act.

[4] The Special Care Unit rate is a new rate category. The Difference in Charge is based on comparing the current Small Unit DC rate to the proposed Special Care Unit DC rate.

Appendix 1

Proposed 2022 Development Charge Rates

Table 6 – Non-Residential Rates – Industrial

Service	Current Industrial Charge[1] ($/sq.m.)	2022 Calculated Draft Industrial Charge ($/sq.m.)	Difference in Charge	
By-Law Enforcement[2]	$0.67	$0.77	$0.10	15%
Development-Related Studies	$2.21	$1.52	($0.69)	-31%
Library Services	$0.00	$0.00	$0.00	0%
Fire Services	$5.84	$7.92	$2.08	36%
Recreation & Parks Development	$0.00	$0.00	$0.00	0%
Transit Services	$5.71	$25.88	$20.17	353%
Public Works Services	$4.18	$4.51	$0.33	8%
Parking Services[3]	$1.97	$0.00	($1.97)	-100%
LAC Debt	$0.00	$0.00	$0.00	0%
Sub-total General Services	**$20.58**	**$40.60**	**$20.02**	**97%**
Roads And Related Infrastructure	$74.30	$97.28	$22.98	31%
TOTAL CHARGE PER SQ. METRE	**$94.88**	**$137.88**	**$43.00**	**45%**

[1] Rates as of February 1, 2022 to be levied as permitted under DC Act.

[2] In 2019 DC Background Study, By-law Enforcement was shown as General Government.

[3] Parking service is no longer an eligible service under the DC Act.

Appendix 1

Proposed 2022 Development Charge Rates

Table 7 – Non-Residential Rates – Non-Industrial

Service	Current Non-Industrial Charge[1] ($/sq.m.)	2022 Calculated Draft Non-Industrial Charge ($/sq.m.)	Difference in Charge	
By-Law Enforcement[2]	$0.67	$0.77	$0.10	15%
Development-Related Studies	$2.21	$1.52	($0.69)	-31%
Library Services	$0.00	$0.00	$0.00	0%
Fire Services	$5.84	$7.92	$2.08	36%
Recreation & Parks Development	$0.00	$0.00	$0.00	0%
Transit Services	$5.71	$25.88	$20.17	353%
Public Works Services	$4.19	$4.51	$0.32	8%
Parking Services[3]	$1.96	$0.00	($1.96)	-100%
LAC Debt	$0.00	$0.00	$0.00	0%
Sub-total General Services	**$20.58**	**$40.60**	**$20.02**	**97%**
Roads And Related Infrastructure	$96.99	$127.00	$30.01	31%
TOTAL CHARGE PER SQ. METRE	**$117.57**	**$167.60**	**$50.03**	**43%**

[1] Rates as of February 1, 2022 to be levied as permitted under DC Act.

[2] In 2019 DC Background Study, By-law Enforcement was shown as General Government.

[3] Parking service is no longer an eligible service under the DC Act.

Appendix 1

Proposed 2022 Development Charge Rates

Table 8 – Stormwater Management DC Rates

Service	Current Stormwater Management Charge ($/hectare)	2022 Calculated Draft Stormwater Management Charge ($/hectare)
Stormwater Management Charge	$17,117.00	$6,252.00
TOTAL CHARGE PER HECTARE	**$17,117.00**	**$6,252.00**

Stormwater Management Rate is applicable to Residential and Non-Residential Development

Appendix 2

CITY OF MISSISSAUGA
CBC DEVELOPMENT-RELATED CAPITAL PROGRAM

Project Description	Timing	Gross Project Cost	Grants / Subsidies / Other	Net Cost	BTE (%)	Replacement & BTE ($)	Total Development Related Cost	DC Share ($)	Non-DC Development Costs	Other Funding*	CBC Share (%)	Total CBC Related Costs
1.0 HOUSING												
1.1 Affordable Housing Units (Owned)	Various	$120,000,000	$0	$120,000,000	56%	$66,720,000	$53,280,000	$0	$53,280,000	$17,936,415	66%	$35,343,585
TOTAL HOUSING		**$120,000,000**	**$0**	**$120,000,000**		**$66,720,000**	**$53,280,000**	**$0**	**$53,280,000**	**$17,936,415**		**$35,343,585**
2.0 PUBLIC REALM & ROAD SAFETY												
2.1 Road Safety Measures	Various	$6,700,000	$0	$6,700,000	0%	$0	$6,700,000	$0	$6,700,000	$2,255,518	66%	$4,444,482
2.2 Tactical Urbanism Capital Enhancements	Various	$2,000,000	$0	$2,000,000	0%	$0	$2,000,000	$0	$2,000,000	$0	100%	$2,000,000
2.3 Provision for Public Art	Various	$9,170,000	$0	$9,170,000	0%	$0	$9,170,000	$0	$9,170,000	$0	100%	$9,170,000
TOTAL PUBLIC REALM & ROAD SAFETY		**$17,870,000**	**$0**	**$17,870,000**		**$0**	**$17,870,000**	**$0**	**$17,870,000**	**$2,255,518**		**$15,614,482**
3.0 COMMUNITY FACILITIES												
3.1 Theatres and Culture Hubs	Various	$19,731,000	$12,270,000	$7,461,000	33%	$6,511,230	$949,770	$0	$949,770	$319,735	66%	$630,035
3.2 Community Facility (e.g. Cooksville Library)	Various	$14,400,000	$0	$14,400,000	31%	$4,464,000	$9,936,000	$5,016,184	$4,919,816	$0	100%	$4,919,816
TOTAL COMMUNITY FACILITIES		**$34,131,000**	**$12,270,000**	**$21,861,000**		**$10,975,230**	**$10,885,770**	**$5,016,184**	**$5,869,586**	**$319,735**		**$5,549,851**
4.0 ACTIVE TRANSPORTATION												
4.1 Provision for Active Transportation Infrastructure (Intersection Safety)	Various	$1,500,000	$0	$1,500,000	23%	$345,000	$1,155,000	$0	$1,155,000	$388,824	66%	$766,176
4.2 Provision for Active Transportation Infrastructure (Linear)	Various	$13,980,000	$0	$13,980,000	50%	$6,990,000	$6,990,000	$0	$6,990,000	$2,353,144	66%	$4,636,856
4.3 Provision for Cycling Infrastructure	Various	$6,800,000	$0	$6,800,000	23%	$1,564,000	$5,236,000	$0	$5,236,000	$1,762,670	66%	$3,473,330
TOTAL ACTIVE TRANSPORTATION		**$22,280,000**	**$0**	**$22,280,000**		**$8,899,000**	**$13,381,000**	**$0**	**$13,381,000**	**$4,504,639**		**$8,876,361**

CITY OF MISSISSAUGA
CBC DEVELOPMENT-RELATED CAPITAL PROGRAM

Project Description	Timing	Gross Project Cost	Grants / Subsidies / Other	Net Cost	BTE (%)	Replacement & BTE ($)	Total Development Related Cost	DC Share ($)	Non-DC Development Costs	Other Funding*	CBC Share (%)	Total CBC Related Costs
5.0 URBAN PARKS												
5.1 Privately Owned Public Spaces	Various	$10,000,000	$0	$10,000,000	0%	$0	$10,000,000	$0	$10,000,000	$0	100%	$10,000,000
5.2 Provision Additional Parks Development & Facilities	Various	$36,825,414	$0	$36,825,414	0%	$0	$36,825,414	$0	$36,825,414	$12,397,070	66%	$24,428,344
5.3 Park Development - Lakeview Village	Various	$106,025,713	$0	$106,025,713	0%	$0	$106,025,713	$103,321,514	$2,704,199	$0	100%	$2,704,199
5.4 Park Development - West Village	Various	$34,643,640	$0	$34,643,640	0%	$0	$34,643,640	$30,194,672	$4,448,968	$0	100%	$4,448,968
TOTAL URBAN PARKS		**$187,494,767**	**$0**	**$187,494,767**		**$0**	**$187,494,767**	**$133,516,186**	**$53,978,582**	**$12,397,070**		**$41,581,511**
6.0 PARKING												
6.1 Parking Structure - Waterfront	Various	$86,000,000	$0	$86,000,000	15%	$12,900,000	$73,100,000	$0	$73,100,000	$41,798,090	43%	$31,301,910
6.2 Parking Payment Infrastructure	Various	$1,000,000	$0	$1,000,000	15%	$150,000	$850,000	$0	$850,000	$486,024	43%	$363,976
TOTAL PARKING		**$87,000,000**	**$0**	**$87,000,000**		**$13,050,000**	**$73,950,000**	**$0**	**$73,950,000**	**$42,284,114**		**$31,665,886**
7.0 CIVIC ADMINISTRATION												
7.1 CBC Strategy and Implementation	Various	$500,000	$0	$500,000	0%	$0	$500,000	$0	$500,000	$0	100%	$500,000
TOTAL CIVIC ADMINISTRATION		**$500,000**	**$0**	**$500,000**		**$0**	**$500,000**	**$0**	**$500,000**	**$0**		**$500,000**
TOTAL CBC CAPITAL PROGRAM		**$469,275,767**	**$12,270,000**	**$457,005,767**		**$99,644,230**	**$357,361,537**	**$138,532,370**	**$218,829,168**	**$79,697,490**		**$139,131,677**

* Note: Other funding related to development but not funded from Development Charges or Community Benefit Charges.

City of Mississauga
Corporate Report

Date: March 24, 2022 To: Mayor and Members of Council From: Shari Lichterman, CPA, CMA, Commissioner of Corporate Services and Chief Financial Officer	Originator's files: Meeting date: April 6, 2022

Subject
2022 Growth Charges Review - Proposed Municipal Charges and Fees for Residential Development

Recommendation
That the report entitled "2022 Growth Charges Review – Proposed Municipal Charges and Fees for Residential Development" dated March 24, 2022 from the Commissioner of Corporate Services and Chief Financial Officer, be received for information.

Executive Summary

- As a result of legislative changes to the *Development Charges Act, 1997* and *Planning Act* in 2020, the City initiated a concurrent review of existing and new Growth Funding Tools (GFTs or growth charges) in early 2021. Staff are currently working on proposed rates for Development Charges (DC), Community Benefits Charges (CBC), and Cash-in-Lieu of Parkland (CIL).
- The City retained N. Barry Lyon Consultants Ltd. (NBLC) to evaluate the cumulative impact of the proposed DC, CBC, and CIL rates on the economics of new residential development in Mississauga.
- The cumulative impact of the fee increases varies across different areas of the city and in higher value areas developers are likely to continue to acquire land for residential development.
- The City's proposed DC rates remain competitive with the current rates of its municipal counterparts.
- Aside from growth charges, current markets conditions make development challenging, including increased construction costs and anticipated inflations rates.
- The City's proposed growth charges represent important funding tools to help pay for infrastructure and service costs related to growth. Without these charges the City would need to disproportionately rely on the property tax base to help pay for growth.

Background

As a result of legislative changes to the *Development Charges Act, 1997* and *Planning Act* in 2020, the City initiated a concurrent review of existing and new Growth Funding Tools (GFTs or growth charges) in early 2021. As part of this review, staff, with Hemson Consulting Ltd., have worked on three documents to support the collection of these charges: an updated 2022 Development Charges (DC) Background Study, a new 2022 Community Benefits Charge (CBC) Strategy, and an updated Parkland Conveyance By-law.

Due to the concurrent timing of these three by-laws, staff retained N. Barry Lyon Consultants Ltd. (NBLC) to evaluate the cumulative impact of the proposed DC, CBC and Cash-in-lieu of (CIL) Parkland rates on the economics of new residential development in Mississauga. The final consultant report is attached in Appendix 1.

Market Analysis Overview

The report from NBLC evaluates the development feasibility of six prototypical sites across Mississauga: City Centre, Port Credit, Dixie/Lakeview, Cooksville, Glen Erin, and Rathwood/Applewood. These test cases are intended to be representative of development activity in these sub-markets, and do not reflect specific development projects. Each of these test cases was evaluated based on four scenarios reflecting a layering of charges. The most relevant one being Scenario 4 which includes the CBC, proposed DC rates, and proposed CIL-Parkland rate.

The consultant report is based on the principle that any potential increase in development costs, like the City's proposed growth charges, does not play a direct role in establishing the price of a home. The actual price of housing is determined by supply and demand and land developers set prices based on market research that establishes what buyers are willing to pay.

The cumulative impact of implementing the proposed three charges would be a projected decrease in land values between 14% and 50% to maintain development viability across the six test cases. This level of decrease is assuming residential pricing remains stable and there is no commensurate growth in revenues. The NBLC report indicates this level of decrease could impact the land market where developers adjust their pricing expectations, or more likely wait until pricing has recovered. They could also develop their land for an alternate land use that supports higher values (such as retail uses). Either situation could result in a net loss in the supply of land that could be used for residential development, with the potential unintended consequence of increasing housing prices due to lack of supply.

It should be noted that the cumulative impact of stacking various growth charges assumes a point in time when these charges would be implemented together. The results of the analysis do not preclude the introduction of new/updated charges altogether but recommend for consideration the timing of introducing multiple charges simultaneously.

Comments

Staff Comments

Growth charges like DCs, CBC, and CIL help the City pay for needed infrastructure to maintain service levels for a growing population and employment base. The amount of these charges is based on projected growth occurring in Mississauga over a long-term planning horizon of ten to twenty years. Even with these charges, the City also uses property taxes and funding from higher levels of government to pay for the many costs a growing city incurs.

The NBLC analysis is premised on the amount of residential land value (RLV) which represents the amount of funds a developer would be left with to buy land in the land market for a certain type of development, in this case residential development. The analysis states that areas with stronger markets are better able to absorb charge increases because their return on investment can still be achieved (e.g. Port Credit, City Centre, Dixie/Lakeview). In such cases, developers are likely to continue to acquire underutilized land for residential development.

The development assumptions used in the sites selected in the NBLC analysis are conservative. Development permissions, either existing or through official plan amendments and/or rezonings may result in greater development opportunity than is reflected in the site scenarios which could change the land economics for developers so that development continues to be viable with favourable profit margins. It should be noted, that the profit margins for developers are not adjusted for the purposes of the analysis.

Municipal Benchmarking

The City is currently updating its Development Charges Background Study to incorporate recent legislative changes. New legislation also allows municipalities to pass a Community Benefits Charge Strategy and by-law to collect charges related to growth, replacing density bonusing provisions in the *Planning Act*.

Many municipalities are currently updating their DC by-laws and few have published their new proposed rates. Staff have compared the City's proposed DC rates with current charges of other municipalities. Although increases are not unusual, even with DC increases, Mississauga remains relatively competitive. Based on the proposed 2022 DC Background Study and By-law, the Non-industrial DC rate is increasing by 43 per cent. Compared to other municipalities, Mississauga charges a lower rate. The Industrial DC rate is increasing by 45 per cent, but still lower than Vaughan and Markham's current industrial DC rates.

The Residential DC rates are increasing by 17 per cent for all housing types, which is not a significant increase overall.

CIL of Parkland is a more difficult charge to measure against other municipalities. Comparing CIL rates can be misleading because capped per unit CIL rates are calculated relative to local land values, which can result in significantly different cost per units between municipalities.

Further, many comparators have not updated rates in five or more years. Most municipalities are in the process of updating their rates in response to Bill 197 policies. Since Mississauga is ahead of most GTA municipalities in its Parkland review, there are no other policies confirmed to test against. However, staff have heard from other municipalities through preliminary messaging and rough analysis that many rates will likely be greater than $20,000 per unit, which is in line with Mississauga's draft CIL capped rate of $25,112.

Current Market Conditions

Current market conditions are quite unpredictable at the moment. Municipalities have made significant funding adjustments to account for pandemic pressures, and now coming out of the pandemic are facing other economic pressures such as inflation and increased construction costs. Similar pressures are faced by the development industry who are tasked with building housing in a market where home ownership is out of reach for many residents.

The NBLC analysis states that construction costs are currently rising faster than revenue for developers. In the past, the industry has been able to rely on revenue increases to offset increased construction costs. With this not currently being the case, the feasibility of some projects could come into question irrespective of increased fees. The analysis also mentions that inflation has shown no signs of subsiding and will further exacerbate the issues regarding development costs and consumer spending. The financial impacts will also impact the City's capital program.

The Bank of Canada has started increasing their target rates, and there is a strong expectation that there will be multiple rate hikes in the very near future. Increased rates further challenge projects in a number of ways, such as the following:

- Construction loan interest payments will increase.
- Developer profit expectations will likely increase, due to higher hurdle rates from major lenders.
- Consumer purchasing power will decrease as mortgage rates climb. This will lower revenue potential for projects.

In more stable market circumstances, it is possible that land vendors may accept some reduction in land value with a view that the market remain buoyant. The current market context makes that perspective problematic. We are facing a market with lots of unknowns, and anticipating what may happen in the future is especially challenging. We do know, whether it is now, or ten years from now, is that the market will drive housing affordability. The market ultimately decides what will be viable in terms of development potential and what purchasers are willing to pay for housing. With so many competing factors, it could be that other impacts might outweigh the municipal charge increases.

Growth Charges Review
The report entitled “2022 Development Charges and Community Benefits Charges Public Meeting” also being considered by Council on April 6, 2022 presents the proposed DC rates demonstrating that several of the DC service rates are declining from current rates. The most significant increase is related to the Transit Service and this is due to an updated capital plan that delivers on the City’s transit fleet electrification goals, among others. Increased construction costs have inflated the amount of capital required for most projects.

The DC capital program has increased by approximately $272M for soft services over the ten year time period and by approximately $417M for hard services (i.e. roads and stormwater) over 20 years from the 2019. If DCs were not recovered to pay for these costs it would result in an eight per cent increase to the City’s annual operating budget.

The CBC is a new charge introduced by the Province that replaces previous density bonusing to help pay for the additional pressures that high-density development places on City infrastructure. The CBC rate is capped at a maximum 4% of development land value.

The new CIL alternative rate will help the City respond to parkland need as a result of growth as outlined in the new 2022 Parks Plan. The proposed CIL capped rate has been refined and reduced to a level more manageable by the development industry. The draft CIL capped rate is $25,112 per unit. An applicant would pay the lesser of the CIL capped rate or a rate based on a site-specific appraisal. In other words, the CIL capped rate represents the maximum CIL applicable per unit for a medium and high density residential development. A transition plan is proposed to gradually phase in the rate from by-law passage to full rate implementation in August 2023. This allows developers time to incorporate the CIL capped rate change into the cost they offer for development sites, and offers a discounted rate for instream projects that obtain a building permit prior to August 2023. This transition period is consistent with the recommendations of the NBLC analysis.

Without growth charges, the City would have to disproportionately rely on the tax base and/or eliminate capital projects and reduce service levels for residents and businesses.

Financial Impact
There are no financial impacts resulting from the Recommendations in this report.

Conclusion
The City retained N. Barry Lyon Consultants Ltd. to conduct a cumulative impact analysis of the proposed DC, CBC, and CIL rates on the economics of new residential development in Mississauga. The analysis showed the cumulative impact of the fee increases varies across different areas of the city and in higher value areas developers are likely to continue to acquire land for residential development. The industry also faces challenges with increased construction costs and inflationary impacts. The City faces the same funding pressures.

The City's proposed growth charges represent important funding tools to help pay for infrastructure and service costs related to growth. Without these charges the City would need to disproportionately rely on the property tax base to help pay for growth. Diverse financial tools, like growth charges, enable the City to better design, plan, and build complete communities.

Attachments

Appendix 1: NBLC Report: "Proposed Municipal Charges and Fees for Residential Development: Evaluation of Potential Impacts."

Shari Lichterman, CPA, CMA, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Shahada Khan, Manager, Development Financing

Appendix 1

Proposed Municipal Charges and Fees for Residential Development

Evaluation of Potential Impacts

City of Mississauga

February 2022

nblc

Trusted advisors since 1976.

City of Mississauga

Proposed Municipal Charges and Fees for Residential Development

Evaluation of Potential Impacts

Table of Contents

The conclusions contained in this report have been prepared based on both primary and secondary data sources. NBLC makes every effort to ensure the data is correct but cannot guarantee its accuracy. It is also important to note that it is not possible to fully document all factors or account for all changes that may occur in the future and influence the viability of any development. NBLC, therefore, assumes no responsibility for losses sustained as a result of implementing any recommendation provided in this report.

Executive Summary

N. Barry Lyon Consultants Limited has been retained by the City of Mississauga to evaluate the potential impact of several potential policy changes that are likely to influence the economics of new high-density residential development. The policy changes include:

- A Community Benefits Charge to replace the former Section 37 approach;
- An alternative Cash-in-Lieu of Parkland rate; and,
- An increase to the City's Development Charge rates.

Key to the methodology used in this work is the understanding that housing prices are established by the characteristics of supply and demand, with developers only being able to charge what the market is willing and able to pay. If the cost of producing a housing unit increases, developers cannot simply increase pricing if buyers are unwilling or unable to pay a higher price. Instead, developers will discount the price they are willing to pay to acquire land as a means of absorbing these increased costs.

If residential land values are depressed too much, however, the supply of available residential land could be reduced. This would be a negative unintended consequence that could impact a range of policy objectives and broader housing affordability throughout the City of Mississauga's residential market.

Our analytical approach in this study examines this relationship between increased costs and land values. The modelling seeks to evaluate how far land values can be depressed before the incentive to redevelop land might be discouraged. To do this, we examine six prototypical developments across a variety of markets in the City. We model these test sites under various policy scenarios to estimate the maximum price a developer could pay for land and still achieve an acceptable profit. These results are then compared to the value of competitive land uses in each market location (e.g. retail, office, etc.).

The following are our central findings from this analysis:

- While the individual impact of each of the proposed policies may not be substantial on its own, the cumulative impact of all the proposed policies is very significant. Our analysis shows that land values would need to decrease between 14% and 50% to maintain development viability if residential pricing remained stable. This magnitude of impact could become a disincentive to reinvestment. Some vendors of land may choose to hold onto sites or sell to developers of other non-residential land uses, reducing the supply of developable residential land.
- For the first time in recent history, 2021 saw the hard costs of construction increase at a faster pace than residential pricing. If this trend continues, the viability of many projects will deteriorate. Persistent inflation and rising interest rates may also temper residential pricing, potentially magnifying the challenges posed by proposed policy changes.
- Stronger residential submarkets, such as Port Credit, can best withstand the proposed policy changes. As these submarkets can achieve higher project revenues, their underlying land values tend to be higher, allowing for a greater ability to absorb cost increases without significantly impacting the ability of residential land prices to outcompete other uses. Conversely, weaker market areas, such as

Applewood-Rathwood, have lower underlying land values. This means the proposed changes will be more impactful, likely challenging the viability of residential development in these locations.

- Recent land purchasers generally have thinner margins than long-term land owners because they have likely purchased their land at current market pricing without knowing the full extent of near term policy changes. The cumulative impact of proposed policy changes could make it more challenging for some to absorb the increased costs in the near term. In some instances, these recent land purchasers could opt to delay development until pricing levels have increased to reinstate an acceptable return.
- While long-term landowners theoretically have the greatest buffer to absorb increased costs, should the proposed policy changes reduce land values by a significant enough margin, they too could reconsider their investment strategies. It is possible that some owners would re-evaluate their investment plans, with some potentially having to restructure the financing strategies for their projects or delay their projects, waiting until revenues increase in the future.
- This report does not include an assessment of potential impacts relating to Inclusionary Zoning policies. This analysis did not include an assessment of the Inclusionary Zoning policies. However, if implemented, Inclusionary Zoning policies could also have a significant impact on land values, further challenging the viability of residential projects.
- As both the proposed Cash-In-Lieu of Parkland Dedication and Community Benefits Charge are calculated according to a site's land value, the full implementation of the proposed policies could reduce the amount of revenue collected by the City from these tools.
- For numerous reasons, rental development is already at a significant economic disadvantage compared to condominium development. Within the current policy environment, only three of the six test sites are estimated to support a positive land value as a purpose-built rental apartment project. Given this, the proposed policies would further exacerbate the challenges faced in creating new purpose-built rental housing development.
- Any increases in Development Charge rates (and other municipal fees) that occur after the time a condominium unit is sold – but, before the point at which these fees are usually paid – are usually shared between the developer and the purchaser at closing. In the GTA condominium industry, it is common for these increases in fees to be 'capped' for purchasers at a fixed amount within the purchase and sale agreement. In Mississauga, this cap is usually between $10,000 and $15,000 per unit. However, it is possible that there could be purchasers who have no such protection against these increases. The proposed increases could, therefore, pose a significant cost for the purchasers, especially for first-time buyers.

Overall, the pressure to increase the municipal fees facing new residential development projects comes at a time when the industry is facing significant increases in hard construction costs. In addition, the threat of rising interest rates and inflationary pressures have the potential to undermine demand and pricing. The testing in this analysis illustrates that the cumulative impact of the proposed municipal fees has the potential to dampen development interest in high-density residential development across the City. The effects, however, will vary depending on the market and specific land economics associated with a particular site. For these reasons, the municipality should consider approaches to mitigate the significant impacts that these policy changes might have. This could include a phase-in period that could adjust to reflect economic conditions, such as interest rates.

1.0 Introduction

The City of Mississauga ('the City') has retained N. Barry Lyon Consultants ('NBLC') to assess the potential impacts to residential development that may result from a range of proposed policy changes and fee increases that are currently under consideration.

The City is currently in the process of preparing a new 2022 Development Charge Background study in accordance with recent changes made to the provincial enabling legislation. Concurrently, the City is also evaluating the introduction of a Community Benefits Charge ('CBC'), and an update to its Cash-in-Lieu of Parkland Dedication ('CIL') by-law, also following recent changes to provincial legislation. Each of these initiatives are intended to support an increase in municipal revenue to support infrastructure investments, but they also represent an increase to the production costs of housing.

The purpose of this study is to examine the possible impacts that these policy changes and fee increases could have on high-density residential development. We address these issues by evaluating how the policy changes and fee increases would impact the feasibility of six prototypical high-density residential developments throughout various submarkets in Mississauga. Through an understanding of the subtleties between various markets in the City, as well as an understanding of the economics of development, we examine how these changes could impact project viability not just at the six representative test sites, but across the broader Mississauga marketplace.

2.0 Residential Market Context

Like much of the GTA, Mississauga has seen growing levels of residential development over the past two decades driven by population and employment growth. Continued investments in the City, both private and public, are only further increasing the appeal of Mississauga. The following section provides a review of Mississauga's residential market.

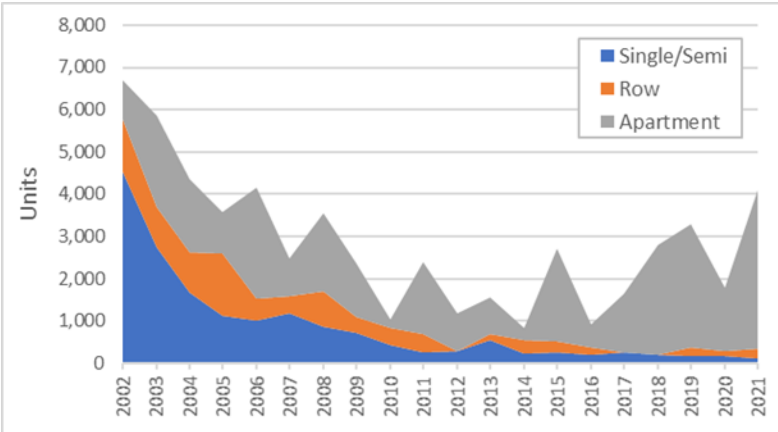
Affordability Underpins Growth in High-Density Demand

As Mississauga exhausted much of its supply of greenfield land by the early 2010s, pricing for low-rise homes in Mississauga has surged substantially. The average resale price of a single-detached home nearly tripled between 2011 and 2021, increasing by 279%. As income growth has not kept pace, an increasing share of households has been pushed towards more affordable housing options in Mississauga, typically condominium apartments and rental apartments. Between 2017 and 2021, apartments accounted for 89% of housing starts in Mississauga, compared to 67% of housing starts between 2012 and 2016.

High-Density Growth Has Been Concentrated in City Centre

This high-density residential growth has been heavily concentrated in the City Centre submarket. This is not surprising as high-density demand has historically shown a strong preference for established areas. As shown in **Table 1**, 56% of the total high-rise units launched in Mississauga between 2012 and 2021 have been in the City Centre submarket. To a lesser degree, the Erin Mills and Port Credit submarkets have also seen a concentration of high-rise development, accounting for 11% and 6%, respectively, of the total high-rise units launched in Mississauga between 2012 and 2021. We expect these concentrations to continue, being only further enhanced by the introduction of the Hurontario LRT.

Figure 1 – Housing Starts by Type, City of Mississauga, 2002 to 2021



Source: CMHC

Table 1

New High-Rise Project Launches – Mississauga				
Year	City Centre		Mississauga	
	Projects	Units	Projects	Units
2012	3	1,478	**11**	**2,346**
2013	0	0	**2**	**248**
2014	0	0	**2**	**564**
2015	2	602	**5**	**911**
2016	1	344	**6**	**1,242**
2017	4	2,404	**8**	**3,482**
2018	2	1,366	**8**	**2,592**
2019	4	2,078	**6**	**2,449**
2020	2	1,153	**10**	**2,893**
2021	3	2,091	**8**	**3,829**
Total:	**21**	**11,516**	**66**	**20,556**

Note: Does not include projects that launched and cancelled later.
Source: Altus Group

High-Rise Sales and Pricing Have Both Continued to Grow

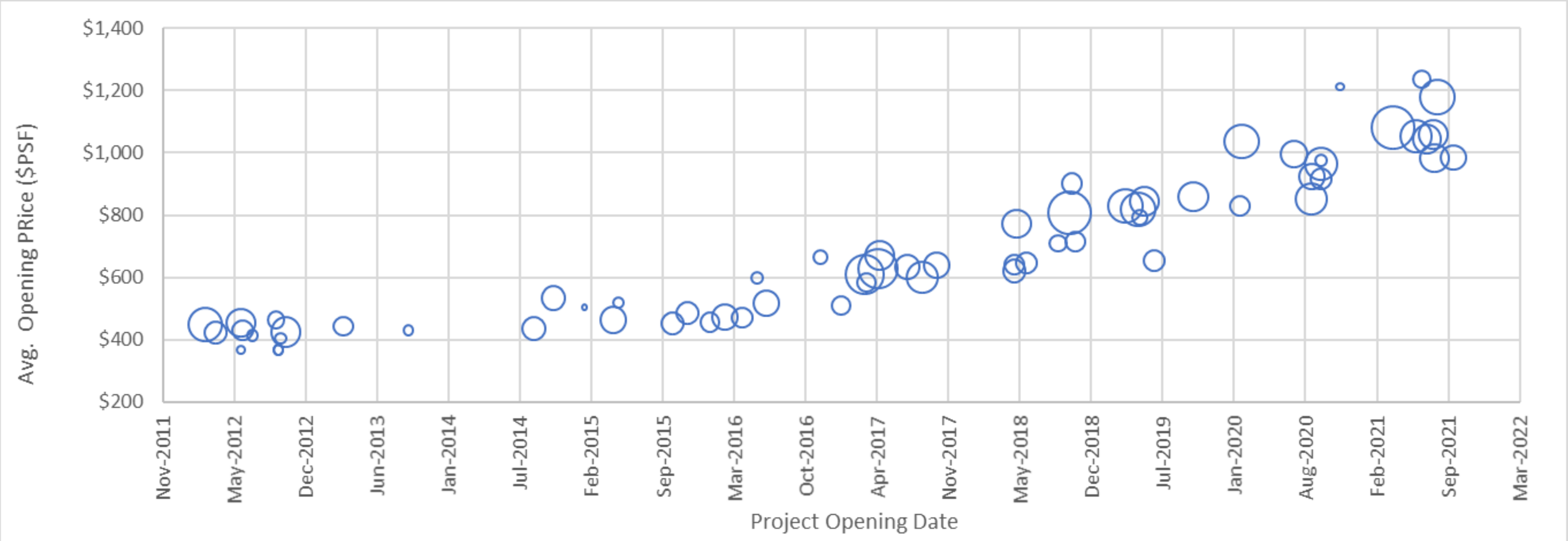
With residential demand shifting towards high-density housing, new high-rise sales in Mississauga have grown over the past five years. On average, Mississauga recorded 3,302 new high-rise unit sales between 2017 and 2021, up from an average of just 1,134 high-rise unit sales in the preceding five years (**Table 2**). Growing high-rise demand has supported strong pricing growth in the new high-rise market over the past five years. This growth is best exemplified in **Figure 2**, where index pricing growth was modest from 2012 to 2017, after which it doubled in just five years. Given prevailing market conditions, we expect pricing levels to continue to appreciate over the short-term, although at a more modest pace, with the most popular submarkets (Port Credit and City Centre), continuing to achieve the highest pricing levels.

Table 2

High-Rise Sales and Pricing – City of Mississauga			
Year	**Sales**	**Avg $PSF**	**Annual Change**
2012	1,653	$435	-
2013	770	$440	1%
2014	757	$487	11%
2015	891	$471	-3%
2016	1,599	$505	7%
2017	3,658	$619	23%
2018	2,159	$752	21%
2019	3,436	$816	9%
2020	3,199	$949	16%
2021*	4,059	$1,074	13%

Note: 2021 is YTD as of November 30, 2021
Source: Altus Group

Figure 2 – Average Opening Price by Opening Date, City of Mississauga (Bubble size represents the number of units)



Source: Altus Group

Rental Demand is Also Driven by Affordability

Declining homeownership affordability has also driven an increasing level of rental housing demand in Mississauga. Since 2018, the City of Mississauga recorded 1,472 rental housing starts (12% of total housing starts). As a point of comparison, Mississauga recorded only 913 rental housing starts in the preceding fifteen years (2% of housing starts). It is important to note, however, that investment in purpose-built rental development has almost entirely been concentrated in situations where lands have been owned for a long period of time, and often where another economically productive land use has been in place to capitalize the initial land purchase. For example, there has been a trend of existing purpose-built rental landowners intensifying their properties by adding additional rental apartments, and similarly with retail site intensification.

Notwithstanding the above-noted increase, this supply of new purpose-built rental apartment units has been inadequate to meet the growing level of rental housing demand in Mississauga. Instead, condominium apartments units purchased by investors have become the primary rental apartment product in Mississauga. As of October 2020, CMHC reported that 29.7% of condominium apartment units in Peel Region were being used as rental units on the secondary rental market, up from just 19.1% a decade earlier. While CMHC does not provide this data for Mississauga individually, it is likely that the share is even higher in Mississauga.

Moreover, **Table 3** shows that the supply of condominium rental units has seen larger net growth over the past decade than owner-occupied condominium units. This aligns with trends from recent condominium project launches in Mississauga, where investors typically make up more than 50% of purchasers, or even higher for projects in high-demand submarkets such as Mississauga City Centre.

Table 3

Condominium Apartments by Tenure
Peel Region, 2010 to 2020

Year	Condominium Units		% of Units as Rental
	Rental	Non-Rental	
2010	6,787	28,786	19.1%
2011	7,543	30,424	19.9%
2012	8,917	30,417	22.7%
2013	9,363	30,808	23.3%
2014	10,523	30,533	25.6%
2015	10,965	31,910	25.6%
2016	12,339	30,968	28.5%
2017	12,108	31,967	27.5%
2018	13,214	33,388	28.4%
2019	13,690	33,961	28.7%
2020	14,345	33,951	29.7%
Avg. Annual Increase:	**756**	**517**	**-**
Total Increase:	**7,558**	**5,165**	**-**

Source: CMHC

Land Values Have Increased in Lockstep with Residential Pricing

With increased demand and pricing, high-density residential land values have also increased significantly across the GTA as shown in **Figure 3**, approximately doubling between 2016 and 2021. While the sample of residential land transactions in Mississauga with a proposed GFA is quite small, a similar pattern is observed in Mississauga. A survey of transactions in Mississauga found three over the past two years with an average land value sale of $60 per buildable square foot. Between 2015 and 2016, five transactions were recorded with an average land value sale of $27 per buildable foot. Given the concentration of high-density demand in Mississauga, it is likely that these land values have increased the most in the high-growth submarkets.

Figure 3 – High-Density Residential Land Transactions by Price ($/SF of Buildable GFA), GTA

Source: Altus Group

Construction Costs Are Escalating Rapidly, but Slower than Pricing Increases

Disruptions to global supply chains and a shortage of skilled labour have both exacerbated rising construction costs. Statistics Canada's Building Construction Price Index ('BCPI') shows that apartment construction costs in the GTA have increased by 23% between Q1-2020 and Q3-2021 (**Figure 4**). During the same period, the average available index price for a new condominium apartment in the GTA increased by 16%. Prior to this recent surge, in construction costs, new high-rise pricing was growing at a much faster pace than construction costs, which were typically growing by about 3% to 5% per year.[1]

Historically, developers have been able to absorb increased construction costs as pricing was growing at a more substantial margin. From Q1-2017 to Q1-2020, the average index price for a new condominium apartment unit in the GTA grew by 57%, while construction costs only increased by 13%. This rapid pricing growth effectively provided developers with a buffer against any increased costs. However, given that construction costs are now growing faster than pricing, this buffer is eroding. If this trend continues, it could put significant pressure on the development industry, substantially reducing a project's margin for error.

[1] Altus Cost Guides

Figure 4 – Apartment Construction Costs vs. Available High-Rise Pricing ($PSF), GTA, Q1-2017 to Q3-2021

Note: Statistics Canada BCPI is calculated quarterly, while Altus' Index pricing is calculated monthly

Source: Statistics Canada Building Construction Index Price & Altus Group

3.0 Land Economics Approach

It is a common misconception that the cost of constructing new housing determines the price at which that housing can be sold; that any new or increased costs – including those introduced due to government policies – can be directly ‘passed on’ to end users through higher sale prices or lease rates. Though related, the actual dynamics by which pricing is set are more complex. This understanding informs the approach in which impacts are measured in this analysis.

Pricing is Driven by Market Supply / Demand

In an efficient market with open competition, developers and/or landowners will charge the maximum price (rent or sale value) that the market will bear at any given time. This price is irrespective of the production cost of housing. Competitive markets establish pricing by the characteristics of supply and demand, underpinned by the principle of the ‘willing buyer and seller’. In the GTA, high levels of residential demand relative to the supply of new homes are what drives high increases in home pricing. In the absence of a monopoly on housing, costs do not directly play a role in the price of a home.

For example, if two identical high-density projects were situated adjacent to one another, buyers would view these homes as substitutes. In this situation, buyers would value both projects equally and pricing would be comparable at each project. However, if one of these projects was situated on a parcel of land that required expensive environmental remediation, the developer could increase sale prices equivalent to the cost of remediation, as buyers would simply choose the identical and lower priced project. To the buyer, there is no added value to justify additional costs for a similar quality unit and the developer could not charge more for the unit.

This is why it is common practice for developers and landowners to seek an opinion with respect to the quality of the soil (and other matters throughout due diligence) prior to purchasing land. If there is evidence of a soil/environmental issue, the developer will discount the value of the parcel by the cost of remedying the problem. The same principle applies to development fees. A purchaser would not pay more for a home simply because costs have increased. Rather, the development industry evaluates conditions of competitive supply and demand to set sales pricing.

An exception to this is where a developer has already presold units but has not obtained building permits prior to development fees being increased. In these situations (subject to purchase and sale terms) the burden of the increased fees (or a portion of them) can be incurred by the homebuyer, in effect, increasing the price to the purchasers. Where the purchaser’s exposure to rate increases are ‘capped’ – a common approach to be discussed later in this report – the increase in fees is shared with the developer. Where some or all of this cost increase is absorbed by the developer, it would occur through a reduction in the developer's profit.

Increased Housing Production Costs Primarily Impact Land Value

Understanding that market pricing is largely set independently from costs, developers will seek to transfer any increase in costs elsewhere. Developers are unlikely to accept reduces profit expectations as they are investing their skill and equity with the expectation of a return. Further, a minimum return is also required of developers by their lenders in order to mitigate risk. If an acceptable profit level can not be achieved, developers will utilize their capital elsewhere – investing in another community or possibly even another investment opportunity.

In a market that shows steady demand and pricing growth, such as the GTA, it is possible that increased costs can be absorbed without impacting the viability of new development. However, in more stable markets, with return expectations and costs relatively fixed, the impact of any cost increase is largely compensated for with a reduction in land value. **Figure 5** illustrates this, showing that if the total project revenue remains stable (as set by supply and demand conditions), any increase in soft costs (i.e. development fees) must be compensated for by an equal reduction in land value as hard costs and the developer's profit margin are both considered fixed.

The Impact on Affordability

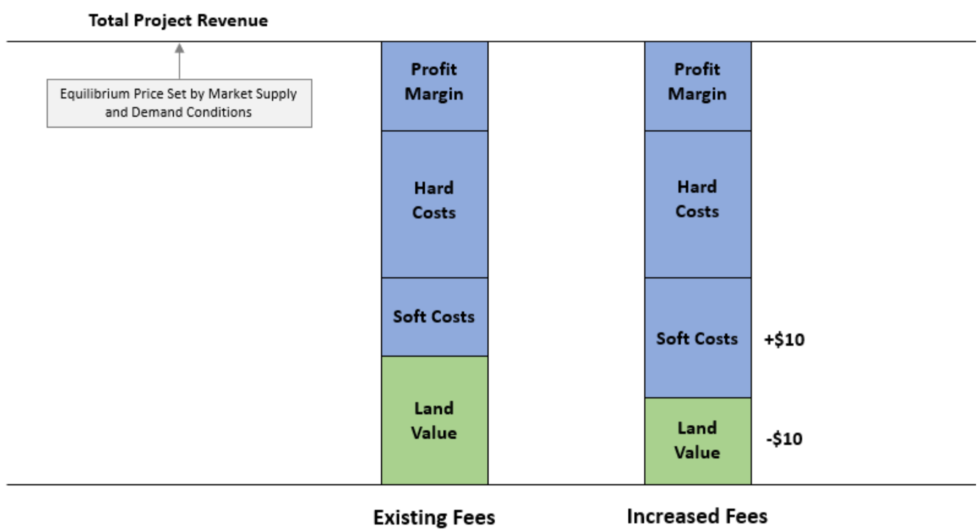
As discussed, the impact of these additional charges and fees does not linearly translate to increased costs for consumers. Instead, the cumulative impact of rising housing production costs will put downward pressure on land prices. However, if significant, this reduction in land prices can impact the supply of available and developable land, which in turn could impact housing prices by shifting supply and demand conditions. If the downward pressure on land values leads to a decline of land available for development, the supply of new housing will be reduced, which in turn will lead to increased pricing for both new and existing housing.

Downward pressure on land value can impact the supply of developable land in several ways:

- Existing landowners may be less likely to sell or redevelop a property, as the existing land use may provide equal or even greater value;
- Project viability can be impacted as the costs of development may exceed local market pricing; and,
- Other competitive uses such as office and retail uses may now be able to compete for properties.

Any of these potential outcomes could discourage reinvestment, reducing the supply of new housing and putting upward pressure on housing prices – to the extent that the market will allow – ultimately reducing affordability. As supply is constrained, the market is either forced to pay more for housing or make other housing choices. This may be especially true in low-growth areas where margins are already very thin, but opportunities for lower cost housing are the greatest. These areas also benefit significantly from new investment in terms of community improvements.

Figure 5 – The Impact of Increased Development Fees on Land Value



4.0 Methodology

The following section summarizes the methodology employed to consider the potential impacts of new municipal fees and policy changes.

Land Value as a Measure of Feasibility

To assess the land value impacts of the new fees and policies, we examine the financial viability of different residential typologies in a range of markets across the city. To do this, we employ a residual land value ('RLV') model. The RLV model is a mathematical tool that follows these core steps:

- Develop a market rationale for the site that supports a certain form of development based on the local characteristics of supply and demand. This includes unit sizing, types, pricing, parking sales, and project sales pace. This analysis considers current conditions and future market factors such as the Hurontario LRT, for example.
- Calculate the revenues that might accrue for the project given the defined market parameters.
- Subtract from the revenues and estimate of all the costs associated with the development – both hard and soft costs.
- Subtract the developer's required profit. This is assumed as a percentage of the project's total revenues.
- The remaining value or 'residual' is the value that the developer could pay for the land and maintain an attractive profit.

This model is repeated for each of the test sites using the appropriate local market inputs. The outputs of the model are then used to examine how a residential developer's budget for acquiring land would change under various policy/fee environments.

These land values are then compared to the value of alternative land uses that are prevalent in each local area. This includes uses such as retail, office, and lower-density residential uses. If the land value of the redevelopment scenario approaches or falls below the alternative use values, we assume that the viability of the project is in question. In other words, an owner of a property would not be motivated to sell or redevelop the site, thereby reducing the supply of developable land.

Based on this analysis, we can understand the market areas or building forms that show evidence of weak viability under the various policy/fee environments. These will be areas where we would expect to see development interest weaken or be delayed until the market can support higher sales pricing or rents. Further, this analysis allows us to assess the magnitude of land value change that would result at the instance of policy change. These impacts could have an impact on the availability of land if the cumulative impact creates a shock to market conditions.

Figure 6

Understanding Residual Land Value

Project Revenue

- Project Costs

- Developer Profit

= Land Value

Establishing Comparative Land Values

To establish the benchmark where landowners become less motivated to redevelop their property for higher density housing, we estimate the value of typical land uses of identically sized sites in each of the test site's market areas. To evaluate these alternative property values, we consider comparable land sale transactions as well as the typical net income stream of revenue generating uses based on current market conditions in each of the local areas. Net income is then capitalized. A theoretical premium is then applied to this market value that would likely be necessary to incentivize a landowner to sell or to justify the site's redevelopment. This establishes a 'threshold' land value for each of these alternative land uses that would need to be met for the hypothetical redevelopment to proceed.

Of course, due to the wide range of situations that can occur, this is not a precise measurement and should be thought of as a high-level benchmarking exercise in order to demonstrate where there may be a risk to the economic viability of new residential development. For example, a recent trend is for shopping centre owners to intensify their sites with new rental housing. For these owners, the land value has frequently been capitalized through the existing longstanding retail use. Without a land cost, these projects have greater latitude to rationalize the investment.

A condominium developer who may have purchased land in a high-growth market several years ago and is only now moving forward with development, after land values have substantially increased, may be able to accommodate the proposed fees and changes without critically impacting project viability. Conversely, developers who have recently purchased land without fully understanding the nature of the potential fee increase/ policy changes may have to delay redevelopment until the market can support pricing that provides an acceptable return.

This study, however, makes the necessary assumption that, going forward, land will be purchased at market rates and developed within a reasonable time frame. The research cannot capture all the complexities of the market or unique site conditions. Rather, it provides a general picture of the most probable impacts over the foreseeable future using conservative assumptions.

4.1 Site Selection

For our analysis, six prototypical development scenarios were selected by City staff. These sites are intended to be representative of typical sites in each of the market areas, not a specific site. They capture a range of residential projects that are currently occurring or are anticipated to occur in the city. The sites and typologies are as follows:

- **Mississauga City Centre** – A 40-storey tower on a 1.0-acre parcel with approximately 416,000 sf of GFA;
- **Port Credit** – A 10-storey tower on a 0.6-acre parcel with approximately 100,000 sf of GFA;
- **Dixie/Lakeview** – A 6-storey mid-rise building on a 0.9-acre parcel with approximately 122,000 sf of GFA;
- **Cooksville** – A 25-storey tower on a 1.0-acre parcel with approximately 220,000 sf of GFA;
- **Glen Erin** – A 3-storey stacked townhome project on a 2.0-acre parcel with approximately 103,000 sf of GFA; and,
- **Rathwood/Applewood** – a 15-storey tower on a 1.0-acre parcel with approximately 280,000 sf of GFA.

4.2 Market Assumptions

For each of the test sites, a range of market assumptions have been made. These assumptions have been informed by market research in each of the test site's areas. This research has been attached as an Appendix. The full range of market assumptions are shown below in **Table 4**.

4.3 Financial Assumptions

The following are key financial assumptions applied to all scenarios:

- Market revenues have been inflated by 2.0% per annum.
- A discount rate of 6.0% per annum.
- Hard construction costs were based on the 2022 Altus Construction Cost Guide. Costs are then inflated at 2.0% per annum.
- A site servicing cost of $750,000 per site.
- No extraordinary costs are assumed for constrained sites;
- All projects are assumed to require an Official Plan Amendment, a Zoning Amendment, and a Site Plan Application.
- Consultants, legal and marketing costs are 14.5% of hard costs.
- For construction financing, it is assumed a developer can borrow 75% of construction costs at 4.5%
- Developer's profit expectations are 15% of gross revenue.
- A retail vacancy of 5% and a retail cap rate of 5.50%.
- Additional financial assumptions are included in the Appendix.

Table 4

Market Inputs - As of January 2022

Test Site	Typology	Suite Mix	Avg. Unit Size	Index Sale Price	Absorption Rate	Parking Ratio[1]	Parking Cost	Below Market Index Price[2]	Market Rental Rate	Retail Lease Rate
		0B/1B/2B/3B	*(sf)*	*$PSF*	*units/mth*	*per unit*	*per stall*	*$PSF*	*$PSF/mth*	*$PSF/yr*
Mississauga City Centre	Tower	5%/50%/40%/5%	650	$1,095	45	0.9	$60,000	$516	$3.30	$26.00
Port Credit	Tower	5%/45%/45%/5%	680	$1,184	35	1.2	$55,000	$498	$3.30	$28.00
Dixie/Lakeview	Mid-rise	0%/40%/55%/5%	740	$1,023	25	1.3	$50,000	$471	$3.15	$26.00
Cooksville	Tower	5%/45%/45%/5%	680	$1,048	30	1.2	$50,000	$498	$3.15	$23.00
Glen Erin	Stacked	0%/20%/55%/25%	960	$954	20	1.5	-	$391	$2.90	$25.00
Rathwood/Applewood	Tower	0%/40%/55%/5%	740	$973	20	1.3	$40,000	$471	$3.00	$24.00

1= Market Unit Parking Ratio. Does not include visitors or below-market parking.
2= Based on unit type affordability thresholds established by Peel Region.
Source: NBLC

5.0 Proposed Policy and Fee Changes

The following section provides a summary of the proposed policy changes and fee increases that have been included in our analysis.

Community Benefits Charge

In Ontario, municipalities are permitted through Section 37 of the *Planning Act* to extract community contributions in exchange for authorizing increases in heights and density beyond what is permitted in the existing zoning by-law. Previously, this extraction was negotiated between the municipality and the developer ('Section 37').

In 2020, the provincial government amended the *Planning Act* replacing the former Section 37 density bonusing approach with a new Community Benefits Charge regime ('CBC'). Single-tier and lower-tier municipalities are now able to impose a CBC on new development to pay for the capital costs of facilities, services, and other matters required to support new development. Most importantly, unlike the previous Section 37 agreements, which were only triggered by zoning amendments and minor variances, CBCs are triggered under almost all planning applications including plans of subdivision, plans of condominium, and building permits for buildings five storeys or greater. Further, the value of a CBC is calculated as a percentage of the value of the land, capped at 4%.

For our analysis, we have tested each of the hypothetical projects under the existing Section 37 framework and the proposed CBC framework.

- **Section 37** – Under the existing Section 37 framework, it is assumed that the City receives no payment from the hypothetical developments, as per the City's guidance.
- **CBC** – Under the proposed CBC policy framework, it is assumed that the city receives a payment equal to 4% of the land value for each of the hypothetical developments if it is above 4-storeys.

Development Charges

The Development Charges Act permits municipalities in Ontario to enact by-laws that impose levies on new developments to pay for growth-related capital expenses for municipal services such as roads, water, recreation, and public works. A municipality must complete a development charge background study prior to passing a development charge by-law, with this study setting the development charge rates ('DC').

For our analysis, we have tested each site under the current DC rates and the proposed DC rates, as shown in **Figure 9,** to follow, for residential developments. For non-residential uses, we have assumed an increase of 58% for non-industrial uses, as advised by Hemson. Also of note, we have not assumed any increase in DC rates paid to Peel Region.

Figure 7 – Proposed Residential Development Charges

Service	Residential Charge By Unit Type (1)			
	Singles & Semis	Rows & Other Multiples	Apartments Units	Small Units
By-Law Enforcement	$148	$115	$101	$55
Development-Related Studies	$290	$225	$197	$108
Library Services	$1,596	$1,242	$1,088	$593
Fire Services	$1,518	$1,181	$1,034	$564
Recreation & Parks Development	$17,784	$13,836	$12,122	$6,604
Transit Services	$4,944	$3,846	$3,370	$1,836
Public Works Services	$866	$674	$590	$322
LAC Debt	$87	$68	$59	$32
Sub-total General Services	**$27,233**	**$21,187**	**$18,561**	**$10,114**
Roads And Related Infrastructure	$22,942	$17,849	$15,637	$8,519
TOTAL CHARGE PER UNIT	**$50,175**	**$39,036**	**$34,198**	**$18,633**
(1) Based on Persons Per Unit Of:	4.02	3.13	2.74	1.49

Source: Hemson Consulting

Parkland Conveyance (Cash-in-Lieu)

Section 42 and Section 51.1 of the *Planning Act* permit municipalities to require new developments to dedicate a portion of the site for parkland or other public recreational purposes, or, collect payment of cash-in-lieu (CIL) thereof. Currently, the City of Mississauga charges a fixed unit rate of $11,370 per unit which was the result of calculating 1 ha per 500 dwelling units against historic citywide averages for medium density land, indexed to 3% twice per year. However, a review by Hemson of recent residential land sales indicates that annual appreciation has far exceeded this growth, suggesting this fixed unit rate is providing far less CIL value relative to actual land acquisition costs.

The proposed new rate methodology is to be based around revised parkland provisions targets identified in the Parks Plan to 2041. This new methodology utilizes a maximum capped rate rather than a fixed unit rate. Not all projects will pay the maximum capped rate. The new CIL charge for development will be the lesser of:

- The value of 1 hectare of land per 500 units (based on the subject site's land value); or,
- The number of units multiplied by the calculated maximum cap (based on City-wide parkland requirements). We have used a draft calculated maximum capped rate of $25,112 per unit, as provided by Hemson.

5.1 Scenario Descriptions

For our analysis, we have tested each of the test sites under a variety of graduating policy scenarios, each with a different combination of the new policies and fee increases. While each of these policies/fee increases can be tested individually, or as part of numerous combinations, we have utilized scenarios that stack each of the changes on top of one another. A description of each scenario that has been tested is shown in **Table 5.**

- **Scenario 1 (Status Quo)** – The status quo scenario tests each site under the existing policy/fee environment. This scenario helps to establish a baseline to which each of the subsequent scenarios will be compared. It includes no changes to the current section 37 policies, DC rates, or parkland rates.
- **Scenario 2 (Community Benefits Charge)** – The second scenario being tested is the adoption of a 4% Community Benefits Charge. as a replacement for the current approach.
- **Scenario 3 (Development Charges)** – In the next scenario, we have stacked the increased DC rates on top of the new CBC.
- **Scenario 4 (All proposed Changes)** – The fourth scenario stacks the new CIL of Parkland rates on top of the CBC and the increased DC rates.

Table 5

Initial Scenarios for Testing

Policy / Scenario	1	2	3	4
Section 37 or Community Benefit Charge	S. 37	CBC	CBC	CBC
Current DC Rate or New DC Rate	Current DC Rate	Current DC Rate	New DC Rate	New DC Rate
Current Parkland Rate or New Parkland Rate	Current Parkland Rate	Current Parkland Rate	Current Parkland Rate	New Parkland Dedication Rate

Source: NBLC

6.0 Impacts on High-Density Residential Development

Table 7, at the end of this section, provides a summary of the results for each of the test sites. The results show impacts to the land value of new residential development land across each of the test sites under the four fee/policy scenarios. Further detail for each of the test sites, including an assessment of a developer's budget for land acquisition under each of the policy scenarios and how these values compare to competitive land use values is provided in individual site summary results (**Table 8 to Table 13**). The following section provides a discussion of our results.

6.1 Cumulative Impacts of Policy Changes on Land Value are Significant

While the individual impact of each of the proposed policies may not have a substantial impact to land values on their own, the cumulative impacts are significant, with residential land values projected to decrease between 14% and 50% across the six test sites in order to maintain development viability where there is no commensurate growth in revenue. This cumulative impact could be a substantial shock to the land market and it would likely be unsustainable in the short term. It is unlikely that land vendors would immediately adjust their pricing expectations by such a significant amount; this includes long-term landowners who may have a larger buffer against such declining land values.

More likely, this degree of impact could cause some land vendors to retract from the market, opting either to wait until pricing has recovered or utilizing their land for an alternative land uses that support higher values. In either case, the impact would be a net loss in the supply of land that could be used for residential development, with a potential unintended consequence being increased housing prices, due to a lack of supply.

6.2 Increased Construction Costs Could Further Exacerbate Development Challenges

As noted in previous sections, the costs of high-density residential construction have grown at a faster pace than high-density pricing (developer revenue) over the past two years. This marks the first time in recent history that this has been the case. Previously, developers have largely been able to absorb construction cost increases because revenue grew at an equal or faster pace. With this relationship eroding, at least in the short-term, the potential impacts of the proposed policy changes and fee increases will only be magnified with the viability of many projects being increasingly challenged to return an acceptable profit.

Further, should recent levels of inflation persist and interest rates rise in the coming months, the challenge posed by increased hard and soft costs would only further be magnified by impacts to residential demand and pricing if consumer purchasing power is limited.

6.3 Strongest Market Areas are Better Capable of Sustaining the Impact of Increased Charges

While the proposed policy changes and fees are to be applied consistently across the City, their impacts on land values are market specific. Stronger submarkets are generally able to able to withstand a higher increase in costs. As these stronger submarkets can achieve higher project revenues, the underlying land values tend to be higher, allowing for a greater capacity to absorb increased costs without significantly impacting the supply of developable land. Conversely, weaker submarkets have lower underlying land values due to lower achievable project revenues. In this case, higher costs can have a more significant impact on these underlying land values, and in turn, may restrict the supply of developable land for new residential development.

For example, Port Credit is one of the strongest residential submarkets in Mississauga. In our hypothetical development test for Port Credit, the full implementation of new policies / fees reduces the land value of the test site by 19% from the existing status quo (**Table 7**). While this rate of change is significant, even with this reduction, we see that the developer's budget for land acquisition is likely to remain above the typical acquisition price of other land uses in that submarket. In this scenario, assuming the market is given ample time to adjust to this new reality, developers would likely maintain the ability to acquire underutilized land for redevelopment in Port Credit.

The degree of impact varies in softer market areas, such as Rathwood-Applewood. This submarket is much less developed than other high-density submarkets in Mississauga with much lower levels of demand and more limited project revenues. As shown in **Table 13**, the implementation of the full range of proposed policies and fees would decrease the test site's land value by 50% from the status quo. This decrease would make the developer's budget for land acquisitions fall below the acquisition price of representative land uses in that submarket. This means that these existing land uses would outcompete high-density residential land values, meaning that there would be no incentive to redevelop these sites, reducing the supply of developable land.

6.4 Recent Land Purchasers Generally Have Thinner Margins

As discussed in previous sections, residential land values in the GTA have seen considerable growth in recent years, doubling over the past five years. For long-time landowners and developers who purchased their lands several years ago, this rapid growth has provided a cushion that may allow them to absorb more of the proposed increase to costs.

Recent land purchasers, however, are likely to have thinner margins with which to absorb these increased costs. This is especially true if the developer has recently purchased land without fully understanding the magnitude of the potential increases in cost. In scenarios such as this, where a developer has recently acquired land and an unanticipated increase in costs occurs, developers may no longer be able to achieve an acceptable return on their investment. This could result in the developer needing to hold the property until market revenues have increased enough to reinstate an acceptable return. Again, this scenario could result in a decrease in the supply of developable land.

Understanding the impact that fee increases can have on recent land purchasers and the supply of developable land underscores the importance of properly signalling the upcoming changes to the development industry. In addition, it highlights the need to move forward with a degree of caution. The City should consider phasing in significant fee increases in digestible increments, so as to not 'shock' the land market and significantly reduce the supply of developable land.

6.5 Long-Term Landowners May Also Hold Back Supply

Significant fee increases could also impact the actions of long-term landowners, despite the theoretical buffer that could absorb some degree of cost increase. While landowner's motivations can vary dramatically, a rapid escalation in fees that reduces land values by a considerable amount could lead many long-term landowners to delay new investment plans, waiting for revenues to increase, even if the recent surge in land values has provided them with a sufficient buffer to absorb these increased fees.

Across all six of our hypothetical test sites, land values are reduced by an average of 27% from the status quo scenario with the full adoption of policy changes and fee increases (**Table 7**). If land values were suppressed by over 25%, some landowners may view this as a loss, with many opting to hold onto their land in anticipation of revenue increases and corresponding land value increases in the future. Further, developers will often obtain financing with the market value of their landholding included as part of their equity, therefore a rapid adjustment to fees can also impact projects on historical land acquisitions. Again, such a scenario could lead to a reduction in developable land supply across the city.

In policy scenarios where the impact on land values is more modest, this effect is likely to be smaller in magnitude. For example, policy Scenario 3 reduces land values at our test sites by an average of 12% (**Table 7**). This scenario includes the introduction of a CBC and an increase in DC rates. While it is impossible to pinpoint what degree of land value decrease landowners would accept, it is possible that many could afford to accept this ‘loss’ without significantly altering their behaviours. However, in Scenario 4, with the full implementation of proposed fees/policies, many landowners may view the drop in land value as too significant without any accompanying strategies to mitigate or phase in these impacts. In this circumstance, landowners could consider respond by delaying development in anticipation of increased revenues.

Finally, as noted earlier, these impacts on land values vary by submarket, with weaker submarkets seeing a more substantial impact. Long-term landowners in these weaker market areas, such as Rathwood-Applewood, could be more likely to delay reinvestment decisions in the face of even small policy changes that reduce the value of land.

6.6 Inclusionary Zoning Could Further Exacerbate Challenges

While this analysis does not include an assessment of the under consideration Inclusionary Zoning policies, it is important to note that should an Inclusionary Zoning policy be adopted, it could only further exacerbate the feasibility challenges posed to residential development by the proposed fees/policies. To be sure, the impact of an Inclusionary Zoning policy can vary widely, dependent on the policies parameters. However, should the City of Mississauga progress with an Inclusionary Zoning policy, it will be critical to assess its impact on land values in the fact of these proposed policy/fee changes, where possible linking IZ policies to forward looking planning permissions to offset negative financial impacts.

6.7 Cumulative Impact on CIL and CBC Collections

As the calculations for both CBC and CIL are expected to be driven by land value, policy changes and fee increases that put downward pressure on land values also decrease the amount of revenue collected by the City through both CBC and CIL policies. For example, as a DC increase is layered on top of CBC policies in Scenario 3 of our analysis, the amount of revenue collected by the City through a CBC decreases by 3%, on average, across all the test sides. This excludes the stacked townhome test site as CBC does not apply to projects under 5-storeys. This decline in revenue collected is quite modest and is reflective of the small increase proposed for the City’s DCs. It does, however, underscore an important point – municipal revenues calculated on land value can be significantly impacted by the layering on of additional fees that put downward pressure on land values, so much so that in some cases the total revenue collected by the City, within the context of certain growth funding tools, can actually go down.

6.8 Rental Housing Would be Significantly Impacted

Notwithstanding the recent surge in rental demand, condominium uses almost universally produce higher land values than rental uses in the GTA. Recent rental housing development has been primarily limited to long-time landowners, often where the initial land acquisition cost of a site has been capitalized by a previous land use. For example, many retail centres are intensifying by adding high-density residential uses onto their site. There are several reasons that put rental housing at this disadvantage in Ontario:

- **Financing –** For condominium projects, financing can be supported with less equity due to the pre-sale process which provides lenders with greater assurance of the project's viability, years before the development is complete. The equity requirements for rental buildings can therefore be as high as 50% of the total costs, compared to condominium projects where the requirement is typically 25%.
- **Revenue –** Rental projects require developers to go many years into the development process without any revenue. Further, even once the building is constructed, it can take months for the building to become fully occupied. In a condominium project, purchasers' deposits can form an inexpensive source of financing, subject to obtaining deposit insurance. When the development can be occupied, developers can immediately charge all purchasers interim occupancy rents until the project registers and the purchasers complete their sale agreements.
- **Market and Risk –** For many developers, the market opportunity for condominium development offers much less risk and relatively quick returns compared to rental development.

This lower land value is evident at the six test sites, only three of which produced a positive land value as a purpose-built rental apartment project in the Status Quo scenario (City Centre, Port Credit, and Dixie Lakeview). At the other test sites, purpose-built rental development is not likely to occur without a reduction to profit. Again, this assumes a forward-looking approach, whereby a developer would acquire land with the intention of beginning development in short order. It does not account for situations such as long-time land owners with capitalized parcels.

6.9 Viability of Stacked Townhome Projects is Impacted

Stacked townhomes can fill an important gap in the ownership housing market between traditional low-rise uses and high-rise apartment buildings. Further, as pricing for traditional low-rise homes continues to climb out of reach for most households in Mississauga, this product type will play an increasingly important role in the ownership market, continuing to fill this market gap.

Of note, only one stacked townhome test site was selected as part of this review, so broad conclusions are not possible. However, the analysis of the Glen Erin stacked townhome test site showed that the financial viability of this form was marginal, with land values only slightly above low-rise commercial uses within the existing Status Quo scenario (**Table 12**). Extrapolating on this finding, the proposed policies and fee increases may have the potential to significantly impact the viability of stacked townhome projects where the values of alternative land uses are strong. This is notable given that this level of density may be desirable from both a market and planning perspective as the City continues to intensify.

One exception to the policy testing scenarios in this case is the CBC. It would not apply to stacked townhome projects which are less than five-storeys.

6.10 Passing Increased Fees on to Purchasers

Any increases in DC rates (or municipal fees) that occur between a unit's time of sale and the point at which these fees are usually paid is usually shared between the developer and the purchaser at closing. In the GTA condominium market, it is common for these increases in fees to be 'capped' for purchasers at a fixed amount within the purchase and sale agreement. This is typically offered as an incentive by most developers. In instances where the developer has not offered a cap, it is also common for purchasers to negotiate a cap individually. There could be, however, a number of purchasers who have no protection against increases. These purchasers would be responsible for the full increase upon closing of their purchase agreement.

To understand the nature of this practice of capping development levy increases, NBLC surveyed condominium apartment projects that are still in the pre-construction stage. In total, we identified 10 projects, nine of which offered a capped development charge structure to purchasers. **Table 6**, summarizes this research, showing that reported caps ranged from $5,000 to $15,000.

6.10.1 Impact on Purchasers

Based on the above research, the large majority of purchasers in the market today are likely have some protection against the proposed rate increases. However, even with capped fees, increases will be unwelcome news to these purchasers at the time of closing, with some purchasers needing to fund increases upwards of $15,000 at closing.

These extra costs come at a time when many buyers, especially those first entering the housing market, will have very little excess cash. It is possible that for some buyers these additional costs may be 'rolled into' the mortgage at closing, however, each lending institution takes a different view on this practice, and the increased mortgage payments would be unforeseen by many purchasers.

While this additional cost will undoubtedly create hardship for some purchasers, our study suggests that the risk is generally low for most purchasers, and for many, some appreciation in the value of the unit could soften the concern.

It is also possible that depending on what policies are adopted, developers may adjust their strategy in the future, either increasing the caps or possibly seeking to eliminate them all together. Again, such a scenario would have negative implications for purchasers.

6.10.2 Impact on Developers

Conversely, developers are responsible for any increases over and above the negotiated cap. Should the increases be substantial enough, this will likely come as an additional, unforeseen cost to developers. For developers yet to acquire land, this can be absorbed into the land value. However, for many developers who have already purchased land, this cost may not have been anticipated, as noted earlier. This is particularly true for developers whose projects have been seen delays in obtaining development approvals, as well as projects in weaker market areas that have seen a slower presale period. For these developers, the additional costs would have to be absorbed in the profit margin of the development.

The risk here is that should increased costs reduce the profit margin of the development beyond what is deemed acceptable, the vulnerability of the project increases and it becomes more likely to cancel. This scenario would be most burdensome for purchasers, particularly first-time homebuyers, as new home pricing has grown beyond the down payments that developers would be required to return. In this instance, these purchasers may end up being priced out of the new home market, at no fault of their own.

Table 6

Capped Development Fees Incentive **Actively Marketing & Sold Out Pre-Construction Projects, City of Mississauga**						
Project Name	**Developer**	**Capped Development Charges**	**Amount by Bedroom**			
			Studio	**1B**	**2B+**	**3B**
EV Royale	YYZed Project Management & Nurreal Capital	Yes	$5,000	$5,000	$5,000	$5,000
Gemma	Pinnacle International	Yes	-	$12,000	$15,000	$15,000
Exchange Distrcit - EX3	Camrost Felcorp	Yes		$12,000	$15,000	-
ORO at Edge Towers	Solmar Development Corp.	Yes	-	$12,000	$12,000	$12,000
Mason at Brightwater	Kilmer/Diamond Corp/DREAM/Fram/Slokker	Yes	-	$10,000	$12,000	-
Alba	Edenshaw Developments	Yes	$12,000	$12,000	$15,000	-
Voya	Amacon Developments	Yes		$12,000	$15,000	-
Arte Residences	Emblem Developments	Yes	$12,000	$12,000	$15,000	-
M4 - M City Condominium	Rogers Real Estate & Urban Capital Property Group	Yes	$12,000	$12,000	$15,000	$15,000
Kindred Condominiums	Daniels Corporation	No	-	-	-	-
		Average (10 Projects):	**$10,250**	**$11,000**	**$13,222**	**$11,750**
Source: Altus Studio & Sales Agents						

Table 7

Impact Analysis Results Summary Table City of Mississauga, 2022								
Policy Scenarios / Test Submarket	**Land Value (Change from Status Quo)**				**Total Fees Collected (Change from Status Quo)**			
	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Rezoning Exaction	S. 37	CBC	CBC	CBC	S. 37	CBC	CBC	CBC
Development Charges	Current Rate	Current Rate	Proposed Rate	Proposed Rate	Current Rate	Current Rate	Proposed Rate	Proposed Rate
CIL of Parkland	Current Rate	Current Rate	Current Rate	Proposed Rate	Current Rate	Current Rate	Current Rate	Proposed Rate
Inclusionary Zoning	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
DT Core	0%	-4%	-11%	-25%	0%	3%	12%	25%
Port Credit	0%	-3%	-8%	-19%	0%	3%	12%	22%
Dixie/Lakeview	0%	-3%	-9%	-22%	0%	3%	12%	22%
Cooksville	0%	-4%	-13%	-35%	0%	2%	10%	21%
Glen Erin (Stacked)	0%	0%	-5%	-14%	0%	0%	9%	18%
Rathwood-Applewood	0%	-5%	-27%	-50%	0%	1%	9%	14%
Minimum:	**0%**	**-5%**	**-27%**	**-50%**	**0%**	**0%**	**9%**	**14%**
Maximum:	**0%**	**0%**	**-5%**	**-14%**	**0%**	**3%**	**12%**	**25%**
Average:	**0%**	**-3%**	**-12%**	**-27%**	**0%**	**2%**	**11%**	**20%**

Source: NBLC

Table 8

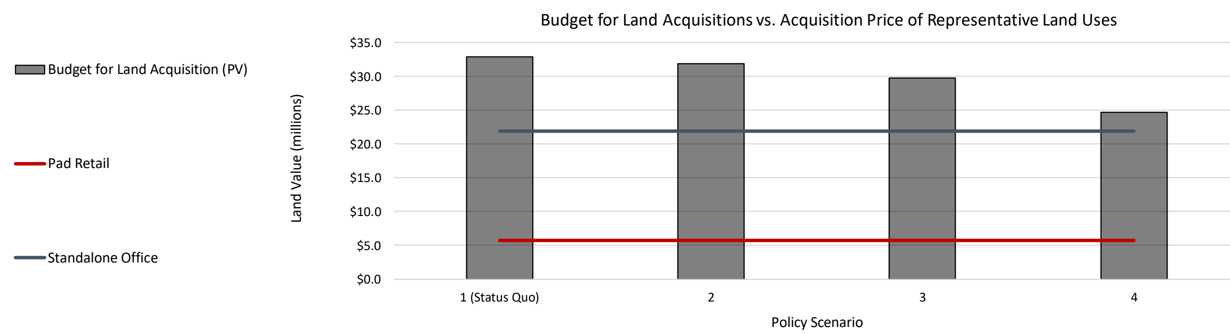
Impact Analysis Results Summary

City Centre

Building Stats		Key Revenue Inputs		Key Cost Inputs	
Site Area (sq. ft.)	44,000	Res. Index Price ($psf)	$1,095	Above Grade Hard (psf GCA)	$328
Building Height (storeys)	40	Net Retail ($psf/yr)	$26.00	Below Grade Hard (psf)	$230
Residential Units	518	Retail Cap Rate	5.5%		
Floor Space Index (FSI)	9.45	Profit Margin	15%		
Residential GFA (sq. ft.)	406,000	Discount Rate	6.0%	**Key Policy Parameters**	
Retail GFA (sq. ft.)	10,000			IZ Condo Price ($psf)	$516
Office GFA (sq. ft.)	0			IZ Set Aside (% units)	10%
Total GFA (sq. ft.)	**416,000**				

Policy Change	1 (Status Quo)	2	3	4
Rezoning Exaction (S.37 or CBC)	S. 37	CBC	CBC	CBC
Development Charges	Current Rate	Current Rate	Proposed Rate	Proposed Rate
CIL of Parkland	Current Rate	Current Rate	Current Rate	Proposed Rate

Development Budget ($millions)	1 (Status Quo)	2	3	4
Revenue (FV)	$428.5	$428.5	$428.5	$428.5
- Hard Costs (FV)	$188.9	$188.9	$188.9	$188.9
- Soft Costs (FV)	$128.2	$129.6	$132.7	$139.9
- Profit (FV)	$64.3	$64.3	$64.3	$64.3
Budget for Land Acquisition (FV)	$47.2	$45.7	$42.7	$35.4
Budget for Land Acquisition (PV)	$32.9	$31.9	$29.8	$24.7
$ Per Sq. Ft.	*$75*	*$73*	*$68*	*$56*
Impact on Budget for Land Acquisition	**$0.0**	**-$1.4**	**-$4.5**	**-$11.7**
% Change	**0%**	**-3%**	**-10%**	**-25%**



Municipal Charges ($millions)	1 (Status Quo)	2	3	4
Development Charges	$50.4	$50.4	$56.1	$56.1
CIL of Parkland	$6.1	$6.1	$6.1	$13.6
Community Benefits Charge	$0.0	$1.5	$1.4	$1.1
Total Municipal Charges	**$56.6**	**$58.0**	**$63.6**	**$70.8**
Change from Status Quo		$1.5	$7.0	$14.3
% Change from Status Quo		3%	12%	25%

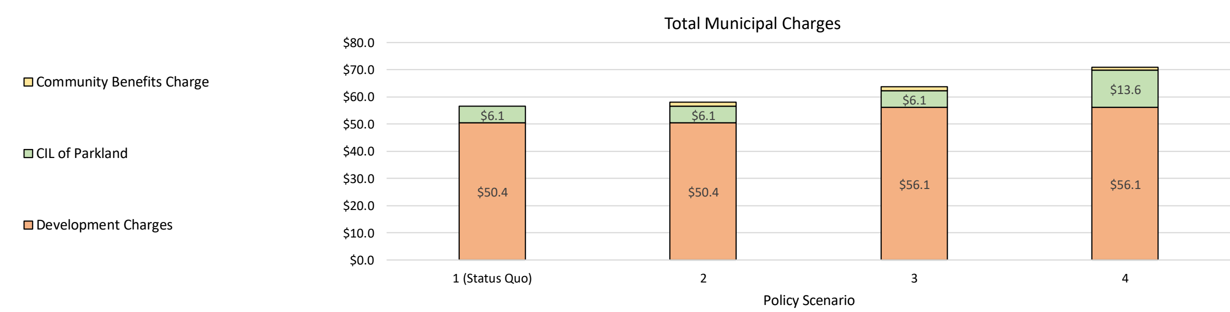


Table 9

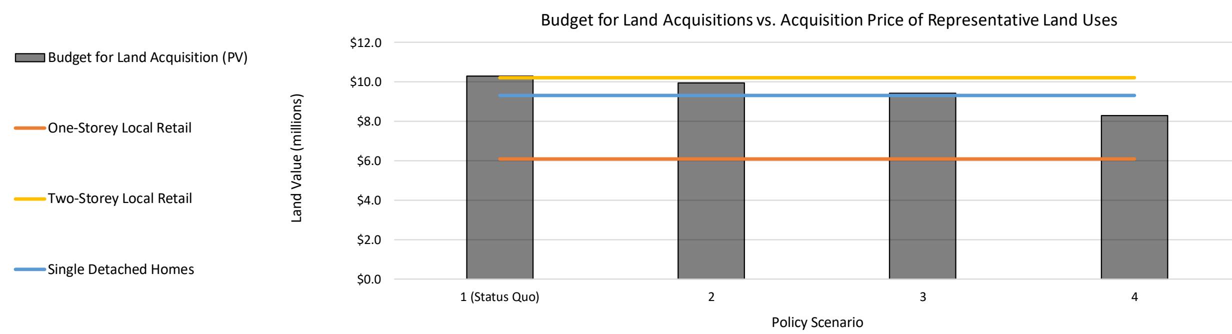
Impact Analysis Results Summary

Port Credit

Building Stats		Key Revenue Inputs		Key Cost Inputs	
Site Area (sq. ft.)	26,000	Res. Index Price ($psf)	$1,184	Above Grade Hard (psf GCA)	$315
Building Height (storeys)	10	Net Retail ($psf/yr)	$28.00	Below Grade Hard (psf)	$230
Residential Units	109	Retail Cap Rate	5.5%		
Floor Space Index (FSI)	3.85	Profit Margin	15%		
Residential GFA (sq. ft.)	90,000	Discount Rate	6.0%	**Key Policy Parameters**	
Retail GFA (sq. ft.)	10,000			IZ Condo Price ($psf)	$498
Office GFA (sq. ft.)	0			IZ Set Aside (% units)	10%
Total GFA (sq. ft.)	**100,000**				

Policy Change	1 (Status Quo)	2	3	4
Rezoning Exaction (S.37 or CBC)	S. 37	CBC	CBC	CBC
Development Charges	Current Rate	Current Rate	Proposed Rate	Proposed Rate
CIL of Parkland	Current Rate	Current Rate	Current Rate	Proposed Rate

Development Budget ($millions)	1 (Status Quo)	2	3	4
Revenue (FV)	$106.6	$106.6	$106.6	$106.6
- Hard Costs (FV)	$46.1	$46.1	$46.1	$46.1
- Soft Costs (FV)	$31.0	$31.4	$32.1	$33.6
- Profit (FV)	$16.0	$16.0	$16.0	$16.0
Budget for Land Acquisition (FV)	$13.5	$13.1	$12.4	$10.9
Budget for Land Acquisition (PV)	$10.3	$9.9	$9.4	$8.3
$ Per Sq. Ft.	*$98*	*$95*	*$90*	*$79*
Impact on Budget for Land Acquisition	**$0.0**	**-$0.4**	**-$1.1**	**-$2.6**
% Change	**0%**	**-3%**	**-8%**	**-19%**



Municipal Charges ($millions)	1 (Status Quo)	2	3	4
Development Charges	$12.9	$12.9	$14.1	$14.1
CIL of Parkland	$1.3	$1.3	$1.3	$2.8
Community Benefits Charge	$0.0	$0.4	$0.4	$0.4
Total Municipal Charges	**$14.1**	**$14.6**	**$15.8**	**$17.3**
Change from Status Quo		$0.4	$1.7	$3.2
% Change from Status Quo		3%	12%	22%

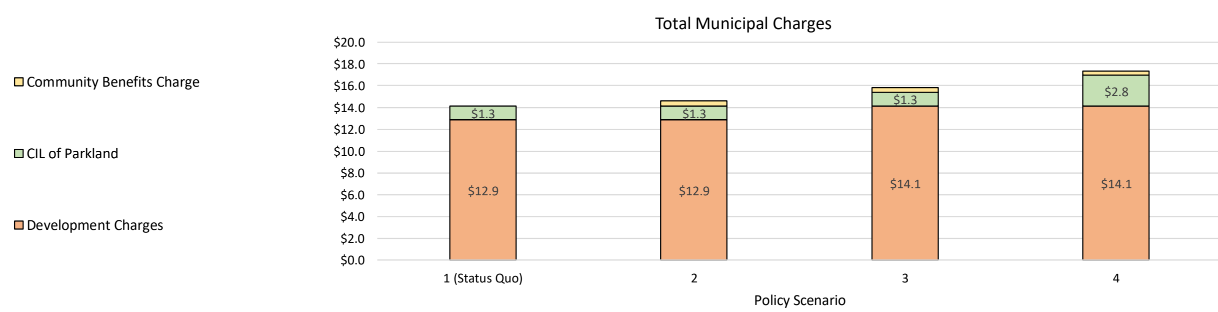


Table 10

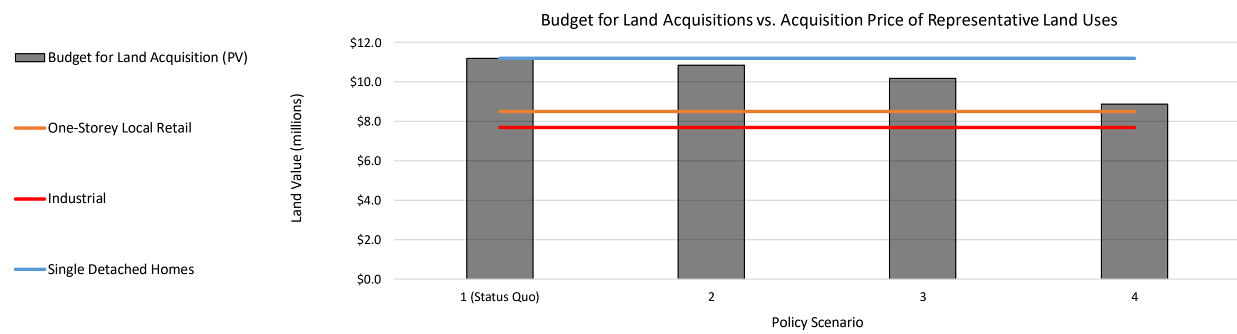
Impact Analysis Results Summary

Dixie/Lakeview

Building Stats		Key Revenue Inputs		Key Cost Inputs	
Site Area (sq. ft.)	39,000	Res. Index Price ($psf)	$1,023	Above Grade Hard (psf GCA)	$268
Building Height (storeys)	6	Net Retail ($psf/yr)	$26.00	Below Grade Hard (psf)	$230
Residential Units	125	Retail Cap Rate	5.5%		
Floor Space Index (FSI)	3.13	Profit Margin	15%		
Residential GFA (sq. ft.)	112,000	Discount Rate	6.0%	**Key Policy Parameters**	
Retail GFA (sq. ft.)	10,000			IZ Condo Price ($psf)	$471
Office GFA (sq. ft.)	0			IZ Set Aside (% units)	10%
Total GFA (sq. ft.)	**122,000**				

Policy Change	1 (Status Quo)	2	3	4
Rezoning Exaction (S.37 or CBC)	S. 37	CBC	CBC	CBC
Development Charges	Current Rate	Current Rate	Proposed Rate	Proposed Rate
CIL of Parkland	Current Rate	Current Rate	Current Rate	Proposed Rate

Development Budget ($millions)	1 (Status Quo)	2	3	4
Revenue (FV)	$114.2	$114.2	$114.2	$114.2
- Hard Costs (FV)	$49.1	$49.1	$49.1	$49.1
- Soft Costs (FV)	$33.6	$34.1	$34.9	$36.6
- Profit (FV)	$17.1	$17.1	$17.1	$17.1
Budget for Land Acquisition (FV)	$14.4	$13.9	$13.1	$11.4
Budget for Land Acquisition (PV)	$11.2	$10.8	$10.2	$8.9
$ Per Sq. Ft.	*$88*	*$85*	*$80*	*$69*
Impact on Budget for Land Acquisition	**$0.0**	**-$0.5**	**-$1.3**	**-$3.0**
% Change	**0%**	**-3%**	**-9%**	**-21%**



Municipal Charges ($millions)	1 (Status Quo)	2	3	4
Development Charges	$15.6	$15.6	$17.1	$17.1
CIL of Parkland	$1.5	$1.5	$1.5	$3.3
Community Benefits Charge	$0.0	$0.5	$0.5	$0.4
Total Municipal Charges	**$17.0**	**$17.5**	**$19.0**	**$20.7**
Change from Status Quo		$0.5	$2.0	$3.7
% Change from Status Quo		3%	12%	22%

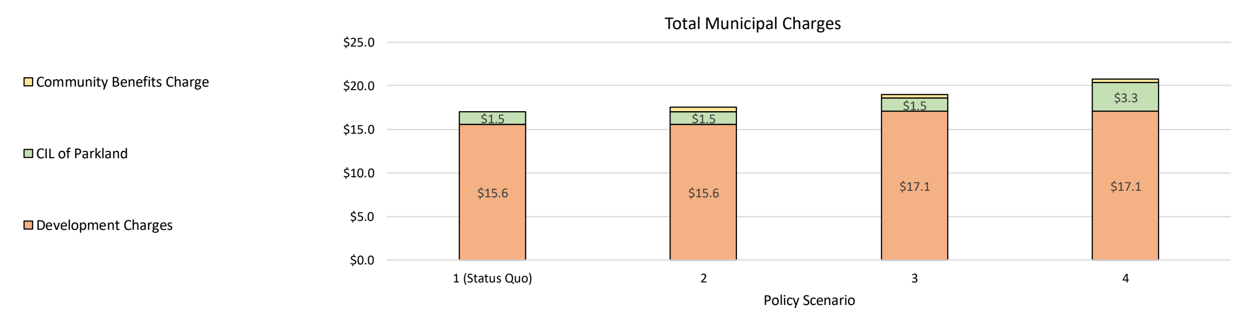


Table 11

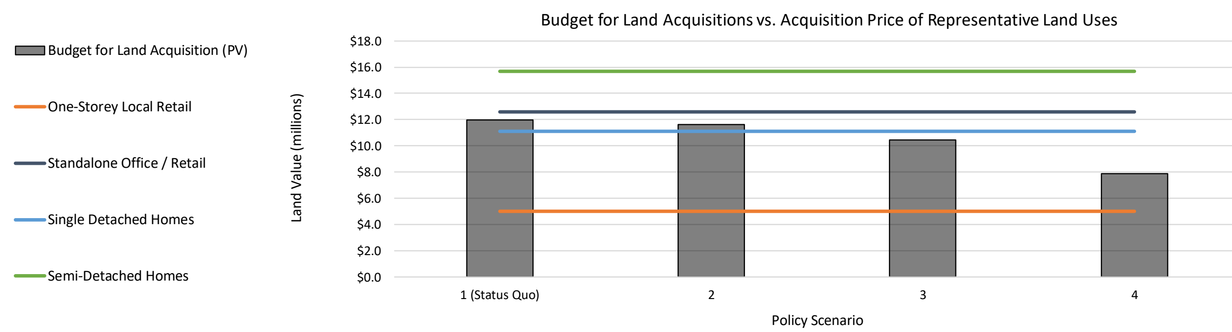
Impact Analysis Results Summary

Cooksville

Building Stats		Key Revenue Inputs		Key Cost Inputs	
Site Area (sq. ft.)	44,000	Res. Index Price ($psf)	$1,048	Above Grade Hard (psf GCA)	$315
Building Height (storeys)	25	Net Retail ($psf/yr)	$23.00	Below Grade Hard (psf)	$230
Residential Units	256	Retail Cap Rate	5.5%		
Floor Space Index (FSI)	5.00	Profit Margin	15%		
Residential GFA (sq. ft.)	210,000	Discount Rate	6.0%	**Key Policy Parameters**	
Retail GFA (sq. ft.)	10,000			IZ Condo Price ($psf)	$498
Office GFA (sq. ft.)	0			IZ Set Aside (% units)	10%
Total GFA (sq. ft.)	**220,000**				

Policy Change	1 (Status Quo)	2	3	4
Rezoning Exaction (S.37 or CBC)	S. 37	CBC	CBC	CBC
Development Charges	Current Rate	Current Rate	Proposed Rate	Proposed Rate
CIL of Parkland	Current Rate	Current Rate	Current Rate	Proposed Rate

Development Budget ($millions)	1 (Status Quo)	2	3	4
Revenue (FV)	$215.1	$215.1	$215.1	$215.1
- Hard Costs (FV)	$99.7	$99.7	$99.7	$99.7
- Soft Costs (FV)	$66.6	$67.2	$68.7	$72.3
- Profit (FV)	$32.3	$32.3	$32.3	$32.3
Budget for Land Acquisition (FV)	$16.5	$16.0	$14.4	$10.9
Budget for Land Acquisition (PV)	$12.0	$11.6	$10.5	$7.9
$ Per Sq. Ft.	*$52*	*$50*	*$45*	*$34*
Impact on Budget for Land Acquisition	**$0.0**	**-$0.5**	**-$2.1**	**-$5.6**
% Change	**0%**	**-3%**	**-13%**	**-34%**



Municipal Charges ($millions)	1 (Status Quo)	2	3	4
Development Charges	$30.0	$30.0	$33.0	$33.0
CIL of Parkland	$3.0	$3.0	$3.0	$6.7
Community Benefits Charge	$0.0	$0.5	$0.5	$0.4
Total Municipal Charges	**$33.1**	**$33.6**	**$36.4**	**$40.0**
Change from Status Quo		$0.5	$3.4	$6.9
% Change from Status Quo		2%	10%	21%

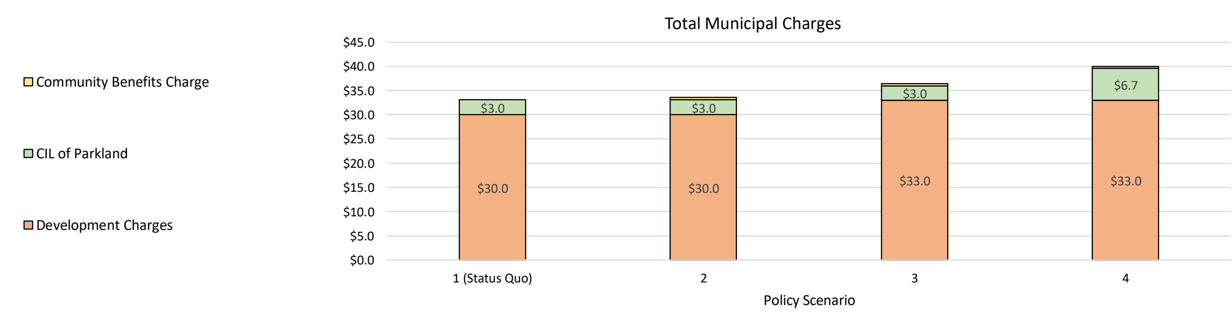


Table 12

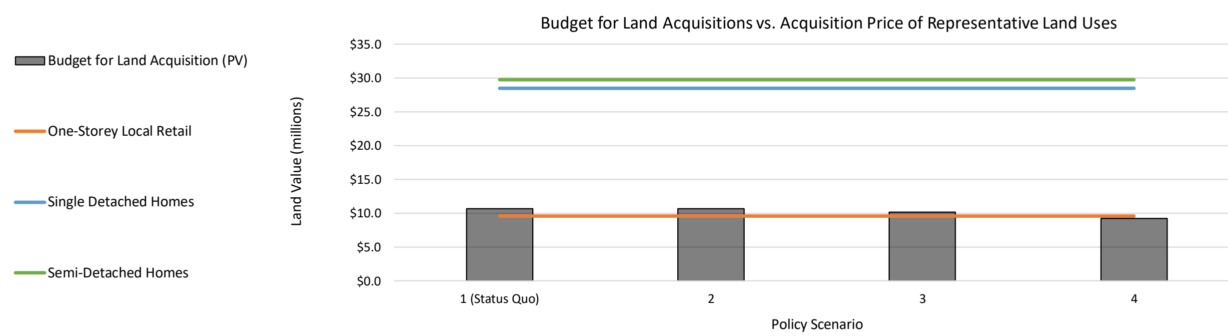
Impact Analysis Results Summary

Glen Erin Stacked TH

Building Stats		Key Revenue Inputs		Key Cost Inputs	
Site Area (sq. ft.)	87,000	Res. Index Price ($psf)	$954	Above Grade Hard (psf GCA)	$213
Building Height (storeys)	3	Net Retail ($psf/yr)	$25.00	Below Grade Hard (psf)	$170
Residential Units	89	Retail Cap Rate	5.5%		
Floor Space Index (FSI)	1.18	Profit Margin	15%		
Residential GFA (sq. ft.)	103,000	Discount Rate	6.0%	**Key Policy Parameters**	
Retail GFA (sq. ft.)	0			IZ Condo Price ($psf)	$391
Office GFA (sq. ft.)	0			IZ Set Aside (% units)	10%
Total GFA (sq. ft.)	**103,000**				

Policy Change	1 (Status Quo)	2	3	4
Rezoning Exaction (S.37 or CBC)	S. 37	CBC	CBC	CBC
Development Charges	Current Rate	Current Rate	Proposed Rate	Proposed Rate
CIL of Parkland	Current Rate	Current Rate	Current Rate	Proposed Rate

Development Budget ($millions)	1 (Status Quo)	2	3	4
Revenue (FV)	$86.4	$86.4	$86.4	$86.4
- Hard Costs (FV)	$33.9	$33.9	$33.9	$33.9
- Soft Costs (FV)	$25.9	$25.9	$26.6	$27.8
- Profit (FV)	$13.0	$13.0	$13.0	$13.0
Budget for Land Acquisition (FV)	$13.7	$13.7	$13.0	$11.8
Budget for Land Acquisition (PV)	$10.7	$10.7	$10.2	$9.2
$ Per Sq. Ft.	*$94*	*$94*	*$90*	*$82*
Impact on Budget for Land Acquisition	**$0.0**	**$0.0**	**-$0.6**	**-$1.8**
% Change	**0%**	**0%**	**-5%**	**-13%**



Municipal Charges ($millions)	1 (Status Quo)	2	3	4
Development Charges	$12.0	$12.0	$13.1	$13.1
CIL of Parkland	$1.0	$1.0	$1.0	$2.3
Community Benefits Charge	$0.0	$0.0	$0.0	$0.0
Total Municipal Charges	**$13.0**	**$13.0**	**$14.2**	**$15.4**
Change from Status Quo		$0.0	$1.2	$2.4
% Change from Status Quo		0%	9%	18%

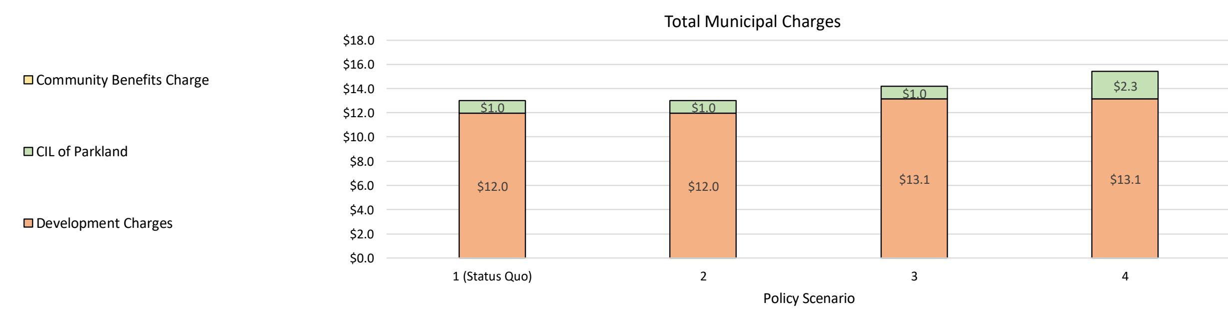


Table 13

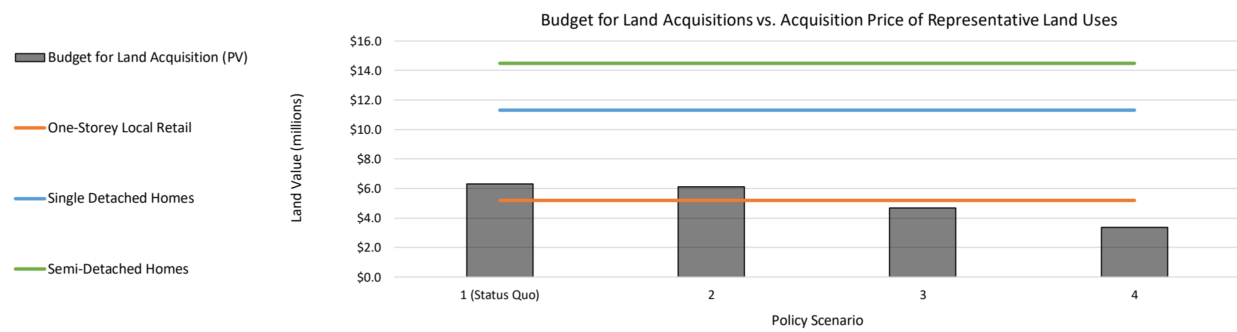
Impact Analysis Results Summary

Rathwood-Applewood

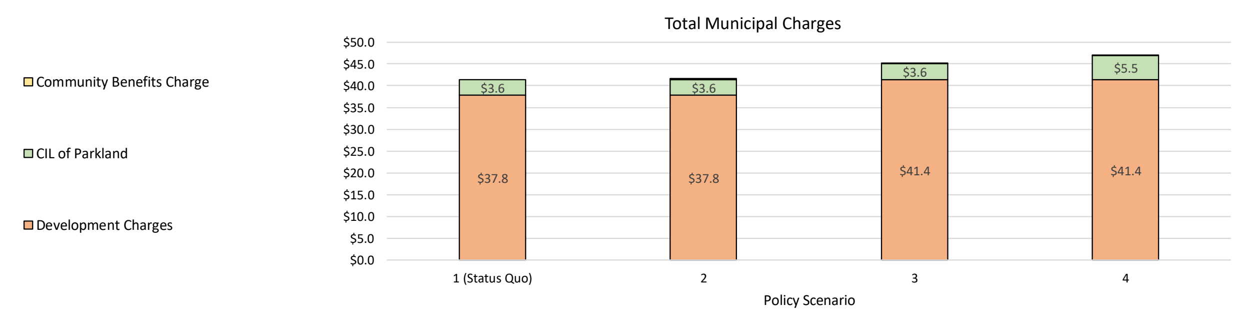
Building Stats		**Key Revenue Inputs**		**Key Cost Inputs**	
Site Area (sq. ft.)	44,000	Res. Index Price ($psf)	$973	Above Grade Hard (psf GCA)	$315
Building Height (storeys)	15	Net Retail ($psf/yr)	$24.00	Below Grade Hard (psf)	$230
Residential Units	302	Retail Cap Rate	5.5%		
Floor Space Index (FSI)	6.36	Profit Margin	15%		
Residential GFA (sq. ft.)	270,000	Discount Rate	6.0%	**Key Policy Parameters**	
Retail GFA (sq. ft.)	10,000			IZ Condo Price ($psf)	$471
Office GFA (sq. ft.)	0			IZ Set Aside (% units)	10%
Total GFA (sq. ft.)	**280,000**				

Policy Change	**1 (Status Quo)**	**2**	**3**	**4**
Rezoning Exaction (S.37 or CBC)	S. 37	CBC	CBC	CBC
Development Charges	Current Rate	Current Rate	Proposed Rate	Proposed Rate
CIL of Parkland	Current Rate	Current Rate	Current Rate	Proposed Rate

Development Budget ($millions)	**1 (Status Quo)**	**2**	**3**	**4**
Revenue (FV)	$253.6	$253.6	$253.6	$253.6
- Hard Costs (FV)	$126.7	$126.7	$126.7	$126.7
- Soft Costs (FV)	$80.3	$80.5	$82.5	$84.3
- Profit (FV)	$38.0	$38.0	$38.0	$38.0
Budget for Land Acquisition (FV)	$8.6	$8.3	$6.4	$4.6
Budget for Land Acquisition (PV)	$6.3	$6.1	$4.7	$3.4
$ Per Sq. Ft.	*$22*	*$21*	*$16*	*$11*
Impact on Budget for Land Acquisition	**$0.0**	**-$0.3**	**-$2.2**	**-$4.0**
% Change	**0%**	**-3%**	**-26%**	**-47%**



Municipal Charges ($millions)	**1 (Status Quo)**	**2**	**3**	**4**
Development Charges	$37.8	$37.8	$41.4	$41.4
CIL of Parkland	$3.6	$3.6	$3.6	$5.5
Community Benefits Charge	$0.0	$0.3	$0.2	$0.1
Total Municipal Charges	**$41.4**	**$41.7**	**$45.2**	**$47.0**
Change from Status Quo		$0.3	$3.9	$5.7
% Change from Status Quo		1%	9%	14%



6.11 Limitations of this Analysis

A major variable affecting the outcomes of this analysis is the rapidly changing cost of construction. As noted in previous sections, the hard costs of high-density housing have seen dramatic increases over the past two years, which causes a significant degree of uncertainty in our models. More importantly, while we have developed hard cost assumptions using up to date industry information, it is important to recognize that these assumptions are considered broad, the actual costing of each project could vary significantly for many reasons; not all sites will be typical.

Additionally, the selection of the six test sites and typologies, while largely reflective of the most prominent types of high-density residential development in Mississauga are not fully able to capture the nuance of all development forms, ownership conditions and site specific characteristics across Mississauga.

Also related is the nature of development or redevelopment potential throughout some areas of the City. This analysis isolates evaluation to one single development phase. However, in some locations, the nature of redeveloping areas is such that large lot areas will result in multi-phase developments. This analysis pro rates the valuation of existing land uses to the area required to support a single phase of redevelopment.

Finally, this analysis cannot capture certain nuances arising from the nature of a historical land purchase or the former capitalization of land costs through the operation of an income-generating use in the interim. Nor can it contemplate the acquisition of land at speculative values, not fully appreciating the magnitude of impacts from future policy adjustments.

Moreover, there will also be instances throughout the City where land vendors, developers or operators have operating assumptions that differ from those in this report. For this reason, it is possible that development may or may not occur in practice which might be contrary to the results of this work.

This analysis is intended to provide the City with a high level view with respect to the opportunities and risks related to the proposed policy changes and fee increases. The test case scenarios are thought to be reasonable protypes for development occurring under current market conditions within the premise of a willing buyer and a willing seller.

7.0 Conclusions

As demonstrated by our analysis, the increased costs and reduced revenues resulting from the proposed policy changes and fee increases would be absorbed by reducing residential land values. This reduction in residential land values may improve the ability of other non-residential land uses, such as retail, to compete for land in prime locations. It may also cause land vendors to delay investment decisions, choosing instead to wait until market pricing returns to a more favourable level.

It is clear that the substantial magnitude of change projected through the cumulative scenarios in this review could undermine the supply of land that is available for residential development. The impacts of this reduction in residential land values and the corresponding reduction in residential land supply should not be understated. As shown in our analysis, the potential downward swings in land values could be upwards of 50% in some market areas. Such a decline is very likely to cause unintended consequences, one of which will likely be an increase in residential pricing (due to increasing supply constraints), a highly undesirable outcome.

The pressure to increase the municipal fees facing new residential development projects comes at a time when the industry is facing significant increases in hard construction costs. In addition, the threat of rising interest rates has the potential to undermine demand and pricing. The testing in this analysis illustrates the limited capacity for development finances to absorb all the policy changes being contemplated at one time. The effects, however, will vary depending on the market and land economics associated with the particular site.

For these reasons, the municipality should consider approaches to mitigate the significant impacts that these policy changes might have. This could include a phase in period that adjusts over time to reflect economic conditions, such as interest rates.

In NBLC's opinion, the results of this work underscore the importance of both moving slowly with the adoption of the proposed policy and fee changes, as well as acting in a deliberate manner that seeks to prioritize the implementation of municipal policy objectives. This deliberate implementation approach should seek to allow the residential land market time to adjust in a manner that does not lead to unintended consequences in Mississauga's housing market.

Appendix

Cumulative Impact Analysis

City Centre

Test Site	*City Centre*	*City Centre*	*City Centre*	*City Centre*	
Scenario	1	2	3	4	
Description	Status Quo	New CBC	New CBC DC Increase	New CBC DC Increase New Parkland	
Section 37 or Community Benefit Charge	S. 37	CBC	CBC	CBC	
DC Rate Increase	Current Rate	Current Rate	Proposed Rate	Proposed Rate	
Parkland Dedication Rate	Current Rate	Current Rate	Current Rate	Proposed Rate	
Inclusionary Zoning	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Tenure	Condominium	Condominium	Condominium	Condominium	
DEVELOPMENT STATISTICS					
Site Area	44,000	44,000	44,000	44,000	*sq. ft.*
Building Height	40	40	40	40	*storeys*
Floor Space Index	9.5	9.5	9.5	9.5	
Gross Floor Area (GFA)	416,000	416,000	416,000	416,000	*sq. ft.*
Residential Gross Floor Area	406,000	406,000	406,000	406,000	*sq. ft.*
Market GFA	406,000	406,000	406,000	406,000	*sq. ft.*
Below Market GFA	0	0	0	0	*sq. ft.*
Retail Gross Floor Area	10,000	10,000	10,000	10,000	*sq. ft.*
Office Gross Floor Area	0	0	0	0	*sq. ft.*
Exclusions from GFA Calculation	22,000	22,000	22,000	22,000	*sq. ft.*
Amenity Area	15,612	15,612	15,612	15,612	*sq. ft.*
Miscellaneous Exclusions	6,240	6,240	6,240	6,240	*sq. ft.*
Gross Construction Area (GCA)	438,000	438,000	438,000	438,000	*sq. ft.*
Gross Parking Area (GPA)	83,000	83,000	83,000	83,000	*sq. ft.*
Below Grade Parking Area	83,100	83,100	83,100	83,100	*sq. ft.*
Total Construction Area (TCA)	521,000	521,000	521,000	521,000	*sq. ft.*
Net Floor Area (NFA)	346,000	346,000	346,000	346,000	*sq. ft.*
Net Residential Floor Area (Market)	336,980	336,980	336,980	336,980	*sq. ft.*
Net Residential Floor Area (Below-Market)	0	0	0	0	*sq. ft.*
Net Retail Floor Area	9,000	9,000	9,000	9,000	*sq. ft.*
Net Office Floor Area	0	0	0	0	*sq. ft.*
Efficiency Ratio	79%	79%	79%	79%	
Efficiency Ratio (Res)	83%	83%	83%	83%	
Efficiency Ratio (Ret)	90%	90%	90%	90%	
Efficiency Ratio (Off)	90%	90%	90%	90%	
Suite Mix					
Studio (%)	5%	5%	5%	5%	
One Bedroom (%)	50%	50%	50%	50%	
Two Bedroom (%)	40%	40%	40%	40%	
Three Bedroom (%)	5%	5%	5%	5%	
Average Unit Size	650	650	650	650	*sq. ft.*
Residential Units	518	518	518	518	*units*
Market Units	518	518	518	518	*units*
Below Market Units	0	0	0	0	*units*
Parking Stalls	554	554	554	554	*parking stalls*
Parking Ratio	1.1	1.1	1.1	1.1	per unit
Market Unit Parking Ratio	0.90	0.90	0.90	0.90	*per unit*
Below Market Unit Parking Ratio	0.54	0.54	0.54	0.54	*per unit*
Visitor Parking Ratio	0.10	0.10	0.10	0.10	*per unit*
Retail Parking Ratio	4.00	4.00	4.00	4.00	*per 1,000 sq. ft. net*
REVENUE INPUTS					
Market Pricing					
Market Index Price	$ 1,095	$ 1,095	$ 1,095	$ 1,095	*per sq. ft.*
Average Attained Price	$ 1,148	$ 1,148	$ 1,148	$ 1,148	*per sq. ft.*
Starting Parking Price	$ 60,000	$ 60,000	$ 60,000	$ 60,000	*per stall*
Average Attained Parking Price	$ 62,892	$ 62,892	$ 62,892	$ 62,892	*per stall*
Retail Lease Rate	$ 26	$ 26	$ 26	$ 26	*psf/yr*
Retail Value	$ 449	$ 449	$ 449	$ 449	*per sq. ft.*
Retail Cap Rate	5.5%	5.5%	5.5%	5.5%	
Retail Revenue Inflator	1.5%	1.5%	1.5%	1.5%	*per year*
Presale & Pricing Inflation Assumptions					
Market Revenue Inflator	2.0%	2.0%	2.0%	2.0%	*per year*
Price Increase at Start and End of Construction	2.0%	2.0%	2.0%	2.0%	*%*
Initial and Final Deposit	20%	20%	20%	20%	*% of unit price*
Sold During Pre-Constuction / Presales	70%	70%	70%	70%	*%*
Sold During Construction	20%	20%	20%	20%	*%*
Sold at Completion	10%	10%	10%	10%	*%*
Below Market Units					
Inclusionary Zoning Set Aside Requirement	10%	10%	10%	10%	*%*
Below Market Index Price	$ 516	$ 516	$ 516	$ 516	*per sq. ft.*
Below Market Revenue Inflator	1.5%	1.5%	1.5%	1.5%	*per year*
Average Attained Price	$533	$533	$533	$533	*per sq. ft.*

11.2.

DEVELOPMENT COST INPUTS

Hard Costs					
Above Grade Construction	$ 328	$ 328	$ 328	$ 328	*per sq. ft. GFA*
Below Grade Construction	$ 230	$ 230	$ 230	$ 230	*per sq. ft. below grade area*
Demolition & Site Prep	$ 15	$ 15	$ 15	$ 15	*per sq. ft. site area*
Site Servicing	$ 750,000	$ 750,000	$ 750,000	$ 750,000	*total*
Landscaping & Hardscaping	$ 1,000	$ 1,000	$ 1,000	$ 1,000	*per unit*
Contingency Factor	10%	10%	10%	10%	*% of hard costs*
Cost Inflator	2.0%	2.0%	2.0%	2.0%	*year*
Soft Costs					
Planning Application Fees					
Official Plan Amendment & Zoning By-Law Amendment	$ 46,896.00	$ 46,896.00	$ 46,896.00	$ 46,896.00	*base fee*
OPA & ZBL Additional Fee (<=25 units)	$ 982.00	$ 982.00	$ 982.00	$ 982.00	*per unit*
OPA & ZBL Additional Fee (26 to 100 units)	$ 520.00	$ 520.00	$ 520.00	$ 520.00	*per unit*
OPA & ZBL Additional Fee (101 to 200 units)	$ 216.00	$ 216.00	$ 216.00	$ 216.00	*per unit*
OPA & ZBL Additional Fee (>200 units)	$ 100.00	$ 100.00	$ 100.00	$ 100.00	*per unit*
OPA & ZBL Maximum Residential Charge	$ 226,774.00	$ 226,774.00	$ 226,774.00	$ 226,774.00	*Total - Base & Variable*
OPA & ZBL Commercial/Insitutional	$ 1.39	$ 1.39	$ 1.39	$ 1.39	*per sq. ft.*
OPA & ZBL Maximum Non-Res Charge	$ 118,365.00	$ 118,365.00	$ 118,365.00	$ 118,365.00	*Total*
Site Plan Application	$ 10,708.00	$ 10,708.00	$ 10,708.00	$ 10,708.00	*base fee*
SPA Additional Fee (<=25 units)	$ 630.00	$ 630.00	$ 630.00	$ 630.00	*per unit*
SPA Additional Fee (26 to 100 units)	$ 287.00	$ 287.00	$ 287.00	$ 287.00	*per unit*
SPA Additional Fee (>100 units)	$ 66.00	$ 66.00	$ 66.00	$ 66.00	*per unit*
SPA Maximum Residential Variable Fee (per building)	$ 83,321.00	$ 83,321.00	$ 83,321.00	$ 83,321.00	*Total - Variable*
SPA Non-Res Variable (<=2,000 sq m)	$ 1.36	$ 1.36	$ 1.36	$ 1.36	*per sq. ft.*
SPA Non-Res Variable (2,001 to 4,500 sq m)	$ 0.97	$ 0.97	$ 0.97	$ 0.97	*per sq. ft.*
SPA Non-Res Variable (4,501 to 7,000 sq m)	$ 0.59	$ 0.59	$ 0.59	$ 0.59	*per sq. ft.*
SPA Non-Res Variable (>7,000 sq m)	$ 0.28	$ 0.28	$ 0.28	$ 0.28	*per sq. ft.*
SPA Maximum Non-Residential Variable Fee	$ 50,874.00	$ 50,874.00	$ 50,874.00	$ 50,874.00	*Total - Variable*
Plan of Condominium Approval	$ 13,881.00	$ 13,881.00	$ 13,881.00	$ 13,881.00	*base fee*
PoC Additional Fee	$ 37.10	$ 37.10	$ 37.10	$ 37.10	*per unit*
PoC Non-Res	$ 181.20	$ 181.20	$ 181.20	$ 181.20	*per hectare*
PoC Maximum Charge	$ 27,655.15	$ 27,655.15	$ 27,655.15	$ 27,655.15	*Total*
Building Permit Fee	$ 169.00	$ 169.00	$ 169.00	$ 169.00	*base fee*
BP Additional Fee (Apartments)	$ 1.80	$ 1.80	$ 1.80	$ 1.80	*per sq. ft.*
BP Additional Fee (Office)	$ 1.72	$ 1.72	$ 1.72	$ 1.72	*per sq. ft.*
BP Additional Fee (Retail)	$ 1.31	$ 1.31	$ 1.31	$ 1.31	*per sq. ft.*
Development Charges					
Avg. DC per Unit (Existing)	$ 49,821	$ 49,821	$ -	$ -	*per unit*
Avg. DC per Unit (Proposed)	$ -	$ -	$ 55,421	$ 55,421	*per unit*
Non-Res DC (Existing)	$ 32.78	$ 32.78	$ -	$ -	*per sq. ft.*
Non-Res DC (Proposed)	$ -	$ -	$ 38.43	$ 38.43	*per sq. ft.*
DC Inflation Rate	3.0%	3.0%	3.0%	3.0%	*%*
Cash In Lieu of Parkland Dedication & S.37					
Current Rate	$ 11,370	$ 11,370	$ 11,370	N/A	*per unit*
Proposed Rate	N/A	N/A	N/A	$ 25,112	*per unit*
Section 37 Payment	$ -	$ -	$ -	$ -	*per unit*
Community Benefit Charge	4%	4%	4%	4%	*of land value*
Other Soft Costs					
Consultants, PM, Legal, Insurance, Marketing	14.5%	14.5%	14.5%	14.5%	*hard costs*
Property Tax Rate	0.8%	0.8%	0.8%	0.8%	*year*
Provincial and Municipal Land Transfer Tax	2.0%	2.0%	2.0%	2.0%	*% of land value*
Sales Commission Fee	4.0%	4.0%	4.0%	4.0%	*revenue*
Tarion Enrolment Fee	$ 1,421	$ 1,421	$ 1,421	$ 1,421	*unit*
HRCA Regulatory Oversight Fee	$ 151	$ 151	$ 151	$ 151	*unit*
Lender's Administrative Fee	0.8%	0.8%	0.8%	0.8%	*total costs*
Construction Loan Interest Rate	4.5%	4.5%	4.5%	4.5%	*term*
HST Rate	13.0%	13.0%	13.0%	13.0%	*year*
HST Rebate	$30,000	$30,000	$30,000	$30,000	*unit*
Development Rates & Timing					
Profit Margin	15.0%	15.0%	15.0%	15.0%	*revenue*
Discount Rate	6.0%	6.0%	6.0%	6.0%	*year*
Sales Absorption Rate	45	45	45	45	*sales per month*
Time Prior to Land Sale	0.0	0.0	0.0	0.0	*years*
Time to Prior to Sales Start	1.5	1.5	1.5	1.5	*years*
Presale Period	0.7	0.7	0.7	0.7	*years*
Construction Period	3.5	3.5	3.5	3.5	*years*
Occupancy Period Prior to Registration	0.5	0.5	0.5	0.5	*years*
Total Time to Completion	6.2	6.2	6.2	6.2	*years*

	Total				
REVENUE					
Market Unit Sale Revenue	$ 386,776,000	$ 386,776,000	$ 386,776,000	$ 386,776,000	
Market Parking Sale Revenue	$ 29,307,000	$ 29,307,000	$ 29,307,000	$ 29,307,000	
Below Market Sale Revenue	$ -	$ -	$ -	$ -	
Revenue from Sale of Commercial	$ 4,923,000	$ 4,923,000	$ 4,923,000	$ 4,923,000	
Interim Occupancy Charges					
Interest on the unpaid balance of the purchase price of the condo	$ 2,097,000	$ 2,097,000	$ 2,097,000	$ 2,097,000	*40% of units, due to staggered occupancy*
Property Taxes	$ 601,000	$ 601,000	$ 601,000	$ 601,000	*40% of units, due to staggered occupancy*
Projected Common Expense Contribution	$ 437,000	$ 437,000	$ 437,000	$ 437,000	*40% of units, due to staggered occupancy*
DC Recoveries	$ 3,626,000	$ 3,626,000	$ 3,626,000	$ 3,626,000	*Assumption: $7,000 per condo unit. Market units only*
Tarion Recoveries	$ 736,000	$ 736,000	$ 736,000	$ 736,000	
Total Revenue	**$ 428,503,000**	**$ 428,503,000**	**$ 428,503,000**	**$ 428,503,000**	*total*
	$ 827,000	$ 827,000	$ 827,000	$ 827,000	*unit*
	$ 978	$ 978	$ 978	$ 978	*sq. ft. GCA*
DEVELOPMENT COSTS					
Hard Costs					
Above Grade Construction Costs	$ 149,748,000	$ 149,748,000	$ 149,748,000	$ 149,748,000	
Below Grade Construction Cost	$ 19,929,000	$ 19,929,000	$ 19,929,000	$ 19,929,000	
Other Hard Costs (Servicing, Landscape / Hardscape, Site Prep / Demo)	$ 2,013,000	$ 2,013,000	$ 2,013,000	$ 2,013,000	
Hard Cost Contingency	$ 17,169,000	$ 17,169,000	$ 17,169,000	$ 17,169,000	
Total Hard Cost	**$ 188,859,000**	**$ 188,859,000**	**$ 188,859,000**	**$ 188,859,000**	*total*
	$ 365,000	$ 365,000	$ 365,000	$ 365,000	*unit*
	$ 431	$ 431	$ 431	$ 431	*sq. ft. GCA*
Soft Costs					
Planning Application Fees	$ 308,000	$ 308,000	$ 308,000	$ 308,000	
Building Permit Fee	$ 744,000	$ 744,000	$ 744,000	$ 744,000	
Residential Development Charges (Condo)	$ 27,518,000	$ 27,518,000	$ 30,611,000	$ 30,611,000	*Includes city, region, education, GO*
Non-Residential Development Charges	$ 342,000	$ 342,000	$ 401,000	$ 401,000	*Includes city, region, education, GO*
Cash-In-Lieu of Parkland Dedication	$ 6,148,000	$ 6,148,000	$ 6,148,000	$ 13,580,000	
S. 37	$ -	$ -	$ -	$ -	
CBC	$ -	$ 1,451,000	$ 1,352,000	$ 1,133,000	
Consultants, PM, Legal, Insurance, Marketing	$ 27,385,000	$ 27,385,000	$ 27,385,000	$ 27,385,000	
Property Tax	$ 1,650,000	$ 1,585,000	$ 1,476,000	$ 1,237,000	
Provincial Land Transfer Tax	$ 666,000	$ 639,000	$ 596,000	$ 499,000	
Sales Commission Fee	$ 15,471,000	$ 15,471,000	$ 15,471,000	$ 15,471,000	
HRCA Regulatory Oversight Fees	$ 78,410	$ 78,410	$ 78,410	$ 78,410	
Tarion Enrolment Fees	$ 736,000	$ 736,000	$ 736,000	$ 736,000	
Lender's Administrative Fee	$ 2,159,000	$ 2,170,000	$ 2,193,000	$ 2,248,000	
Construction Loan Financing Costs	$ 12,654,000	$ 12,718,000	$ 12,854,000	$ 13,176,000	*75% Average Draw Schedule, 75% Loan To Cost Ratio*
HST	$ 47,868,000	$ 47,868,000	$ 47,868,000	$ 47,868,000	
HST Rebate	$ (15,540,000)	$ (15,540,000)	$ (15,540,000)	$ (15,540,000)	
Total Soft Cost	**$ 128,187,410**	**$ 129,621,410**	**$ 132,681,410**	**$ 139,935,410**	*total*
	$ 247,000	$ 250,000	$ 256,000	$ 270,000	*unit*
	$ 293	$ 296	$ 303	$ 319	*sq. ft. GCA*
Total Development Cost (Hard & Soft Costs)	**$ 317,046,410**	**$ 318,480,410**	**$ 321,540,410**	**$ 328,794,410**	*total*
	$ 612,000	$ 615,000	$ 621,000	$ 635,000	*unit*
	$ 724	$ 727	$ 734	$ 751	*sq. ft. GCA*
Profit	**$ 64,275,000**	**$ 64,275,000**	**$ 64,275,000**	**$ 64,275,000**	*total*
	$ 124,000	$ 124,000	$ 124,000	$ 124,000	*unit*
	$ 147	$ 147	$ 147	$ 147	*sq. ft. GCA*
RESIDUAL LAND VALUE					
Total Revenue	$ 428,503,000	$ 428,503,000	$ 428,503,000	$ 428,503,000	
Less: Total Development Costs	$ (317,046,410)	$ (318,480,410)	$ (321,540,410)	$ (328,794,410)	
Less: Profit	$ (64,275,000)	$ (64,275,000)	$ (64,275,000)	$ (64,275,000)	
Total Residual Land Value (FV)	**$ 47,181,590**	**$ 45,747,590**	**$ 42,687,590**	**$ 35,433,590**	*total*
Time from Permit to Completion	4.0	4.0	4.0	4.0	*years*
Total Residual Land Value at Time of Permit (FV)	**$ 37,372,000**	**$ 36,236,000**	**$ 33,813,000**	**$ 28,067,000**	*total*
	$ 72,000	$ 70,000	$ 65,000	$ 54,000	*unit*
	$ 85	$ 83	$ 77	$ 64	*sq. ft. GCA*
Total Time to Completion	6.2	6.2	6.2	6.2	*years*
Total Residual Land Value (PV)	**$ 32,930,000**	**$ 31,930,000**	**$ 29,794,000**	**$ 24,731,000**	*total*
	$ 64,000	$ 62,000	$ 58,000	$ 48,000	*unit*
	$ 75	$ 73	$ 68	$ 56	*sq. ft. GCA*

Cumulative Impact Analysis

Port Credit

Test Site	*Port Credit*	*Port Credit*	*Port Credit*	*Port Credit*
Scenario	1	2	3	4
Description	Status Quo	New CBC	New CBC DC Increase	New CBC DC Increase New Parkland
Section 37 or Community Benefit Charge	S. 37	CBC	CBC	CBC
DC Rate Increase	Current Rate	Current Rate	Proposed Rate	Proposed Rate
Parkland Dedication Rate	Current Rate	Current Rate	Current Rate	Proposed Rate
Inclusionary Zoning	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Tenure	Condominium	Condominium	Condominium	Condominium

DEVELOPMENT STATISTICS

Site Area	26,000	26,000	26,000	26,000	*sq. ft.*
Building Height	10	10	10	10	*storeys*
Floor Space Index	3.8	3.8	3.8	3.8	
Gross Floor Area (GFA)	100,000	100,000	100,000	100,000	*sq. ft.*
Residential Gross Floor Area	90,000	90,000	90,000	90,000	*sq. ft.*
Market GFA	90,000	90,000	90,000	90,000	*sq. ft.*
Below Market GFA	0	0	0	0	*sq. ft.*
Retail Gross Floor Area	10,000	10,000	10,000	10,000	*sq. ft.*
Office Gross Floor Area	0	0	0	0	*sq. ft.*
Exclusions from GFA Calculation	5,000	5,000	5,000	5,000	*sq. ft.*
Amenity Area	3,285	3,285	3,285	3,285	*sq. ft.*
Miscellaneous Exclusions	1,500	1,500	1,500	1,500	*sq. ft.*
Gross Construction Area (GCA)	105,000	105,000	105,000	105,000	*sq. ft.*
Gross Parking Area (GPA)	27,000	27,000	27,000	27,000	*sq. ft.*
Below Grade Parking Area	26,700	26,700	26,700	26,700	*sq. ft.*
Total Construction Area (TCA)	132,000	132,000	132,000	132,000	*sq. ft.*
Net Floor Area (NFA)	84,000	84,000	84,000	84,000	*sq. ft.*
Net Residential Floor Area (Market)	74,700	74,700	74,700	74,700	*sq. ft.*
Net Residential Floor Area (Below-Market)	0	0	0	0	*sq. ft.*
Net Retail Floor Area	9,000	9,000	9,000	9,000	*sq. ft.*
Net Office Floor Area	0	0	0	0	*sq. ft.*
Efficiency Ratio	80%	80%	80%	80%	
Efficiency Ratio (Res)	83%	83%	83%	83%	
Efficiency Ratio (Ret)	90%	90%	90%	90%	
Efficiency Ratio (Off)	90%	90%	90%	90%	
Suite Mix					
Studio (%)	5%	5%	5%	5%	
One Bedroom (%)	45%	45%	45%	45%	
Two Bedroom (%)	45%	45%	45%	45%	
Three Bedroom (%)	5%	5%	5%	5%	
Average Unit Size	680	680	680	680	*sq. ft.*
Residential Units	109	109	109	109	*units*
Market Units	109	109	109	109	*units*
Below Market Units	0	0	0	0	*units*
Parking Stalls	178	178	178	178	*parking stalls*
Parking Ratio	1.6	1.6	1.6	1.6	per unit
Market Unit Parking Ratio	1.20	1.20	1.20	1.20	*per unit*
Below Market Unit Parking Ratio	0.72	0.72	0.72	0.72	*per unit*
Visitor Parking Ratio	0.10	0.10	0.10	0.10	*per unit*
Retail Parking Ratio	4.00	4.00	4.00	4.00	*per 1,000 sq. ft. net*

REVENUE INPUTS

Market Pricing					
Market Index Price	$ 1,184	$ 1,184	$ 1,184	$ 1,184	*per sq. ft.*
Average Attained Price	$ 1,234	$ 1,234	$ 1,234	$ 1,234	*per sq. ft.*
Starting Parking Price	$ 55,000	$ 55,000	$ 55,000	$ 55,000	*per stall*
Average Attained Parking Price	$ 57,355	$ 57,355	$ 57,355	$ 57,355	*per stall*
Retail Lease Rate	$ 28	$ 28	$ 28	$ 28	*psf/yr*
Retail Value	$ 484	$ 484	$ 484	$ 484	*per sq. ft.*
Retail Cap Rate	5.5%	5.5%	5.5%	5.5%	
Retail Revenue Inflator	1.5%	1.5%	1.5%	1.5%	*per year*
Presale & Pricing Inflation Assumptions					
Market Revenue Inflator	2.0%	2.0%	2.0%	2.0%	*per year*
Price Increase at Start and End of Construction	2.0%	2.0%	2.0%	2.0%	*%*
Initial and Final Deposit	20%	20%	20%	20%	*% of unit price*
Sold During Pre-Constuction / Presales	70%	70%	70%	70%	*%*
Sold During Construction	20%	20%	20%	20%	*%*
Sold at Completion	10%	10%	10%	10%	*%*
Below Market Units					
Inclusionary Zoning Set Aside Requirement	10%	10%	10%	10%	*%*
Below Market Index Price	$ 498	$ 498	$ 498	$ 498	*per sq. ft.*
Below Market Revenue Inflator	1.5%	1.5%	1.5%	1.5%	*per year*
Average Attained Price	$512	$512	$512	$512	*per sq. ft.*

DEVELOPMENT COST INPUTS

Hard Costs					
Above Grade Construction	$ 315	$ 315	$ 315	$ 315	*per sq. ft. GFA*
Below Grade Construction	$ 230	$ 230	$ 230	$ 230	*per sq. ft. below grade area*
Demolition & Site Prep	$ 15	$ 15	$ 15	$ 15	*per sq. ft. site area*
Site Servicing	$ 750,000	$ 750,000	$ 750,000	$ 750,000	*total*
Landscaping & Hardscaping	$ 1,000	$ 1,000	$ 1,000	$ 1,000	*per unit*
Contingency Factor	10%	10%	10%	10%	*% of hard costs*
Cost Inflator	2.0%	2.0%	2.0%	2.0%	*year*
Soft Costs					
Planning Application Fees					
Official Plan Amendment & Zoning By-Law Amendment	$ 46,896.00	$ 46,896.00	$ 46,896.00	$ 46,896.00	*base fee*
OPA & ZBL Additional Fee (<=25 units)	$ 982.00	$ 982.00	$ 982.00	$ 982.00	*per unit*
OPA & ZBL Additional Fee (26 to 100 units)	$ 520.00	$ 520.00	$ 520.00	$ 520.00	*per unit*
OPA & ZBL Additional Fee (101 to 200 units)	$ 216.00	$ 216.00	$ 216.00	$ 216.00	*per unit*
OPA & ZBL Additional Fee (>200 units)	$ 100.00	$ 100.00	$ 100.00	$ 100.00	*per unit*
OPA & ZBL Maximum Residential Charge	$ 226,774.00	$ 226,774.00	$ 226,774.00	$ 226,774.00	*Total - Base & Variable*
OPA & ZBL Commercial/Insitutional	$ 1.39	$ 1.39	$ 1.39	$ 1.39	*per sq. ft.*
OPA & ZBL Maximum Non-Res Charge	$ 118,365.00	$ 118,365.00	$ 118,365.00	$ 118,365.00	*Total*
Site Plan Application	$ 10,708.00	$ 10,708.00	$ 10,708.00	$ 10,708.00	*base fee*
SPA Additional Fee (<=25 units)	$ 630.00	$ 630.00	$ 630.00	$ 630.00	*per unit*
SPA Additional Fee (26 to 100 units)	$ 287.00	$ 287.00	$ 287.00	$ 287.00	*per unit*
SPA Additional Fee (>100 units)	$ 66.00	$ 66.00	$ 66.00	$ 66.00	*per unit*
SPA Maximum Residential Variable Fee (per building)	$ 83,321.00	$ 83,321.00	$ 83,321.00	$ 83,321.00	*Total - Variable*
SPA Non-Res Variable (<=2,000 sq m)	$ 1.36	$ 1.36	$ 1.36	$ 1.36	*per sq. ft.*
SPA Non-Res Variable (2,001 to 4,500 sq m)	$ 0.97	$ 0.97	$ 0.97	$ 0.97	*per sq. ft.*
SPA Non-Res Variable (4,501 to 7,000 sq m)	$ 0.59	$ 0.59	$ 0.59	$ 0.59	*per sq. ft.*
SPA Non-Res Variable (>7,000 sq m)	$ 0.28	$ 0.28	$ 0.28	$ 0.28	*per sq. ft.*
SPA Maximum Non-Residential Variable Fee	$ 50,874.00	$ 50,874.00	$ 50,874.00	$ 50,874.00	*Total - Variable*
Plan of Condominium Approval	$ 13,881.00	$ 13,881.00	$ 13,881.00	$ 13,881.00	*base fee*
PoC Additional Fee	$ 37.10	$ 37.10	$ 37.10	$ 37.10	*per unit*
PoC Non-Res	$ 181.20	$ 181.20	$ 181.20	$ 181.20	*per hectare*
PoC Maximum Charge	$ 27,655.15	$ 27,655.15	$ 27,655.15	$ 27,655.15	*Total*
Building Permit Fee	$ 169.00	$ 169.00	$ 169.00	$ 169.00	*base fee*
BP Additional Fee (Apartments)	$ 1.80	$ 1.80	$ 1.80	$ 1.80	*per sq. ft.*
BP Additional Fee (Office)	$ 1.72	$ 1.72	$ 1.72	$ 1.72	*per sq. ft.*
BP Additional Fee (Retail)	$ 1.31	$ 1.31	$ 1.31	$ 1.31	*per sq. ft.*
Development Charges					
Avg. DC per Unit (Existing)	$ 60,109	$ 60,109	$ -	$ -	*per unit*
Avg. DC per Unit (Proposed)	$ -	$ -	$ 65,878	$ 65,878	*per unit*
Non-Res DC (Existing)	$ 32.78	$ 32.78	$ -	$ -	*per sq. ft.*
Non-Res DC (Proposed)	$ -	$ -	$ 38.43	$ 38.43	*per sq. ft.*
DC Inflation Rate	3.0%	3.0%	3.0%	3.0%	*%*
Cash In Lieu of Parkland Dedication & S.37					
Current Rate	$ 11,370	$ 11,370	$ 11,370	N/A	*per unit*
Proposed Rate	N/A	N/A	N/A	$ 25,112	*per unit*
Section 37 Payment	$ -	$ -	$ -	$ -	*per unit*
Community Benefit Charge	4%	4%	4%	4%	*of land value*
Other Soft Costs					
Consultants, PM, Legal, Insurance, Marketing	14.5%	14.5%	14.5%	14.5%	*hard costs*
Property Tax Rate	0.8%	0.8%	0.8%	0.8%	*year*
Provincial and Municipal Land Transfer Tax	2.0%	2.0%	2.0%	2.0%	*% of land value*
Sales Commission Fee	4.0%	4.0%	4.0%	4.0%	*revenue*
Tarion Enrolment Fee	$ 1,530	$ 1,530	$ 1,530	$ 1,530	*unit*
HRCA Regulatory Oversight Fee	$ 150	$ 150	$ 150	$ 150	*unit*
Lender's Administrative Fee	0.8%	0.8%	0.8%	0.8%	*total costs*
Construction Loan Interest Rate	4.5%	4.5%	4.5%	4.5%	*term*
HST Rate	13.0%	13.0%	13.0%	13.0%	*year*
HST Rebate	$30,000	$30,000	$30,000	$30,000	*unit*
Development Rates & Timing					
Profit Margin	15.0%	15.0%	15.0%	15.0%	*revenue*
Discount Rate	6.0%	6.0%	6.0%	6.0%	*year*
Sales Absorption Rate	35	35	35	35	*sales per month*
Time Prior to Land Sale	0.0	0.0	0.0	0.0	*years*
Time to Prior to Sales Start	1.5	1.5	1.5	1.5	*years*
Presale Period	0.2	0.2	0.2	0.2	*years*
Construction Period	2.5	2.5	2.5	2.5	*years*
Occupancy Period Prior to Registration	0.5	0.5	0.5	0.5	*years*
Total Time to Completion	4.7	4.7	4.7	4.7	*years*

REVENUE	Total				
Market Unit Sale Revenue	$ 92,212,000	$ 92,212,000	$ 92,212,000	$ 92,212,000	
Market Parking Sale Revenue	$ 7,514,000	$ 7,514,000	$ 7,514,000	$ 7,514,000	
Below Market Sale Revenue	$ -	$ -	$ -	$ -	
Revenue from Sale of Commercial	$ 5,186,000	$ 5,186,000	$ 5,186,000	$ 5,186,000	
Interim Occupancy Charges					
Interest on the unpaid balance of the purchase price of the condo	$ 503,000	$ 503,000	$ 503,000	$ 503,000	*40% of units, due to staggered occupancy*
Property Taxes	$ 144,000	$ 144,000	$ 144,000	$ 144,000	*40% of units, due to staggered occupancy*
Projected Common Expense Contribution	$ 97,000	$ 97,000	$ 97,000	$ 97,000	*40% of units, due to staggered occupancy*
DC Recoveries	$ 763,000	$ 763,000	$ 763,000	$ 763,000	*Assumption: $7,000 per condo unit. Market units only*
Tarion Recoveries	$ 167,000	$ 167,000	$ 167,000	$ 167,000	
Total Revenue	**$ 106,586,000**	**$ 106,586,000**	**$ 106,586,000**	**$ 106,586,000**	*total*
	$ 978,000	$ 978,000	$ 978,000	$ 978,000	*unit*
	$ 1,015	$ 1,015	$ 1,015	$ 1,015	*sq. ft. GCA*
DEVELOPMENT COSTS					
Hard Costs					
Above Grade Construction Costs	$ 34,195,000	$ 34,195,000	$ 34,195,000	$ 34,195,000	
Below Grade Construction Cost	$ 6,420,000	$ 6,420,000	$ 6,420,000	$ 6,420,000	
Other Hard Costs (Servicing, Landscape / Hardscape, Site Prep / Demo)	$ 1,291,000	$ 1,291,000	$ 1,291,000	$ 1,291,000	
Hard Cost Contingency	$ 4,191,000	$ 4,191,000	$ 4,191,000	$ 4,191,000	
Total Hard Cost	**$ 46,097,000**	**$ 46,097,000**	**$ 46,097,000**	**$ 46,097,000**	*total*
	$ 423,000	$ 423,000	$ 423,000	$ 423,000	*unit*
	$ 439	$ 439	$ 439	$ 439	*sq. ft. GCA*
Soft Costs					
Planning Application Fees	$ 213,000	$ 213,000	$ 213,000	$ 213,000	
Building Permit Fee	$ 175,000	$ 175,000	$ 175,000	$ 175,000	
Residential Development Charges (Condo)	$ 6,886,000	$ 6,886,000	$ 7,547,000	$ 7,547,000	*Includes city, region, education, GO*
Non-Residential Development Charges	$ 339,000	$ 339,000	$ 397,000	$ 397,000	*Includes city, region, education, GO*
Cash-In-Lieu of Parkland Dedication	$ 1,281,000	$ 1,281,000	$ 1,281,000	$ 2,830,000	
S. 37	$ -	$ -	$ -	$ -	
CBC	$ -	$ 440,000	$ 417,000	$ 366,000	
Consultants, PM, Legal, Insurance, Marketing	$ 6,684,000	$ 6,684,000	$ 6,684,000	$ 6,684,000	
Property Tax	$ 387,000	$ 375,000	$ 355,000	$ 312,000	
Provincial Land Transfer Tax	$ 206,000	$ 200,000	$ 189,000	$ 166,000	
Sales Commission Fee	$ 3,688,000	$ 3,688,000	$ 3,688,000	$ 3,688,000	
HRCA Regulatory Oversight Fees	$ 16,340	$ 16,340	$ 16,340	$ 16,340	
Tarion Enrolment Fees	$ 167,000	$ 167,000	$ 167,000	$ 167,000	
Lender's Administrative Fee	$ 529,000	$ 532,000	$ 538,000	$ 549,000	
Construction Loan Financing Costs	$ 2,219,000	$ 2,233,000	$ 2,256,000	$ 2,304,000	*75% Average Draw Schedule, 75% Loan To Cost Ratio*
HST	$ 11,473,000	$ 11,473,000	$ 11,473,000	$ 11,473,000	
HST Rebate	$ (3,270,000)	$ (3,270,000)	$ (3,270,000)	$ (3,270,000)	
Total Soft Cost	**$ 30,993,340**	**$ 31,432,340**	**$ 32,126,340**	**$ 33,617,340**	*total*
	$ 284,000	$ 288,000	$ 295,000	$ 308,000	*unit*
	$ 295	$ 299	$ 306	$ 320	*sq. ft. GCA*
Total Development Cost (Hard & Soft Costs)	**$ 77,090,340**	**$ 77,529,340**	**$ 78,223,340**	**$ 79,714,340**	*total*
	$ 707,000	$ 711,000	$ 718,000	$ 731,000	*unit*
	$ 734	$ 738	$ 745	$ 759	*sq. ft. GCA*
Profit	**$ 15,988,000**	**$ 15,988,000**	**$ 15,988,000**	**$ 15,988,000**	*total*
	$ 147,000	$ 147,000	$ 147,000	$ 147,000	*unit*
	$ 152	$ 152	$ 152	$ 152	*sq. ft. GCA*
RESIDUAL LAND VALUE					
Total Revenue	$ 106,586,000	$ 106,586,000	$ 106,586,000	$ 106,586,000	
Less: Total Development Costs	$ (77,090,340)	$ (77,529,340)	$ (78,223,340)	$ (79,714,340)	
Less: Profit	$ (15,988,000)	$ (15,988,000)	$ (15,988,000)	$ (15,988,000)	
Total Residual Land Value (FV)	**$ 13,507,660**	**$ 13,068,660**	**$ 12,374,660**	**$ 10,883,660**	*total*
Time from Permit to Completion	3.0	3.0	3.0	3.0	*years*
Total Residual Land Value at Time of Permit (FV)	**$ 11,341,000**	**$ 10,973,000**	**$ 10,390,000**	**$ 9,138,000**	*total*
	$ 104,000	$ 101,000	$ 95,000	$ 84,000	*unit*
	$ 108	$ 105	$ 99	$ 87	*sq. ft. GCA*
Total Time to Completion	4.7	4.7	4.7	4.7	*years*
Total Residual Land Value (PV)	**$ 10,283,000**	**$ 9,948,000**	**$ 9,420,000**	**$ 8,285,000**	*total*
	$ 94,000	$ 91,000	$ 86,000	$ 76,000	*unit*
	$ 98	$ 95	$ 90	$ 79	*sq. ft. GCA*

Cumulative Impact Analysis

Dixie/Lakeview

Test Site	*Dixie/Lakeview*	*Dixie/Lakeview*	*Dixie/Lakeview*	*Dixie/Lakeview*	
Scenario	1	2	3	4	
Description	Status Quo	New CBC	New CBC DC Increase	New CBC DC Increase New Parkland	
Section 37 or Community Benefit Charge	S. 37	CBC	CBC	CBC	
DC Rate Increase	Current Rate	Current Rate	Proposed Rate	Proposed Rate	
Parkland Dedication Rate	Current Rate	Current Rate	Current Rate	Proposed Rate	
Inclusionary Zoning	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Tenure	Condominium	Condominium	Condominium	Condominium	
DEVELOPMENT STATISTICS					
Site Area	39,000	39,000	39,000	39,000	*sq. ft.*
Building Height	6	6	6	6	*storeys*
Floor Space Index	3.1	3.1	3.1	3.1	
Gross Floor Area (GFA)	122,000	122,000	122,000	122,000	*sq. ft.*
Residential Gross Floor Area	112,000	112,000	112,000	112,000	*sq. ft.*
Market GFA	112,000	112,000	112,000	112,000	*sq. ft.*
Below Market GFA	0	0	0	0	*sq. ft.*
Retail Gross Floor Area	10,000	10,000	10,000	10,000	*sq. ft.*
Office Gross Floor Area	0	0	0	0	*sq. ft.*
Exclusions from GFA Calculation	6,000	6,000	6,000	6,000	*sq. ft.*
Amenity Area	3,920	3,920	3,920	3,920	*sq. ft.*
Miscellaneous Exclusions	1,830	1,830	1,830	1,830	*sq. ft.*
Gross Construction Area (GCA)	128,000	128,000	128,000	128,000	*sq. ft.*
Gross Parking Area (GPA)	32,000	32,000	32,000	32,000	*sq. ft.*
Below Grade Parking Area	31,800	31,800	31,800	31,800	*sq. ft.*
Total Construction Area (TCA)	160,000	160,000	160,000	160,000	*sq. ft.*
Net Floor Area (NFA)	102,000	102,000	102,000	102,000	*sq. ft.*
Net Residential Floor Area (Market)	92,960	92,960	92,960	92,960	*sq. ft.*
Net Residential Floor Area (Below-Market)	0	0	0	0	*sq. ft.*
Net Retail Floor Area	9,000	9,000	9,000	9,000	*sq. ft.*
Net Office Floor Area	0	0	0	0	*sq. ft.*
Efficiency Ratio	80%	80%	80%	80%	
Efficiency Ratio (Res)	83%	83%	83%	83%	
Efficiency Ratio (Ret)	90%	90%	90%	90%	
Efficiency Ratio (Off)	90%	90%	90%	90%	
Suite Mix					
Studio (%)	0%	0%	0%	0%	
One Bedroom (%)	40%	40%	40%	40%	
Two Bedroom (%)	55%	55%	55%	55%	
Three Bedroom (%)	5%	5%	5%	5%	
Average Unit Size	740	740	740	740	*sq. ft.*
Residential Units	125	125	125	125	*units*
Market Units	125	125	125	125	*units*
Below Market Units	0	0	0	0	*units*
Parking Stalls	212	212	212	212	*parking stalls*
Parking Ratio	1.7	1.7	1.7	1.7	per unit
Market Unit Parking Ratio	1.30	1.30	1.30	1.30	*per unit*
Below Market Unit Parking Ratio	0.78	0.78	0.78	0.78	*per unit*
Visitor Parking Ratio	0.10	0.10	0.10	0.10	*per unit*
Retail Parking Ratio	4.00	4.00	4.00	4.00	*per 1,000 sq. ft. net*
REVENUE INPUTS					
Market Pricing					
Market Index Price	$ 1,023	$ 1,023	$ 1,023	$ 1,023	*per sq. ft.*
Average Attained Price	$ 1,066	$ 1,066	$ 1,066	$ 1,066	*per sq. ft.*
Starting Parking Price	$ 50,000	$ 50,000	$ 50,000	$ 50,000	*per stall*
Average Attained Parking Price	$ 52,121	$ 52,121	$ 52,121	$ 52,121	*per stall*
Retail Lease Rate	$ 26	$ 26	$ 26	$ 26	*psf/yr*
Retail Value	$ 449	$ 449	$ 449	$ 449	*per sq. ft.*
Retail Cap Rate	5.5%	5.5%	5.5%	5.5%	
Retail Revenue Inflator	1.5%	1.5%	1.5%	1.5%	*per year*
Presale & Pricing Inflation Assumptions					
Market Revenue Inflator	2.0%	2.0%	2.0%	2.0%	*per year*
Price Increase at Start and End of Construction	2.0%	2.0%	2.0%	2.0%	*%*
Initial and Final Deposit	20%	20%	20%	20%	*% of unit price*
Sold During Pre-Constuction / Presales	70%	70%	70%	70%	*%*
Sold During Construction	20%	20%	20%	20%	*%*
Sold at Completion	10%	10%	10%	10%	*%*
Below Market Units					
Inclusionary Zoning Set Aside Requirement	10%	10%	10%	10%	*%*
Below Market Index Price	$ 471	$ 471	$ 471	$ 471	*per sq. ft.*
Below Market Revenue Inflator	1.5%	1.5%	1.5%	1.5%	*per year*
Average Attained Price	$484	$484	$484	$484	*per sq. ft.*

DEVELOPMENT COST INPUTS

Hard Costs					
Above Grade Construction	$ 268	$ 268	$ 268	$ 268	*per sq. ft. GFA*
Below Grade Construction	$ 230	$ 230	$ 230	$ 230	*per sq. ft. below grade area*
Demolition & Site Prep	$ 15	$ 15	$ 15	$ 15	*per sq. ft. site area*
Site Servicing	$ 750,000	$ 750,000	$ 750,000	$ 750,000	*total*
Landscaping & Hardscaping	$ 1,000	$ 1,000	$ 1,000	$ 1,000	*per unit*
Contingency Factor	10%	10%	10%	10%	*% of hard costs*
Cost Inflator	2.0%	2.0%	2.0%	2.0%	*year*
Soft Costs					
Planning Application Fees					
Official Plan Amendment & Zoning By-Law Amendment	$ 46,896.00	$ 46,896.00	$ 46,896.00	$ 46,896.00	*base fee*
OPA & ZBL Additional Fee (<=25 units)	$ 982.00	$ 982.00	$ 982.00	$ 982.00	*per unit*
OPA & ZBL Additional Fee (26 to 100 units)	$ 520.00	$ 520.00	$ 520.00	$ 520.00	*per unit*
OPA & ZBL Additional Fee (101 to 200 units)	$ 216.00	$ 216.00	$ 216.00	$ 216.00	*per unit*
OPA & ZBL Additional Fee (>200 units)	$ 100.00	$ 100.00	$ 100.00	$ 100.00	*per unit*
OPA & ZBL Maximum Residential Charge	$ 226,774.00	$ 226,774.00	$ 226,774.00	$ 226,774.00	*Total - Base & Variable*
OPA & ZBL Commercial/Insitutional	$ 1.39	$ 1.39	$ 1.39	$ 1.39	*per sq. ft.*
OPA & ZBL Maximum Non-Res Charge	$ 118,365.00	$ 118,365.00	$ 118,365.00	$ 118,365.00	*Total*
Site Plan Application	$ 10,708.00	$ 10,708.00	$ 10,708.00	$ 10,708.00	*base fee*
SPA Additional Fee (<=25 units)	$ 630.00	$ 630.00	$ 630.00	$ 630.00	*per unit*
SPA Additional Fee (26 to 100 units)	$ 287.00	$ 287.00	$ 287.00	$ 287.00	*per unit*
SPA Additional Fee (>100 units)	$ 66.00	$ 66.00	$ 66.00	$ 66.00	*per unit*
SPA Maximum Residential Variable Fee (per building)	$ 83,321.00	$ 83,321.00	$ 83,321.00	$ 83,321.00	*Total - Variable*
SPA Non-Res Variable (<=2,000 sq m)	$ 1.36	$ 1.36	$ 1.36	$ 1.36	*per sq. ft.*
SPA Non-Res Variable (2,001 to 4,500 sq m)	$ 0.97	$ 0.97	$ 0.97	$ 0.97	*per sq. ft.*
SPA Non-Res Variable (4,501 to 7,000 sq m)	$ 0.59	$ 0.59	$ 0.59	$ 0.59	*per sq. ft.*
SPA Non-Res Variable (>7,000 sq m)	$ 0.28	$ 0.28	$ 0.28	$ 0.28	*per sq. ft.*
SPA Maximum Non-Residential Variable Fee	$ 50,874.00	$ 50,874.00	$ 50,874.00	$ 50,874.00	*Total - Variable*
Plan of Condominium Approval	$ 13,881.00	$ 13,881.00	$ 13,881.00	$ 13,881.00	*base fee*
PoC Additional Fee	$ 37.10	$ 37.10	$ 37.10	$ 37.10	*per unit*
PoC Non-Res	$ 181.20	$ 181.20	$ 181.20	$ 181.20	*per hectare*
PoC Maximum Charge	$ 27,655.15	$ 27,655.15	$ 27,655.15	$ 27,655.15	*Total*
Building Permit Fee	$ 169.00	$ 169.00	$ 169.00	$ 169.00	*base fee*
BP Additional Fee (Apartments)	$ 1.80	$ 1.80	$ 1.80	$ 1.80	*per sq. ft.*
BP Additional Fee (Office)	$ 1.72	$ 1.72	$ 1.72	$ 1.72	*per sq. ft.*
BP Additional Fee (Retail)	$ 1.31	$ 1.31	$ 1.31	$ 1.31	*per sq. ft.*
Development Charges					
Avg. DC per Unit (Existing)	$ 63,477	$ 63,477	$ -	$ -	*per unit*
Avg. DC per Unit (Proposed)	$ -	$ -	$ 69,585	$ 69,585	*per unit*
Non-Res DC (Existing)	$ 32.78	$ 32.78	$ -	$ -	*per sq. ft.*
Non-Res DC (Proposed)	$ -	$ -	$ 38.43	$ 38.43	*per sq. ft.*
DC Inflation Rate	3.0%	3.0%	3.0%	3.0%	*%*
Cash In Lieu of Parkland Dedication & S.37					
Current Rate	$ 11,370	$ 11,370	$ 11,370	N/A	*per unit*
Proposed Rate	N/A	N/A	N/A	$ 25,112	*per unit*
Section 37 Payment	$ -	$ -	$ -	$ -	*per unit*
Community Benefit Charge	4%	4%	4%	4%	*of land value*
Other Soft Costs					
Consultants, PM, Legal, Insurance, Marketing	14.5%	14.5%	14.5%	14.5%	*hard costs*
Property Tax Rate	0.8%	0.8%	0.8%	0.8%	*year*
Provincial and Municipal Land Transfer Tax	2.0%	2.0%	2.0%	2.0%	*% of land value*
Sales Commission Fee	4.0%	4.0%	4.0%	4.0%	*revenue*
Tarion Enrolment Fee	$ 1,475	$ 1,475	$ 1,475	$ 1,475	*unit*
HRCA Regulatory Oversight Fee	$ 150	$ 150	$ 150	$ 150	*unit*
Lender's Administrative Fee	0.8%	0.8%	0.8%	0.8%	*total costs*
Construction Loan Interest Rate	4.5%	4.5%	4.5%	4.5%	*term*
HST Rate	13.0%	13.0%	13.0%	13.0%	*year*
HST Rebate	$30,000	$30,000	$30,000	$30,000	*unit*
Development Rates & Timing					
Profit Margin	15.0%	15.0%	15.0%	15.0%	*revenue*
Discount Rate	6.0%	6.0%	6.0%	6.0%	*year*
Sales Absorption Rate	25	25	25	25	*sales per month*
Time Prior to Land Sale	0.0	0.0	0.0	0.0	*years*
Time to Prior to Sales Start	1.5	1.5	1.5	1.5	*years*
Presale Period	0.3	0.3	0.3	0.3	*years*
Construction Period	2.0	2.0	2.0	2.0	*years*
Occupancy Period Prior to Registration	0.5	0.5	0.5	0.5	*years*
Total Time to Completion	4.3	4.3	4.3	4.3	*years*

REVENUE	Total				
Market Unit Sale Revenue	$ 99,084,000	$ 99,084,000	$ 99,084,000	$ 99,084,000	
Market Parking Sale Revenue	$ 8,496,000	$ 8,496,000	$ 8,496,000	$ 8,496,000	
Below Market Sale Revenue	$ -	$ -	$ -	$ -	
Revenue from Sale of Commercial	$ 4,787,000	$ 4,787,000	$ 4,787,000	$ 4,787,000	
Interim Occupancy Charges					
Interest on the unpaid balance of the purchase price of the condo	$ 542,000	$ 542,000	$ 542,000	$ 542,000	*40% of units, due to staggered occupancy*
Property Taxes	$ 156,000	$ 156,000	$ 156,000	$ 156,000	*40% of units, due to staggered occupancy*
Projected Common Expense Contribution	$ 120,000	$ 120,000	$ 120,000	$ 120,000	*40% of units, due to staggered occupancy*
DC Recoveries	$ 875,000	$ 875,000	$ 875,000	$ 875,000	*Assumption: $7,000 per condo unit. Market units only*
Tarion Recoveries	$ 184,000	$ 184,000	$ 184,000	$ 184,000	
Total Revenue	**$ 114,244,000**	**$ 114,244,000**	**$ 114,244,000**	**$ 114,244,000**	*total*
	$ 914,000	$ 914,000	$ 914,000	$ 914,000	*unit*
	$ 893	$ 893	$ 893	$ 893	*sq. ft. GCA*

DEVELOPMENT COSTS					
Hard Costs					
Above Grade Construction Costs	$ 35,477,000	$ 35,477,000	$ 35,477,000	$ 35,477,000	
Below Grade Construction Cost	$ 7,626,000	$ 7,626,000	$ 7,626,000	$ 7,626,000	
Other Hard Costs (Servicing, Landscape / Hardscape, Site Prep / Demo)	$ 1,513,000	$ 1,513,000	$ 1,513,000	$ 1,513,000	
Hard Cost Contingency	$ 4,462,000	$ 4,462,000	$ 4,462,000	$ 4,462,000	
Total Hard Cost	**$ 49,078,000**	**$ 49,078,000**	**$ 49,078,000**	**$ 49,078,000**	*total*
	$ 393,000	$ 393,000	$ 393,000	$ 393,000	*unit*
	$ 383	$ 383	$ 383	$ 383	*sq. ft. GCA*
Soft Costs					
Planning Application Fees	$ 219,000	$ 219,000	$ 219,000	$ 219,000	
Building Permit Fee	$ 215,000	$ 215,000	$ 215,000	$ 215,000	
Residential Development Charges (Condo)	$ 8,366,000	$ 8,366,000	$ 9,171,000	$ 9,171,000	*Includes city, region, education, GO*
Non-Residential Development Charges	$ 340,000	$ 340,000	$ 398,000	$ 398,000	*Includes city, region, education, GO*
Cash-In-Lieu of Parkland Dedication	$ 1,473,000	$ 1,473,000	$ 1,473,000	$ 3,252,000	
S. 37	$ -	$ -	$ -	$ -	
CBC	$ -	$ 483,000	$ 455,000	$ 392,000	
Consultants, PM, Legal, Insurance, Marketing	$ 7,116,000	$ 7,116,000	$ 7,116,000	$ 7,116,000	
Property Tax	$ 388,000	$ 375,000	$ 353,000	$ 304,000	
Provincial Land Transfer Tax	$ 225,000	$ 218,000	$ 205,000	$ 177,000	
Sales Commission Fee	$ 3,963,000	$ 3,963,000	$ 3,963,000	$ 3,963,000	
HRCA Regulatory Oversight Fees	$ 18,780	$ 18,780	$ 18,780	$ 18,780	
Tarion Enrolment Fees	$ 184,000	$ 184,000	$ 184,000	$ 184,000	
Lender's Administrative Fee	$ 573,000	$ 576,000	$ 583,000	$ 596,000	
Construction Loan Financing Costs	$ 1,930,000	$ 1,942,000	$ 1,964,000	$ 2,008,000	*75% Average Draw Schedule, 75% Loan To Cost Ratio*
HST	$ 12,376,000	$ 12,376,000	$ 12,376,000	$ 12,376,000	
HST Rebate	$ (3,750,000)	$ (3,750,000)	$ (3,750,000)	$ (3,750,000)	
Total Soft Cost	**$ 33,636,780**	**$ 34,114,780**	**$ 34,943,780**	**$ 36,639,780**	*total*
	$ 269,000	$ 273,000	$ 280,000	$ 293,000	*unit*
	$ 263	$ 267	$ 273	$ 286	*sq. ft. GCA*
Total Development Cost (Hard & Soft Costs)	**$ 82,714,780**	**$ 83,192,780**	**$ 84,021,780**	**$ 85,717,780**	*total*
	$ 662,000	$ 666,000	$ 672,000	$ 686,000	*unit*
	$ 646	$ 650	$ 656	$ 670	*sq. ft. GCA*
Profit	**$ 17,137,000**	**$ 17,137,000**	**$ 17,137,000**	**$ 17,137,000**	*total*
	$ 137,000	$ 137,000	$ 137,000	$ 137,000	*unit*
	$ 134	$ 134	$ 134	$ 134	*sq. ft. GCA*

RESIDUAL LAND VALUE					
Total Revenue	$ 114,244,000	$ 114,244,000	$ 114,244,000	$ 114,244,000	
Less: Total Development Costs	$ (82,714,780)	$ (83,192,780)	$ (84,021,780)	$ (85,717,780)	
Less: Profit	$ (17,137,000)	$ (17,137,000)	$ (17,137,000)	$ (17,137,000)	
Total Residual Land Value (FV)	**$ 14,392,220**	**$ 13,914,220**	**$ 13,085,220**	**$ 11,389,220**	*total*
Time from Permit to Completion	2.5	2.5	2.5	2.5	*years*
Total Residual Land Value at Time of Permit (FV)	**$ 12,441,000**	**$ 12,028,000**	**$ 11,311,000**	**$ 9,845,000**	*total*
	$ 100,000	$ 96,000	$ 90,000	$ 79,000	*unit*
	$ 97	$ 94	$ 88	$ 77	*sq. ft. GCA*
Total Time to Completion	4.3	4.3	4.3	4.3	*years*
Total Residual Land Value (PV)	**$ 11,208,000**	**$ 10,836,000**	**$ 10,190,000**	**$ 8,869,000**	*total*
	$ 90,000	$ 87,000	$ 82,000	$ 71,000	*unit*
	$ 88	$ 85	$ 80	$ 69	*sq. ft. GCA*

Cumulative Impact Analysis
Cooksville

Test Site	*Cooksville*	*Cooksville*	*Cooksville*	*Cooksville*	
Scenario	1	2	3	4	
Description	Status Quo	New CBC	New CBC DC Increase	New CBC DC Increase New Parkland	
Section 37 or Community Benefit Charge	S. 37	CBC	CBC	CBC	
DC Rate Increase	Current Rate	Current Rate	Proposed Rate	Proposed Rate	
Parkland Dedication Rate	Current Rate	Current Rate	Current Rate	Proposed Rate	
Inclusionary Zoning	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Tenure	Condominium	Condominium	Condominium	Condominium	
DEVELOPMENT STATISTICS					
Site Area	44,000	44,000	44,000	44,000	*sq. ft.*
Building Height	25	25	25	25	*storeys*
Floor Space Index	5.0	5.0	5.0	5.0	
Gross Floor Area (GFA)	220,000	220,000	220,000	220,000	*sq. ft.*
Residential Gross Floor Area	210,000	210,000	210,000	210,000	*sq. ft.*
Market GFA	210,000	210,000	210,000	210,000	*sq. ft.*
Below Market GFA	0	0	0	0	*sq. ft.*
Retail Gross Floor Area	10,000	10,000	10,000	10,000	*sq. ft.*
Office Gross Floor Area	0	0	0	0	*sq. ft.*
Exclusions from GFA Calculation	11,000	11,000	11,000	11,000	*sq. ft.*
Amenity Area	7,716	7,716	7,716	7,716	*sq. ft.*
Miscellaneous Exclusions	3,300	3,300	3,300	3,300	*sq. ft.*
Gross Construction Area (GCA)	231,000	231,000	231,000	231,000	*sq. ft.*
Gross Parking Area (GPA)	55,000	55,000	55,000	55,000	*sq. ft.*
Below Grade Parking Area	55,350	55,350	55,350	55,350	*sq. ft.*
Total Construction Area (TCA)	286,000	286,000	286,000	286,000	*sq. ft.*
Net Floor Area (NFA)	183,000	183,000	183,000	183,000	*sq. ft.*
Net Residential Floor Area (Market)	174,300	174,300	174,300	174,300	*sq. ft.*
Net Residential Floor Area (Below-Market)	0	0	0	0	*sq. ft.*
Net Retail Floor Area	9,000	9,000	9,000	9,000	*sq. ft.*
Net Office Floor Area	0	0	0	0	*sq. ft.*
Efficiency Ratio	79%	79%	79%	79%	
Efficiency Ratio (Res)	83%	83%	83%	83%	
Efficiency Ratio (Ret)	90%	90%	90%	90%	
Efficiency Ratio (Off)	90%	90%	90%	90%	
Suite Mix					
Studio (%)	5%	5%	5%	5%	
One Bedroom (%)	45%	45%	45%	45%	
Two Bedroom (%)	45%	45%	45%	45%	
Three Bedroom (%)	5%	5%	5%	5%	
Average Unit Size	680	680	680	680	*sq. ft.*
Residential Units	256	256	256	256	*units*
Market Units	256	256	256	256	*units*
Below Market Units	0	0	0	0	*units*
Parking Stalls	369	369	369	369	*parking stalls*
Parking Ratio	1.4	1.4	1.4	1.4	per unit
Market Unit Parking Ratio	1.20	1.20	1.20	1.20	*per unit*
Below Market Unit Parking Ratio	0.72	0.72	0.72	0.72	*per unit*
Visitor Parking Ratio	0.10	0.10	0.10	0.10	*per unit*
Retail Parking Ratio	4.00	4.00	4.00	4.00	*per 1,000 sq. ft. net*
REVENUE INPUTS					
Market Pricing					
Market Index Price	$ 1,048	$ 1,048	$ 1,048	$ 1,048	*per sq. ft.*
Average Attained Price	$ 1,096	$ 1,096	$ 1,096	$ 1,096	*per sq. ft.*
Starting Parking Price	$ 50,000	$ 50,000	$ 50,000	$ 50,000	*per stall*
Average Attained Parking Price	$ 52,297	$ 52,297	$ 52,297	$ 52,297	*per stall*
Retail Lease Rate	$ 23	$ 23	$ 23	$ 23	*psf/yr*
Retail Value	$ 397	$ 397	$ 397	$ 397	*per sq. ft.*
Retail Cap Rate	5.5%	5.5%	5.5%	5.5%	
Retail Revenue Inflator	1.5%	1.5%	1.5%	1.5%	*per year*
Presale & Pricing Inflation Assumptions					
Market Revenue Inflator	2.0%	2.0%	2.0%	2.0%	*per year*
Price Increase at Start and End of Construction	2.0%	2.0%	2.0%	2.0%	*%*
Initial and Final Deposit	20%	20%	20%	20%	*% of unit price*
Sold During Pre-Constuction / Presales	70%	70%	70%	70%	*%*
Sold During Construction	20%	20%	20%	20%	*%*
Sold at Completion	10%	10%	10%	10%	*%*
Below Market Units					
Inclusionary Zoning Set Aside Requirement	10%	10%	10%	10%	*%*
Below Market Index Price	$ 498	$ 498	$ 498	$ 498	*per sq. ft.*
Below Market Revenue Inflator	1.5%	1.5%	1.5%	1.5%	*per year*
Average Attained Price	$513	$513	$513	$513	*per sq. ft.*

DEVELOPMENT COST INPUTS

Hard Costs					
Above Grade Construction	$ 315	$ 315	$ 315	$ 315	*per sq. ft. GFA*
Below Grade Construction	$ 230	$ 230	$ 230	$ 230	*per sq. ft. below grade area*
Demolition & Site Prep	$ 15	$ 15	$ 15	$ 15	*per sq. ft. site area*
Site Servicing	$ 750,000	$ 750,000	$ 750,000	$ 750,000	*total*
Landscaping & Hardscaping	$ 1,000	$ 1,000	$ 1,000	$ 1,000	*per unit*
Contingency Factor	10%	10%	10%	10%	*% of hard costs*
Cost Inflator	2.0%	2.0%	2.0%	2.0%	*year*
Soft Costs					
Planning Application Fees					
Official Plan Amendment & Zoning By-Law Amendment	$ 46,896.00	$ 46,896.00	$ 46,896.00	$ 46,896.00	*base fee*
OPA & ZBL Additional Fee (<=25 units)	$ 982.00	$ 982.00	$ 982.00	$ 982.00	*per unit*
OPA & ZBL Additional Fee (26 to 100 units)	$ 520.00	$ 520.00	$ 520.00	$ 520.00	*per unit*
OPA & ZBL Additional Fee (101 to 200 units)	$ 216.00	$ 216.00	$ 216.00	$ 216.00	*per unit*
OPA & ZBL Additional Fee (>200 units)	$ 100.00	$ 100.00	$ 100.00	$ 100.00	*per unit*
OPA & ZBL Maximum Residential Charge	$ 226,774.00	$ 226,774.00	$ 226,774.00	$ 226,774.00	*Total - Base & Variable*
OPA & ZBL Commercial/Insitutional	$ 1.39	$ 1.39	$ 1.39	$ 1.39	*per sq. ft.*
OPA & ZBL Maximum Non-Res Charge	$ 118,365.00	$ 118,365.00	$ 118,365.00	$ 118,365.00	*Total*
Site Plan Application	$ 10,708.00	$ 10,708.00	$ 10,708.00	$ 10,708.00	*base fee*
SPA Additional Fee (<=25 units)	$ 630.00	$ 630.00	$ 630.00	$ 630.00	*per unit*
SPA Additional Fee (26 to 100 units)	$ 287.00	$ 287.00	$ 287.00	$ 287.00	*per unit*
SPA Additional Fee (>100 units)	$ 66.00	$ 66.00	$ 66.00	$ 66.00	*per unit*
SPA Maximum Residential Variable Fee (per building)	$ 83,321.00	$ 83,321.00	$ 83,321.00	$ 83,321.00	*Total - Variable*
SPA Non-Res Variable (<=2,000 sq m)	$ 1.36	$ 1.36	$ 1.36	$ 1.36	*per sq. ft.*
SPA Non-Res Variable (2,001 to 4,500 sq m)	$ 0.97	$ 0.97	$ 0.97	$ 0.97	*per sq. ft.*
SPA Non-Res Variable (4,501 to 7,000 sq m)	$ 0.59	$ 0.59	$ 0.59	$ 0.59	*per sq. ft.*
SPA Non-Res Variable (>7,000 sq m)	$ 0.28	$ 0.28	$ 0.28	$ 0.28	*per sq. ft.*
SPA Maximum Non-Residential Variable Fee	$ 50,874.00	$ 50,874.00	$ 50,874.00	$ 50,874.00	*Total - Variable*
Plan of Condominium Approval	$ 13,881.00	$ 13,881.00	$ 13,881.00	$ 13,881.00	*base fee*
PoC Additional Fee	$ 37.10	$ 37.10	$ 37.10	$ 37.10	*per unit*
PoC Non-Res	$ 181.20	$ 181.20	$ 181.20	$ 181.20	*per hectare*
PoC Maximum Charge	$ 27,655.15	$ 27,655.15	$ 27,655.15	$ 27,655.15	*Total*
Building Permit Fee	$ 169.00	$ 169.00	$ 169.00	$ 169.00	*base fee*
BP Additional Fee (Apartments)	$ 1.80	$ 1.80	$ 1.80	$ 1.80	*per sq. ft.*
BP Additional Fee (Office)	$ 1.72	$ 1.72	$ 1.72	$ 1.72	*per sq. ft.*
BP Additional Fee (Retail)	$ 1.31	$ 1.31	$ 1.31	$ 1.31	*per sq. ft.*
Development Charges					
Avg. DC per Unit (Existing)	$ 60,109	$ 60,109	$ -	$ -	*per unit*
Avg. DC per Unit (Proposed)	$ -	$ -	$ 65,878	$ 65,878	*per unit*
Non-Res DC (Existing)	$ 32.78	$ 32.78	$ -	$ -	*per sq. ft.*
Non-Res DC (Proposed)	$ -	$ -	$ 38.43	$ 38.43	*per sq. ft.*
DC Inflation Rate	3.0%	3.0%	3.0%	3.0%	*%*
Cash In Lieu of Parkland Dedication & S.37					
Current Rate	$ 11,370	$ 11,370	$ 11,370	N/A	*per unit*
Proposed Rate	N/A	N/A	N/A	$ 25,112	*per unit*
Section 37 Payment	$ -	$ -	$ -	$ -	*per unit*
Community Benefit Charge	4%	4%	4%	4%	*of land value*
Other Soft Costs					
Consultants, PM, Legal, Insurance, Marketing	14.5%	14.5%	14.5%	14.5%	*hard costs*
Property Tax Rate	0.8%	0.8%	0.8%	0.8%	*year*
Provincial and Municipal Land Transfer Tax	2.0%	2.0%	2.0%	2.0%	*% of land value*
Sales Commission Fee	4.0%	4.0%	4.0%	4.0%	*revenue*
Tarion Enrolment Fee	$ 1,417	$ 1,417	$ 1,417	$ 1,417	*unit*
HRCA Regulatory Oversight Fee	$ 151	$ 151	$ 151	$ 151	*unit*
Lender's Administrative Fee	0.8%	0.8%	0.8%	0.8%	*total costs*
Construction Loan Interest Rate	4.5%	4.5%	4.5%	4.5%	*term*
HST Rate	13.0%	13.0%	13.0%	13.0%	*year*
HST Rebate	$30,000	$30,000	$30,000	$30,000	*unit*
Development Rates & Timing					
Profit Margin	15.0%	15.0%	15.0%	15.0%	*revenue*
Discount Rate	6.0%	6.0%	6.0%	6.0%	*year*
Sales Absorption Rate	30	30	30	30	*sales per month*
Time Prior to Land Sale	0.0	0.0	0.0	0.0	*years*
Time to Prior to Sales Start	1.5	1.5	1.5	1.5	*years*
Presale Period	0.5	0.5	0.5	0.5	*years*
Construction Period	3.0	3.0	3.0	3.0	*years*
Occupancy Period Prior to Registration	0.5	0.5	0.5	0.5	*years*
Total Time to Completion	5.5	5.5	5.5	5.5	*years*

	Total				
REVENUE					
Market Unit Sale Revenue	$ 190,968,000	$ 190,968,000	$ 190,968,000	$ 190,968,000	
Market Parking Sale Revenue	$ 16,055,000	$ 16,055,000	$ 16,055,000	$ 16,055,000	
Below Market Sale Revenue	$ -	$ -	$ -	$ -	
Revenue from Sale of Commercial	$ 4,312,000	$ 4,312,000	$ 4,312,000	$ 4,312,000	
Interim Occupancy Charges					
Interest on the unpaid balance of the purchase price of the condo	$ 1,043,000	$ 1,043,000	$ 1,043,000	$ 1,043,000	*40% of units, due to staggered occupancy*
Property Taxes	$ 299,000	$ 299,000	$ 299,000	$ 299,000	*40% of units, due to staggered occupancy*
Projected Common Expense Contribution	$ 226,000	$ 226,000	$ 226,000	$ 226,000	*40% of units, due to staggered occupancy*
DC Recoveries	$ 1,792,000	$ 1,792,000	$ 1,792,000	$ 1,792,000	*Assumption: $7,000 per condo unit. Market units only*
Tarion Recoveries	$ 363,000	$ 363,000	$ 363,000	$ 363,000	
Total Revenue	**$ 215,058,000**	**$ 215,058,000**	**$ 215,058,000**	**$ 215,058,000**	*total*
	$ 840,000	$ 840,000	$ 840,000	$ 840,000	*unit*
	$ 931	$ 931	$ 931	$ 931	*sq. ft. GCA*
DEVELOPMENT COSTS					
Hard Costs					
Above Grade Construction Costs	$ 75,701,000	$ 75,701,000	$ 75,701,000	$ 75,701,000	
Below Grade Construction Cost	$ 13,160,000	$ 13,160,000	$ 13,160,000	$ 13,160,000	
Other Hard Costs (Servicing, Landscape / Hardscape, Site Prep / Demo)	$ 1,733,000	$ 1,733,000	$ 1,733,000	$ 1,733,000	
Hard Cost Contingency	$ 9,059,000	$ 9,059,000	$ 9,059,000	$ 9,059,000	
Total Hard Cost	**$ 99,653,000**	**$ 99,653,000**	**$ 99,653,000**	**$ 99,653,000**	*total*
	$ 389,000	$ 389,000	$ 389,000	$ 389,000	*unit*
	$ 431	$ 431	$ 431	$ 431	*sq. ft. GCA*
Soft Costs					
Planning Application Fees	$ 257,000	$ 257,000	$ 257,000	$ 257,000	
Building Permit Fee	$ 391,000	$ 391,000	$ 391,000	$ 391,000	
Residential Development Charges (Condo)	$ 16,324,000	$ 16,324,000	$ 17,891,000	$ 17,891,000	*Includes city, region, education, GO*
Non-Residential Development Charges	$ 341,000	$ 341,000	$ 400,000	$ 400,000	*Includes city, region, education, GO*
Cash-In-Lieu of Parkland Dedication	$ 3,028,000	$ 3,028,000	$ 3,028,000	$ 6,688,000	
S. 37	$ -	$ -	$ -	$ -	
CBC	$ -	$ 519,000	$ 467,000	$ 353,000	
Consultants, PM, Legal, Insurance, Marketing	$ 14,450,000	$ 14,450,000	$ 14,450,000	$ 14,450,000	
Property Tax	$ 530,000	$ 510,000	$ 459,000	$ 347,000	
Provincial Land Transfer Tax	$ 240,000	$ 231,000	$ 208,000	$ 157,000	
Sales Commission Fee	$ 7,639,000	$ 7,639,000	$ 7,639,000	$ 7,639,000	
HRCA Regulatory Oversight Fees	$ 38,618	$ 38,618	$ 38,618	$ 38,618	
Tarion Enrolment Fees	$ 363,000	$ 363,000	$ 363,000	$ 363,000	
Lender's Administrative Fee	$ 1,146,000	$ 1,150,000	$ 1,162,000	$ 1,189,000	
Construction Loan Financing Costs	$ 5,758,000	$ 5,778,000	$ 5,838,000	$ 5,974,000	*75% Average Draw Schedule, 75% Loan To Cost Ratio*
HST	$ 23,817,000	$ 23,817,000	$ 23,817,000	$ 23,817,000	
HST Rebate	$ (7,680,000)	$ (7,680,000)	$ (7,680,000)	$ (7,680,000)	
Total Soft Cost	**$ 66,642,618**	**$ 67,156,618**	**$ 68,728,618**	**$ 72,274,618**	*total*
	$ 260,000	$ 262,000	$ 268,000	$ 282,000	*unit*
	$ 288	$ 291	$ 298	$ 313	*sq. ft. GCA*
Total Development Cost (Hard & Soft Costs)	**$ 166,295,618**	**$ 166,809,618**	**$ 168,381,618**	**$ 171,927,618**	*total*
	$ 650,000	$ 652,000	$ 658,000	$ 672,000	*unit*
	$ 720	$ 722	$ 729	$ 744	*sq. ft. GCA*
Profit	**$ 32,259,000**	**$ 32,259,000**	**$ 32,259,000**	**$ 32,259,000**	*total*
	$ 126,000	$ 126,000	$ 126,000	$ 126,000	*unit*
	$ 140	$ 140	$ 140	$ 140	*sq. ft. GCA*
RESIDUAL LAND VALUE					
Total Revenue	$ 215,058,000	$ 215,058,000	$ 215,058,000	$ 215,058,000	
Less: Total Development Costs	$ (166,295,618)	$ (166,809,618)	$ (168,381,618)	$ (171,927,618)	
Less: Profit	$ (32,259,000)	$ (32,259,000)	$ (32,259,000)	$ (32,259,000)	
Total Residual Land Value (FV)	**$ 16,503,382**	**$ 15,989,382**	**$ 14,417,382**	**$ 10,871,382**	*total*
Time from Permit to Completion	3.5	3.5	3.5	3.5	*years*
Total Residual Land Value at Time of Permit (FV)	**$ 13,459,000**	**$ 13,040,000**	**$ 11,758,000**	**$ 8,866,000**	*total*
	$ 53,000	$ 51,000	$ 46,000	$ 35,000	*unit*
	$ 58	$ 56	$ 51	$ 38	*sq. ft. GCA*
Total Time to Completion	5.5	5.5	5.5	5.5	*years*
Total Residual Land Value (PV)	**$ 11,980,000**	**$ 11,607,000**	**$ 10,466,000**	**$ 7,891,000**	*total*
	$ 47,000	$ 45,000	$ 41,000	$ 31,000	*unit*
	$ 52	$ 50	$ 45	$ 34	*sq. ft. GCA*

Cumulative Impact Analysis

Glen Erin Stacked TH

Test Site	*Glen Erin Stacked TH*	*Glen Erin Stacked TH*	*Glen Erin Stacked TH*	*Glen Erin Stacked TH*	
Scenario	1	2	3	4	
Description	Status Quo	New CBC	New CBC DC Increase	New CBC DC Increase New Parkland	
Section 37 or Community Benefit Charge	S. 37	CBC	CBC	CBC	
DC Rate Increase	Current Rate	Current Rate	Proposed Rate	Proposed Rate	
Parkland Dedication Rate	Current Rate	Current Rate	Current Rate	Proposed Rate	
Inclusionary Zoning	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Tenure	Condominium	Condominium	Condominium	Condominium	
DEVELOPMENT STATISTICS					
Site Area	87,000	87,000	87,000	87,000	*sq. ft.*
Building Height	3	3	3	3	*storeys*
Floor Space Index	1.2	1.2	1.2	1.2	
Gross Floor Area (GFA)	103,000	103,000	103,000	103,000	*sq. ft.*
Residential Gross Floor Area	103,000	103,000	103,000	103,000	*sq. ft.*
Market GFA	103,000	103,000	103,000	103,000	*sq. ft.*
Below Market GFA	0	0	0	0	*sq. ft.*
Retail Gross Floor Area	0	0	0	0	*sq. ft.*
Office Gross Floor Area	0	0	0	0	*sq. ft.*
Exclusions from GFA Calculation	10,000	10,000	10,000	10,000	*sq. ft.*
Amenity Area	8,712	8,712	8,712	8,712	*sq. ft.*
Miscellaneous Exclusions	1,545	1,545	1,545	1,545	*sq. ft.*
Gross Construction Area (GCA)	113,000	113,000	113,000	113,000	*sq. ft.*
Gross Parking Area (GPA)	21,000	21,000	21,000	21,000	*sq. ft.*
Below Grade Parking Area	21,450	21,450	21,450	21,450	*sq. ft.*
Total Construction Area (TCA)	134,000	134,000	134,000	134,000	*sq. ft.*
Net Floor Area (NFA)	85,000	85,000	85,000	85,000	*sq. ft.*
Net Residential Floor Area (Market)	85,490	85,490	85,490	85,490	*sq. ft.*
Net Residential Floor Area (Below-Market)	0	0	0	0	*sq. ft.*
Net Retail Floor Area	0	0	0	0	*sq. ft.*
Net Office Floor Area	0	0	0	0	*sq. ft.*
Efficiency Ratio	75%	75%	75%	75%	
Efficiency Ratio (Res)	83%	83%	83%	83%	
Efficiency Ratio (Ret)	90%	90%	90%	90%	
Efficiency Ratio (Off)	90%	90%	90%	90%	
Suite Mix					
Studio (%)	0%	0%	0%	0%	
One Bedroom (%)	20%	20%	20%	20%	
Two Bedroom (%)	55%	55%	55%	55%	
Three Bedroom (%)	25%	25%	25%	25%	
Average Unit Size	960	960	960	960	*sq. ft.*
Residential Units	89	89	89	89	*units*
Market Units	89	89	89	89	*units*
Below Market Units	0	0	0	0	*units*
Parking Stalls	143	143	143	143	*parking stalls*
Parking Ratio	1.6	1.6	1.6	1.6	per unit
Market Unit Parking Ratio	1.50	1.50	1.50	1.50	*per unit*
Below Market Unit Parking Ratio	0.90	0.90	0.90	0.90	*per unit*
Visitor Parking Ratio	0.10	0.10	0.10	0.10	*per unit*
Retail Parking Ratio	4.00	4.00	4.00	4.00	*per 1,000 sq. ft. net*
REVENUE INPUTS					
Market Pricing					
Market Index Price	$ 954	$ 954	$ 954	$ 954	*per sq. ft.*
Average Attained Price	$ 994	$ 994	$ 994	$ 994	*per sq. ft.*
Starting Parking Price	$ -	$ -	$ -	$ -	*per stall*
Average Attained Parking Price	$ -	$ -	$ -	$ -	*per stall*
Retail Lease Rate	$ 25	$ 25	$ 25	$ 25	*psf/yr*
Retail Value	$ 432	$ 432	$ 432	$ 432	*per sq. ft.*
Retail Cap Rate	5.5%	5.5%	5.5%	5.5%	
Retail Revenue Inflator	1.5%	1.5%	1.5%	1.5%	*per year*
Presale & Pricing Inflation Assumptions					
Market Revenue Inflator	2.0%	2.0%	2.0%	2.0%	*per year*
Price Increase at Start and End of Construction	2.0%	2.0%	2.0%	2.0%	*%*
Initial and Final Deposit	20%	20%	20%	20%	*% of unit price*
Sold During Pre-Constuction / Presales	70%	70%	70%	70%	*%*
Sold During Construction	20%	20%	20%	20%	*%*
Sold at Completion	10%	10%	10%	10%	*%*
Below Market Units					
Inclusionary Zoning Set Aside Requirement	10%	10%	10%	10%	*%*
Below Market Index Price	$ 391	$ 391	$ 391	$ 391	*per sq. ft.*
Below Market Revenue Inflator	1.5%	1.5%	1.5%	1.5%	*per year*
Average Attained Price	$402	$402	$402	$402	*per sq. ft.*

DEVELOPMENT COST INPUTS

Hard Costs					
Above Grade Construction	$ 213	$ 213	$ 213	$ 213	*per sq. ft. GFA*
Below Grade Construction	$ 170	$ 170	$ 170	$ 170	*per sq. ft. below grade area*
Demolition & Site Prep	$ 15	$ 15	$ 15	$ 15	*per sq. ft. site area*
Site Servicing	$ 750,000	$ 750,000	$ 750,000	$ 750,000	*total*
Landscaping & Hardscaping	$ 1,000	$ 1,000	$ 1,000	$ 1,000	*per unit*
Contingency Factor	10%	10%	10%	10%	*% of hard costs*
Cost Inflator	2.0%	2.0%	2.0%	2.0%	*year*
Soft Costs					
Planning Application Fees					
Official Plan Amendment & Zoning By-Law Amendment	$ 46,896.00	$ 46,896.00	$ 46,896.00	$ 46,896.00	*base fee*
OPA & ZBL Additional Fee (<=25 units)	$ 982.00	$ 982.00	$ 982.00	$ 982.00	*per unit*
OPA & ZBL Additional Fee (26 to 100 units)	$ 520.00	$ 520.00	$ 520.00	$ 520.00	*per unit*
OPA & ZBL Additional Fee (101 to 200 units)	$ 216.00	$ 216.00	$ 216.00	$ 216.00	*per unit*
OPA & ZBL Additional Fee (>200 units)	$ 100.00	$ 100.00	$ 100.00	$ 100.00	*per unit*
OPA & ZBL Maximum Residential Charge	$ 226,774.00	$ 226,774.00	$ 226,774.00	$ 226,774.00	*Total - Base & Variable*
OPA & ZBL Commercial/Insitutional	$ 1.39	$ 1.39	$ 1.39	$ 1.39	*per sq. ft.*
OPA & ZBL Maximum Non-Res Charge	$ 118,365.00	$ 118,365.00	$ 118,365.00	$ 118,365.00	*Total*
Site Plan Application	$ 10,708.00	$ 10,708.00	$ 10,708.00	$ 10,708.00	*base fee*
SPA Additional Fee (<=25 units)	$ 630.00	$ 630.00	$ 630.00	$ 630.00	*per unit*
SPA Additional Fee (26 to 100 units)	$ 287.00	$ 287.00	$ 287.00	$ 287.00	*per unit*
SPA Additional Fee (>100 units)	$ 66.00	$ 66.00	$ 66.00	$ 66.00	*per unit*
SPA Maximum Residential Variable Fee (per building)	$ 83,321.00	$ 83,321.00	$ 83,321.00	$ 83,321.00	*Total - Variable*
SPA Non-Res Variable (<=2,000 sq m)	$ 1.36	$ 1.36	$ 1.36	$ 1.36	*per sq. ft.*
SPA Non-Res Variable (2,001 to 4,500 sq m)	$ 0.97	$ 0.97	$ 0.97	$ 0.97	*per sq. ft.*
SPA Non-Res Variable (4,501 to 7,000 sq m)	$ 0.59	$ 0.59	$ 0.59	$ 0.59	*per sq. ft.*
SPA Non-Res Variable (>7,000 sq m)	$ 0.28	$ 0.28	$ 0.28	$ 0.28	*per sq. ft.*
SPA Maximum Non-Residential Variable Fee	$ 50,874.00	$ 50,874.00	$ 50,874.00	$ 50,874.00	*Total - Variable*
Plan of Condominium Approval	$ 13,881.00	$ 13,881.00	$ 13,881.00	$ 13,881.00	*base fee*
PoC Additional Fee	$ 37.10	$ 37.10	$ 37.10	$ 37.10	*per unit*
PoC Non-Res	$ 181.20	$ 181.20	$ 181.20	$ 181.20	*per hectare*
PoC Maximum Charge	$ 27,655.15	$ 27,655.15	$ 27,655.15	$ 27,655.15	*Total*
Building Permit Fee	$ 169.00	$ 169.00	$ 169.00	$ 169.00	*base fee*
BP Additional Fee (Apartments)	$ 1.80	$ 1.80	$ 1.80	$ 1.80	*per sq. ft.*
BP Additional Fee (Office)	$ 1.72	$ 1.72	$ 1.72	$ 1.72	*per sq. ft.*
BP Additional Fee (Retail)	$ 1.31	$ 1.31	$ 1.31	$ 1.31	*per sq. ft.*
Development Charges					
Avg. DC per Unit (Existing)	$ 70,212	$ 70,212	$ -	$ -	*per unit*
Avg. DC per Unit (Proposed)	$ -	$ -	$ 77,000	$ 77,000	*per unit*
Non-Res DC (Existing)	$ 32.78	$ 32.78	$ -	$ -	*per sq. ft.*
Non-Res DC (Proposed)	$ -	$ -	$ 38.43	$ 38.43	*per sq. ft.*
DC Inflation Rate	3.0%	3.0%	3.0%	3.0%	*%*
Cash In Lieu of Parkland Dedication & S.37					
Current Rate	$ 11,370	$ 11,370	$ 11,370	N/A	*per unit*
Proposed Rate	N/A	N/A	N/A	$ 25,112	*per unit*
Section 37 Payment	$ -	$ -	$ -	$ -	*per unit*
Community Benefit Charge	4%	4%	4%	4%	*of land value*
Other Soft Costs					
Consultants, PM, Legal, Insurance, Marketing	14.5%	14.5%	14.5%	14.5%	*hard costs*
Property Tax Rate	0.8%	0.8%	0.8%	0.8%	*year*
Provincial and Municipal Land Transfer Tax	2.0%	2.0%	2.0%	2.0%	*% of land value*
Sales Commission Fee	4.0%	4.0%	4.0%	4.0%	*revenue*
Tarion Enrolment Fee	$ 1,802	$ 1,802	$ 1,802	$ 1,802	*unit*
HRCA Regulatory Oversight Fee	$ 150	$ 150	$ 150	$ 150	*unit*
Lender's Administrative Fee	0.8%	0.8%	0.8%	0.8%	*total costs*
Construction Loan Interest Rate	4.5%	4.5%	4.5%	4.5%	*term*
HST Rate	13.0%	13.0%	13.0%	13.0%	*year*
HST Rebate	$30,000	$30,000	$30,000	$30,000	*unit*
Development Rates & Timing					
Profit Margin	15.0%	15.0%	15.0%	15.0%	*revenue*
Discount Rate	6.0%	6.0%	6.0%	6.0%	*year*
Sales Absorption Rate	20	20	20	20	*sales per month*
Time Prior to Land Sale	0.0	0.0	0.0	0.0	*years*
Time to Prior to Sales Start	1.5	1.5	1.5	1.5	*years*
Presale Period	0.3	0.3	0.3	0.3	*years*
Construction Period	2.0	2.0	2.0	2.0	*years*
Occupancy Period Prior to Registration	0.5	0.5	0.5	0.5	*years*
Total Time to Completion	4.3	4.3	4.3	4.3	*years*

REVENUE	Total				
Market Unit Sale Revenue	$ 84,979,000	$ 84,979,000	$ 84,979,000	$ 84,979,000	
Market Parking Sale Revenue	$ -	$ -	$ -	$ -	
Below Market Sale Revenue	$ -	$ -	$ -	$ -	
Revenue from Sale of Commercial	$ -	$ -	$ -	$ -	
Interim Occupancy Charges					
Interest on the unpaid balance of the purchase price of the condo	$ 428,000	$ 428,000	$ 428,000	$ 428,000	*40% of units, due to staggered occupancy*
Property Taxes	$ 123,000	$ 123,000	$ 123,000	$ 123,000	*40% of units, due to staggered occupancy*
Projected Common Expense Contribution	$ 111,000	$ 111,000	$ 111,000	$ 111,000	*40% of units, due to staggered occupancy*
DC Recoveries	$ 623,000	$ 623,000	$ 623,000	$ 623,000	*Assumption: $7,000 per condo unit. Market units only*
Tarion Recoveries	$ 160,000	$ 160,000	$ 160,000	$ 160,000	
Total Revenue	**$ 86,424,000**	**$ 86,424,000**	**$ 86,424,000**	**$ 86,424,000**	*total*
	$ 971,000	$ 971,000	$ 971,000	$ 971,000	*unit*
	$ 765	$ 765	$ 765	$ 765	*sq. ft. GCA*
DEVELOPMENT COSTS					
Hard Costs					
Above Grade Construction Costs	$ 24,864,000	$ 24,864,000	$ 24,864,000	$ 24,864,000	
Below Grade Construction Cost	$ 3,697,000	$ 3,697,000	$ 3,697,000	$ 3,697,000	
Other Hard Costs (Servicing, Landscape / Hardscape, Site Prep / Demo)	$ 2,220,000	$ 2,220,000	$ 2,220,000	$ 2,220,000	
Hard Cost Contingency	$ 3,078,000	$ 3,078,000	$ 3,078,000	$ 3,078,000	
Total Hard Cost	**$ 33,859,000**	**$ 33,859,000**	**$ 33,859,000**	**$ 33,859,000**	*total*
	$ 380,000	$ 380,000	$ 380,000	$ 380,000	*unit*
	$ 300	$ 300	$ 300	$ 300	*sq. ft. GCA*
Soft Costs					
Planning Application Fees	$ 173,000	$ 173,000	$ 173,000	$ 173,000	
Building Permit Fee	$ 185,000	$ 185,000	$ 185,000	$ 185,000	
Residential Development Charges (Condo)	$ 6,582,000	$ 6,582,000	$ 7,219,000	$ 7,219,000	*Includes city, region, education, GO*
Non-Residential Development Charges	$ -	$ -	$ -	$ -	*Includes city, region, education, GO*
Cash-In-Lieu of Parkland Dedication	$ 1,048,000	$ 1,048,000	$ 1,048,000	$ 2,261,000	
S. 37	$ -	$ -	$ -	$ -	
CBC	$ -	$ -	$ -	$ -	
Consultants, PM, Legal, Insurance, Marketing	$ 4,910,000	$ 4,910,000	$ 4,910,000	$ 4,910,000	
Property Tax	$ 367,000	$ 367,000	$ 348,000	$ 317,000	
Provincial Land Transfer Tax	$ 215,000	$ 215,000	$ 203,000	$ 185,000	
Sales Commission Fee	$ 3,399,000	$ 3,399,000	$ 3,399,000	$ 3,399,000	
HRCA Regulatory Oversight Fees	$ 13,363	$ 13,363	$ 13,363	$ 13,363	
Tarion Enrolment Fees	$ 160,000	$ 160,000	$ 160,000	$ 160,000	
Lender's Administrative Fee	$ 407,000	$ 407,000	$ 412,000	$ 421,000	
Construction Loan Financing Costs	$ 1,373,000	$ 1,373,000	$ 1,389,000	$ 1,420,000	*75% Average Draw Schedule, 75% Loan To Cost Ratio*
HST	$ 9,776,000	$ 9,776,000	$ 9,776,000	$ 9,776,000	
HST Rebate	$ (2,670,000)	$ (2,670,000)	$ (2,670,000)	$ (2,670,000)	
Total Soft Cost	**$ 25,938,363**	**$ 25,938,363**	**$ 26,565,363**	**$ 27,769,363**	*total*
	$ 291,000	$ 291,000	$ 298,000	$ 312,000	*unit*
	$ 230	$ 230	$ 235	$ 246	*sq. ft. GCA*
Total Development Cost (Hard & Soft Costs)	**$ 59,797,363**	**$ 59,797,363**	**$ 60,424,363**	**$ 61,628,363**	*total*
	$ 672,000	$ 672,000	$ 679,000	$ 692,000	*unit*
	$ 529	$ 529	$ 535	$ 545	*sq. ft. GCA*
Profit	**$ 12,964,000**	**$ 12,964,000**	**$ 12,964,000**	**$ 12,964,000**	*total*
	$ 146,000	$ 146,000	$ 146,000	$ 146,000	*unit*
	$ 115	$ 115	$ 115	$ 115	*sq. ft. GCA*
RESIDUAL LAND VALUE					
Total Revenue	$ 86,424,000	$ 86,424,000	$ 86,424,000	$ 86,424,000	
Less: Total Development Costs	$ (59,797,363)	$ (59,797,363)	$ (60,424,363)	$ (61,628,363)	
Less: Profit	$ (12,964,000)	$ (12,964,000)	$ (12,964,000)	$ (12,964,000)	
Total Residual Land Value (FV)	**$ 13,662,637**	**$ 13,662,637**	**$ 13,035,637**	**$ 11,831,637**	*total*
Time from Permit to Completion	2.5	2.5	2.5	2.5	*years*
Total Residual Land Value at Time of Permit (FV)	**$ 11,811,000**	**$ 11,811,000**	**$ 11,269,000**	**$ 10,228,000**	*total*
	$ 133,000	$ 133,000	$ 127,000	$ 115,000	*unit*
	$ 105	$ 105	$ 100	$ 91	*sq. ft. GCA*
Total Time to Completion	4.3	4.3	4.3	4.3	*years*
Total Residual Land Value (PV)	**$ 10,660,000**	**$ 10,660,000**	**$ 10,170,000**	**$ 9,231,000**	*total*
	$ 120,000	$ 120,000	$ 114,000	$ 104,000	*unit*
	$ 94	$ 94	$ 90	$ 82	*sq. ft. GCA*

Cumulative Impact Analysis

Rathwood-Applewood

Test Site	*Rathwood-Applewood*	*Rathwood-Applewood*	*Rathwood-Applewood*	*Rathwood-Applewood*	
Scenario	1	2	3	4	
Description	Status Quo	New CBC	New CBC DC Increase	New CBC DC Increase New Parkland	
Section 37 or Community Benefit Charge	S. 37	CBC	CBC	CBC	
DC Rate Increase	Current Rate	Current Rate	Proposed Rate	Proposed Rate	
Parkland Dedication Rate	Current Rate	Current Rate	Current Rate	Proposed Rate	
Inclusionary Zoning	Not Applicable	Not Applicable	Not Applicable	Not Applicable	
Tenure	Condominium	Condominium	Condominium	Condominium	
DEVELOPMENT STATISTICS					
Site Area	44,000	44,000	44,000	44,000	*sq. ft.*
Building Height	15	15	15	15	*storeys*
Floor Space Index	6.4	6.4	6.4	6.4	
Gross Floor Area (GFA)	280,000	280,000	280,000	280,000	*sq. ft.*
Residential Gross Floor Area	270,000	270,000	270,000	270,000	*sq. ft.*
Market GFA	270,000	270,000	270,000	270,000	*sq. ft.*
Below Market GFA	0	0	0	0	*sq. ft.*
Retail Gross Floor Area	10,000	10,000	10,000	10,000	*sq. ft.*
Office Gross Floor Area	0	0	0	0	*sq. ft.*
Exclusions from GFA Calculation	13,000	13,000	13,000	13,000	*sq. ft.*
Amenity Area	9,102	9,102	9,102	9,102	*sq. ft.*
Miscellaneous Exclusions	4,200	4,200	4,200	4,200	*sq. ft.*
Gross Construction Area (GCA)	293,000	293,000	293,000	293,000	*sq. ft.*
Gross Parking Area (GPA)	69,000	69,000	69,000	69,000	*sq. ft.*
Below Grade Parking Area	68,850	68,850	68,850	68,850	*sq. ft.*
Total Construction Area (TCA)	362,000	362,000	362,000	362,000	*sq. ft.*
Net Floor Area (NFA)	233,000	233,000	233,000	233,000	*sq. ft.*
Net Residential Floor Area (Market)	224,100	224,100	224,100	224,100	*sq. ft.*
Net Residential Floor Area (Below-Market)	0	0	0	0	*sq. ft.*
Net Retail Floor Area	9,000	9,000	9,000	9,000	*sq. ft.*
Net Office Floor Area	0	0	0	0	*sq. ft.*
Efficiency Ratio	80%	80%	80%	80%	
Efficiency Ratio (Res)	83%	83%	83%	83%	
Efficiency Ratio (Ret)	90%	90%	90%	90%	
Efficiency Ratio (Off)	90%	90%	90%	90%	
Suite Mix					
Studio (%)	0%	0%	0%	0%	
One Bedroom (%)	40%	40%	40%	40%	
Two Bedroom (%)	55%	55%	55%	55%	
Three Bedroom (%)	5%	5%	5%	5%	
Average Unit Size	740	740	740	740	*sq. ft.*
Residential Units	302	302	302	302	*units*
Market Units	302	302	302	302	*units*
Below Market Units	0	0	0	0	*units*
Parking Stalls	459	459	459	459	*parking stalls*
Parking Ratio	1.5	1.5	1.5	1.5	per unit
Market Unit Parking Ratio	1.30	1.30	1.30	1.30	*per unit*
Below Market Unit Parking Ratio	0.78	0.78	0.78	0.78	*per unit*
Visitor Parking Ratio	0.10	0.10	0.10	0.10	*per unit*
Retail Parking Ratio	4.00	4.00	4.00	4.00	*per 1,000 sq. ft. net*
REVENUE INPUTS					
Market Pricing					
Market Index Price	$ 973	$ 973	$ 973	$ 973	*per sq. ft.*
Average Attained Price	$ 1,019	$ 1,019	$ 1,019	$ 1,019	*per sq. ft.*
Starting Parking Price	$ 40,000	$ 40,000	$ 40,000	$ 40,000	*per stall*
Average Attained Parking Price	$ 41,892	$ 41,892	$ 41,892	$ 41,892	*per stall*
Retail Lease Rate	$ 24	$ 24	$ 24	$ 24	*psf/yr*
Retail Value	$ 415	$ 415	$ 415	$ 415	*per sq. ft.*
Retail Cap Rate	5.5%	5.5%	5.5%	5.5%	
Retail Revenue Inflator	1.5%	1.5%	1.5%	1.5%	*per year*
Presale & Pricing Inflation Assumptions					
Market Revenue Inflator	2.0%	2.0%	2.0%	2.0%	*per year*
Price Increase at Start and End of Construction	2.0%	2.0%	2.0%	2.0%	*%*
Initial and Final Deposit	20%	20%	20%	20%	*% of unit price*
Sold During Pre-Constuction / Presales	70%	70%	70%	70%	*%*
Sold During Construction	20%	20%	20%	20%	*%*
Sold at Completion	10%	10%	10%	10%	*%*
Below Market Units					
Inclusionary Zoning Set Aside Requirement	10%	10%	10%	10%	*%*
Below Market Index Price	$ 471	$ 471	$ 471	$ 471	*per sq. ft.*
Below Market Revenue Inflator	1.5%	1.5%	1.5%	1.5%	*per year*
Average Attained Price	$486	$486	$486	$486	*per sq. ft.*

DEVELOPMENT COST INPUTS

Hard Costs					
Above Grade Construction	$ 315	$ 315	$ 315	$ 315	*per sq. ft. GFA*
Below Grade Construction	$ 230	$ 230	$ 230	$ 230	*per sq. ft. below grade area*
Demolition & Site Prep	$ 15	$ 15	$ 15	$ 15	*per sq. ft. site area*
Site Servicing	$ 750,000	$ 750,000	$ 750,000	$ 750,000	*total*
Landscaping & Hardscaping	$ 1,000	$ 1,000	$ 1,000	$ 1,000	*per unit*
Contingency Factor	10%	10%	10%	10%	*% of hard costs*
Cost Inflator	2.0%	2.0%	2.0%	2.0%	*year*
Soft Costs					
Planning Application Fees					
Official Plan Amendment & Zoning By-Law Amendment	$ 46,896.00	$ 46,896.00	$ 46,896.00	$ 46,896.00	*base fee*
OPA & ZBL Additional Fee (<=25 units)	$ 982.00	$ 982.00	$ 982.00	$ 982.00	*per unit*
OPA & ZBL Additional Fee (26 to 100 units)	$ 520.00	$ 520.00	$ 520.00	$ 520.00	*per unit*
OPA & ZBL Additional Fee (101 to 200 units)	$ 216.00	$ 216.00	$ 216.00	$ 216.00	*per unit*
OPA & ZBL Additional Fee (>200 units)	$ 100.00	$ 100.00	$ 100.00	$ 100.00	*per unit*
OPA & ZBL Maximum Residential Charge	$ 226,774.00	$ 226,774.00	$ 226,774.00	$ 226,774.00	*Total - Base & Variable*
OPA & ZBL Commercial/Insitutional	$ 1.39	$ 1.39	$ 1.39	$ 1.39	*per sq. ft.*
OPA & ZBL Maximum Non-Res Charge	$ 118,365.00	$ 118,365.00	$ 118,365.00	$ 118,365.00	*Total*
Site Plan Application	$ 10,708.00	$ 10,708.00	$ 10,708.00	$ 10,708.00	*base fee*
SPA Additional Fee (<=25 units)	$ 630.00	$ 630.00	$ 630.00	$ 630.00	*per unit*
SPA Additional Fee (26 to 100 units)	$ 287.00	$ 287.00	$ 287.00	$ 287.00	*per unit*
SPA Additional Fee (>100 units)	$ 66.00	$ 66.00	$ 66.00	$ 66.00	*per unit*
SPA Maximum Residential Variable Fee (per building)	$ 83,321.00	$ 83,321.00	$ 83,321.00	$ 83,321.00	*Total - Variable*
SPA Non-Res Variable (<=2,000 sq m)	$ 1.36	$ 1.36	$ 1.36	$ 1.36	*per sq. ft.*
SPA Non-Res Variable (2,001 to 4,500 sq m)	$ 0.97	$ 0.97	$ 0.97	$ 0.97	*per sq. ft.*
SPA Non-Res Variable (4,501 to 7,000 sq m)	$ 0.59	$ 0.59	$ 0.59	$ 0.59	*per sq. ft.*
SPA Non-Res Variable (>7,000 sq m)	$ 0.28	$ 0.28	$ 0.28	$ 0.28	*per sq. ft.*
SPA Maximum Non-Residential Variable Fee	$ 50,874.00	$ 50,874.00	$ 50,874.00	$ 50,874.00	*Total - Variable*
Plan of Condominium Approval	$ 13,881.00	$ 13,881.00	$ 13,881.00	$ 13,881.00	*base fee*
PoC Additional Fee	$ 37.10	$ 37.10	$ 37.10	$ 37.10	*per unit*
PoC Non-Res	$ 181.20	$ 181.20	$ 181.20	$ 181.20	*per hectare*
PoC Maximum Charge	$ 27,655.15	$ 27,655.15	$ 27,655.15	$ 27,655.15	*Total*
Building Permit Fee	$ 169.00	$ 169.00	$ 169.00	$ 169.00	*base fee*
BP Additional Fee (Apartments)	$ 1.80	$ 1.80	$ 1.80	$ 1.80	*per sq. ft.*
BP Additional Fee (Office)	$ 1.72	$ 1.72	$ 1.72	$ 1.72	*per sq. ft.*
BP Additional Fee (Retail)	$ 1.31	$ 1.31	$ 1.31	$ 1.31	*per sq. ft.*
Development Charges					
Avg. DC per Unit (Existing)	$ 63,477	$ 63,477	$ -	$ -	*per unit*
Avg. DC per Unit (Proposed)	$ -	$ -	$ 69,585	$ 69,585	*per unit*
Non-Res DC (Existing)	$ 32.78	$ 32.78	$ -	$ -	*per sq. ft.*
Non-Res DC (Proposed)	$ -	$ -	$ 38.43	$ 38.43	*per sq. ft.*
DC Inflation Rate	3.0%	3.0%	3.0%	3.0%	*%*
Cash In Lieu of Parkland Dedication & S.37					
Current Rate	$ 11,370	$ 11,370	$ 11,370	N/A	*per unit*
Proposed Rate	N/A	N/A	N/A	$ 25,112	*per unit*
Section 37 Payment	$ -	$ -	$ -	$ -	*per unit*
Community Benefit Charge	4%	4%	4%	4%	*of land value*
Other Soft Costs					
Consultants, PM, Legal, Insurance, Marketing	14.5%	14.5%	14.5%	14.5%	*hard costs*
Property Tax Rate	0.8%	0.8%	0.8%	0.8%	*year*
Provincial and Municipal Land Transfer Tax	2.0%	2.0%	2.0%	2.0%	*% of land value*
Sales Commission Fee	4.0%	4.0%	4.0%	4.0%	*revenue*
Tarion Enrolment Fee	$ 1,493	$ 1,493	$ 1,493	$ 1,493	*unit*
HRCA Regulatory Oversight Fee	$ 152	$ 152	$ 152	$ 152	*unit*
Lender's Administrative Fee	0.8%	0.8%	0.8%	0.8%	*total costs*
Construction Loan Interest Rate	4.5%	4.5%	4.5%	4.5%	*term*
HST Rate	13.0%	13.0%	13.0%	13.0%	*year*
HST Rebate	$30,000	$30,000	$30,000	$30,000	*unit*
Development Rates & Timing					
Profit Margin	15.0%	15.0%	15.0%	15.0%	*revenue*
Discount Rate	6.0%	6.0%	6.0%	6.0%	*year*
Sales Absorption Rate	20	20	20	20	*sales per month*
Time Prior to Land Sale	0.0	0.0	0.0	0.0	*years*
Time to Prior to Sales Start	1.5	1.5	1.5	1.5	*years*
Presale Period	0.9	0.9	0.9	0.9	*years*
Construction Period	2.5	2.5	2.5	2.5	*years*
Occupancy Period Prior to Registration	0.5	0.5	0.5	0.5	*years*
Total Time to Completion	5.4	5.4	5.4	5.4	*years*

REVENUE	Total				
Market Unit Sale Revenue	$ 228,246,000	$ 228,246,000	$ 228,246,000	$ 228,246,000	
Market Parking Sale Revenue	$ 16,464,000	$ 16,464,000	$ 16,464,000	$ 16,464,000	
Below Market Sale Revenue	$ -	$ -	$ -	$ -	
Revenue from Sale of Commercial	$ 4,491,000	$ 4,491,000	$ 4,491,000	$ 4,491,000	
Interim Occupancy Charges					
Interest on the unpaid balance of the purchase price of the condo	$ 1,233,000	$ 1,233,000	$ 1,233,000	$ 1,233,000	*40% of units, due to staggered occupancy*
Property Taxes	$ 354,000	$ 354,000	$ 354,000	$ 354,000	*40% of units, due to staggered occupancy*
Projected Common Expense Contribution	$ 290,000	$ 290,000	$ 290,000	$ 290,000	*40% of units, due to staggered occupancy*
DC Recoveries	$ 2,114,000	$ 2,114,000	$ 2,114,000	$ 2,114,000	*Assumption: $7,000 per condo unit. Market units only*
Tarion Recoveries	$ 451,000	$ 451,000	$ 451,000	$ 451,000	
Total Revenue	**$ 253,643,000**	**$ 253,643,000**	**$ 253,643,000**	**$ 253,643,000**	*total*
	$ 840,000	$ 840,000	$ 840,000	$ 840,000	*unit*
	$ 866	$ 866	$ 866	$ 866	*sq. ft. GCA*
DEVELOPMENT COSTS					
Hard Costs					
Above Grade Construction Costs	$ 96,751,000	$ 96,751,000	$ 96,751,000	$ 96,751,000	
Below Grade Construction Cost	$ 16,636,000	$ 16,636,000	$ 16,636,000	$ 16,636,000	
Other Hard Costs (Servicing, Landscape / Hardscape, Site Prep / Demo)	$ 1,795,000	$ 1,795,000	$ 1,795,000	$ 1,795,000	
Hard Cost Contingency	$ 11,518,000	$ 11,518,000	$ 11,518,000	$ 11,518,000	
Total Hard Cost	**$ 126,700,000**	**$ 126,700,000**	**$ 126,700,000**	**$ 126,700,000**	*total*
	$ 420,000	$ 420,000	$ 420,000	$ 420,000	*unit*
	$ 432	$ 432	$ 432	$ 432	*sq. ft. GCA*
Soft Costs					
Planning Application Fees	$ 269,000	$ 269,000	$ 269,000	$ 269,000	
Building Permit Fee	$ 499,000	$ 499,000	$ 499,000	$ 499,000	
Residential Development Charges (Condo)	$ 20,568,000	$ 20,568,000	$ 22,547,000	$ 22,547,000	*Includes city, region, education, GO*
Non-Residential Development Charges	$ 344,000	$ 344,000	$ 403,000	$ 403,000	*Includes city, region, education, GO*
Cash-In-Lieu of Parkland Dedication	$ 3,600,000	$ 3,600,000	$ 3,600,000	$ 5,471,000	
S. 37	$ -	$ -	$ -	$ -	
CBC	$ -	$ 283,000	$ 215,000	$ 148,000	
Consultants, PM, Legal, Insurance, Marketing	$ 18,372,000	$ 18,372,000	$ 18,372,000	$ 18,372,000	
Property Tax	$ 279,000	$ 266,000	$ 203,000	$ 139,000	
Provincial Land Transfer Tax	$ 129,000	$ 123,000	$ 94,000	$ 64,000	
Sales Commission Fee	$ 9,130,000	$ 9,130,000	$ 9,130,000	$ 9,130,000	
HRCA Regulatory Oversight Fees	$ 45,904	$ 45,904	$ 45,904	$ 45,904	
Tarion Enrolment Fees	$ 451,000	$ 451,000	$ 451,000	$ 451,000	
Lender's Administrative Fee	$ 1,443,000	$ 1,445,000	$ 1,460,000	$ 1,474,000	
Construction Loan Financing Costs	$ 6,053,000	$ 6,061,000	$ 6,124,000	$ 6,182,000	*75% Average Draw Schedule, 75% Loan To Cost Ratio*
HST	$ 28,152,000	$ 28,152,000	$ 28,152,000	$ 28,152,000	
HST Rebate	$ (9,060,000)	$ (9,060,000)	$ (9,060,000)	$ (9,060,000)	
Total Soft Cost	**$ 80,274,904**	**$ 80,548,904**	**$ 82,504,904**	**$ 84,286,904**	*total*
	$ 266,000	$ 267,000	$ 273,000	$ 279,000	*unit*
	$ 274	$ 275	$ 282	$ 288	*sq. ft. GCA*
Total Development Cost (Hard & Soft Costs)	**$ 206,974,904**	**$ 207,248,904**	**$ 209,204,904**	**$ 210,986,904**	*total*
	$ 685,000	$ 686,000	$ 693,000	$ 699,000	*unit*
	$ 706	$ 707	$ 714	$ 720	*sq. ft. GCA*
Profit	**$ 38,046,000**	**$ 38,046,000**	**$ 38,046,000**	**$ 38,046,000**	*total*
	$ 126,000	$ 126,000	$ 126,000	$ 126,000	*unit*
	$ 130	$ 130	$ 130	$ 130	*sq. ft. GCA*
RESIDUAL LAND VALUE					
Total Revenue	$ 253,643,000	$ 253,643,000	$ 253,643,000	$ 253,643,000	
Less: Total Development Costs	$ (206,974,904)	$ (207,248,904)	$ (209,204,904)	$ (210,986,904)	
Less: Profit	$ (38,046,000)	$ (38,046,000)	$ (38,046,000)	$ (38,046,000)	
Total Residual Land Value (FV)	**$ 8,622,096**	**$ 8,348,096**	**$ 6,392,096**	**$ 4,610,096**	*total*
Time from Permit to Completion	3.0	3.0	3.0	3.0	*years*
Total Residual Land Value at Time of Permit (FV)	**$ 7,239,000**	**$ 7,009,000**	**$ 5,367,000**	**$ 3,871,000**	*total*
	$ 24,000	$ 23,000	$ 18,000	$ 13,000	*unit*
	$ 25	$ 24	$ 18	$ 13	*sq. ft. GCA*
Total Time to Completion	5.4	5.4	5.4	5.4	*years*
Total Residual Land Value (PV)	**$ 6,302,000**	**$ 6,101,000**	**$ 4,672,000**	**$ 3,369,000**	*total*
	$ 21,000	$ 20,000	$ 15,000	$ 11,000	*unit*
	$ 22	$ 21	$ 16	$ 11	*sq. ft. GCA*

Comparative Land Values

Assumptions	
Retail Vacancy Rate	5.00%
Retail Strip (anchored) Cap Rate	5.13%
Retail Strip (non-anchored) Cap Rate	6.25%
Retail Neighbourhood Cap Rate	5.63%
Retail Urban Streetfront Cap Rate	5.13%
Retail Power Cap Rate	6.63%
Office Vacancy	10.00%
Office Class B Cap Rate	6.63%
Industrial Vacancy	2.00%
Industrial Class B Cap Rate	4.50%
Incentive Premium (Residential)	30.00%
Incentive Premium (Commercial)	10.00%

CITY CENTRE			Test Site Area	43,560	sq. ft.
Pad Retail			Acquisition Price	$5,700,000	
Storeys	1	storey(s)	Retail Rent (NNN)	$26.00	per sq. ft., net
Lot Coverage	30%		Retail Vacancy Rate	5%	per year
Density	0.3	FSI	Retail Cap Rate (Neighbourhood)	5.6%	
Gross Floor Area	13,068	sq. ft.	Retail Value	$439	per sq. ft., net
Efficiency Ratio	90%		Value of Existing Use	$5,164,474	
Leaseable Floor Area	11,761	sq. ft.	Incentive Premium	10%	
			Acquisition Price	$5,680,921	
			per Acre	$5,680,944	
Standalone Class B Office			Acquisition Price	$21,900,000	
Storeys	12	storey(s)	Retail Rent (NNN)	$26.00	per sq. ft., net
Lot Coverage	15%		Retail Vacancy Rate	5%	per year
Density	1.8	FSI	Retail Cap Rate (Strip Non-Anchor)	6.3%	
Gross Floor Area	78,408	sq. ft.	Retail Value	$395	per sq. ft., net
Efficiency Ratio	90%		Office Rent (NNN)	$20	per sq. ft., net
Leaseable Floor Area	70,567	sq. ft.	Office Vacancy Rate	10.00%	
Retail Area	8%		Office Class B Cap Rate	6.63%	
Office Area	92%		Office Value	$272	per sq. ft., net
			Value of Existing Use	$19,899,240	
			Incentive Premium	10%	
			Acquisition Price	$21,889,164	

PORT CREDIT			Test Site Area	26,136	sq. ft.
Local Retail			Acquisition Price	$6,100,000	
Storeys	1	storey(s)	Retail Rent (NNN)	$28.00	per sq. ft., net
Lot Coverage	50%		Retail Vacancy Rate	5%	per year
Density	0.5	FSI	Retail Cap Rate (Neighbourhood)	5.6%	
Gross Floor Area	13,068	sq. ft.	Retail Value	$473	per sq. ft., net
Efficiency Ratio	90%		Value of Existing Use	$5,561,741	
Leaseable Floor Area	11,761	sq. ft.	Incentive Premium	10%	
			Acquisition Price	$6,117,915	
			per Acre	$10,196,566	
Local Retail w/ 2nd Storey Office/Services			Acquisition Price	$10,200,000	
Storeys	2	storey(s)	Retail Rent (NNN)	$28.00	per sq. ft., net
Lot Coverage	50%		Retail Vacancy Rate	5%	per year
Density	1	FSI	Retail Cap Rate (Urban Streetfront)	5.1%	
Gross Floor Area	26,136	sq. ft.	Retail Value	$519	per sq. ft., net
Efficiency Ratio	90%		Office Rent (NNN)	$20	per sq. ft., net
Leaseable Floor Area	23,522	sq. ft.	Office Vacancy Rate	10.00%	
Retail Area	50%		Office Class B Cap Rate	6.63%	
Office Area	50%		Office Value	$272	per sq. ft., net
			Value of Existing Use	$9,299,846	
			Incentive Premium	10%	
			Acquisition Price	$10,229,830	
			per Acre	*$17,049,785*	
Single Detached Homes			Acquisition Price	$9,300,000	
Avg. Sold Price	$1,893,233	Jul-Dec 2021			
Avg. Sold Lot Size	6,910	sq. ft.			
Incentive Premium	30%				
Acquisition Price	*$2,461,203*				

DIXIE / LAKEVIEW			Test Site Area	39,204	sq. ft.
Local Retail			Acquisition Price	$8,500,000	
Storeys	1	storey(s)	Retail Rent (NNN)	$26.00	per sq. ft., net
Lot Coverage	50%		Retail Vacancy Rate	5%	per year
Density	0.5	FSI	Retail Cap Rate (Neighbourhood)	5.6%	
Gross Floor Area	19,602	sq. ft.	Retail Value	$439	per sq. ft., net
Efficiency Ratio	90%		Value of Existing Use	$7,746,710	
Leaseable Floor Area	17,642	sq. ft.	Incentive Premium	10%	
			Acquisition Price	$8,521,381	
			per Acre	$9,468,239	
Industrial			Acquisition Price	$7,700,000	
Storeys	1	storey(s)	Industrial Rent (NNN)	$13.00	per sq. ft., net
Lot Coverage	70%		Industrial Vacancy Rate	2%	per year
Density	0.7	FSI	Industrial Cap Rate (Class B)	4.50%	
Gross Floor Area	27,443	sq. ft.	Industrial Value	$283	per sq. ft., net
Efficiency Ratio	90%		Value of Existing Use	$6,992,425	
Leaseable Floor Area	24,699	sq. ft.	Incentive Premium	10%	
			Acquisition Price	$7,691,668	
			per Acre	$8,546,332	
Single Detached Homes			Acquisition Price	$11,200,000	
Avg. Sold Price	$1,517,337	per lot			
Avg. Sold Lot Size	6,916	sq. ft.		5.7	
Incentive Premium	30%	per lot			
Acquisition Price	*$1,972,539*				

COOKSVILLE			Test Site Area	43,560	
Local Retail			Acquisition Price	$5,000,000	
Storeys	1	storey(s)	Retail Rent (NNN)	$23.00	per sq. ft., net
Lot Coverage	30%		Retail Vacancy Rate	5%	per year
Density	0.3	FSI	Retail Cap Rate (Neighbourhood)	5.6%	
Gross Floor Area	13,068	sq. ft.	Retail Value	$388	per sq. ft., net
Efficiency Ratio	90%		Value of Existing Use	$4,568,573	
Leaseable Floor Area	11,761	sq. ft.	Incentive Premium	10%	
			Acquisition Price	$5,025,430	
			per Acre	$5,025,450	
Four-Storey Office			Acquisition Price	$12,600,000	
Storeys	2	storey(s)	Retail Rent (NNN)	$23.00	per sq. ft., net
Lot Coverage	50%		Retail Vacancy Rate	5%	per year
Density	1	FSI	Retail Cap Rate (Strip Non-Anchor)	6.3%	
Gross Floor Area	43,560	sq. ft.	Retail Value	$350	per sq. ft., net
Efficiency Ratio	90%		Office Rent (NNN)	$20	per sq. ft., net
Leaseable Floor Area	39,204	sq. ft.	Office Vacancy Rate	10.00%	
Retail Area	25%		Office Class B Cap Rate	6.63%	
Office Area	75%		Office Value	$272	per sq. ft., net
			Value of Existing Use	$11,415,169	
			Incentive Premium	10%	
			Acquisition Price	$12,556,686	
			per Acre	*$12,556,736*	
Semi-Detached Homes			Acquisition Price	$15,700,000	
Avg. Sold Price	$1,056,343	Jul-Dec 2021			
Avg. Sold Lot Size	3,813	sq. ft.			
Incentive Premium	30%				
Acquisition Price	*$1,373,246*				
per acre	*$15,689,729*				
Single Detached Homes			Acquisition Price	$11,100,000	
Avg. Sold Price	$1,663,303	Jul-Dec 2021			
Avg. Sold Lot Size	8,475	sq. ft.			
Incentive Premium	30%				
Acquisition Price	*$2,162,294*				
per acre	*$11,114,200*				

GLEN ERIN			Test Site Area	87,120	sq. ft.
Local Retail			Acquisition Price	$9,600,000	
Storeys	1	storey(s)	Retail Rent (NNN)	$22.00	per sq. ft., net
Lot Coverage	30%		Retail Vacancy Rate	5%	per year
Density	0.3	FSI	Retail Cap Rate (Neighbourhood)	5.6%	
Gross Floor Area	26,136	sq. ft.	Retail Value	$372	per sq. ft., net
Efficiency Ratio	90%		Value of Existing Use	$8,739,878	
Leaseable Floor Area	23,522	sq. ft.	Incentive Premium	10%	
			Acquisition Price	$9,613,866	
			per Acre	$4,806,952	
Semi-Detached Homes			Acquisition Price	$29,700,000	
Avg. Sold Price	$1,045,583	Jul-Dec 2021			
Avg. Sold Lot Size	3,982	sq. ft.			
Incentive Premium	30%				
Acquisition Price	*$1,359,258*				
per acre	*$14,867,676*				
Single Detached Homes			Acquisition Price	$28,500,000	
Avg. Sold Price	$1,546,320	Jul-Dec 2021			
Avg. Sold Lot Size	6,150	sq. ft.			
Incentive Premium	30%				
Acquisition Price	*$2,010,215*				
per acre	*$14,239,034*				

RATHWOOD APPLEWOOD			Test Site Area	43,560	sq. ft.
Local Retail			Acquisition Price	$5,200,000	
Storeys	1	storey(s)	Retail Rent (NNN)	$24.00	per sq. ft., net
Lot Coverage	30%		Retail Vacancy Rate	5%	per year
Density	0.3	FSI	Retail Cap Rate (Neighbourhood)	5.6%	
Gross Floor Area	13,068	sq. ft.	Retail Value	$405	per sq. ft., net
Efficiency Ratio	90%		Value of Existing Use	$4,767,206	
Leaseable Floor Area	11,761	sq. ft.	Incentive Premium	10%	
			Acquisition Price	$5,243,927	
			per Acre	$5,243,948	
Semi-Detached Homes			Acquisition Price	$14,500,000	
Avg. Sold Price	$1,078,705	Jul-Dec 2021			
Avg. Sold Lot Size	4,224	sq. ft.			
Incentive Premium	30%				
Acquisition Price	*$1,402,317*				
per acre	*$14,462,496*				
Single Detached Homes			Acquisition Price	$11,300,000	
Avg. Sold Price	$1,483,905	Jul-Dec 2021			
Avg. Sold Lot Size	7,425	sq. ft.			
Incentive Premium	30%				
Acquisition Price	*$1,929,076*				
per acre	*$11,317,501*				

nblc

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REPORT 6 - 2022

To: MAYOR AND MEMBERS OF COUNCIL

The Planning and Development Committee presents its sixth report for 2022 and recommends:

PDC-0022-2022
That the sign variance application under File SGNBLD 21-9557 VAR (W8), Christ Roubekas, 3663 Platinum Drive, to permit one double sided billboard sign with one electronic changing copy sign face and one static billboard sign face be approved with the following conditions:

1. That prior to the installation of the proposed billboard sign, the existing ground sign located on the west side of 3663 Platinum Drive is to be removed.
2. That the proposed billboard sign is reduced to a maximum sign face area of 20 m^2 (215.2 ft^2) per sign face.

PDC-0023-2022
That the report dated March 4, 2022 from the Commissioner of Planning and Building outlining the recommended Section 37 Community Benefits under File OZ 17/014 W3, TC Core GP Inc. Mustang Equities Inc. (Hazelview Investments), 1750 Bloor Street and 3315 Fieldgate Drive, be approved and that a Section 37 agreement be executed in accordance with the following:

1. That the sum of $1,346,000.00 be approved as the amount for the Section 37 Community Benefits contribution.
2. That City Council enact a by-law under Section 37 of the *Planning Act* to authorize the Commissioner of Planning and Building and the City Clerk to execute the Section 37 agreement with TC Core GP Inc. Mustang Equities Inc. (Hazelview Investments), and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor to secure the community benefits contribution.

PDC-0024-2022
That the report dated March 4, 2022, from the Commissioner of Planning and Building regarding the applications by Airstar Holdings Inc. to permit a six storey, rental apartment building (for seniors) with 128 units and ground floor retail space, under Files OZ 18/008 W5, 7211 and 7233 Airport Road, be received for information, and notwithstanding planning protocol, that the Recommendation Report be brought directly to a future Council meeting.

PDC-0025-2022
That the report titled "Mississauga Official Plan Review – Bundle 1 Draft Policies and attached Draft Official Plan Policies" dated March 4th, 2022 from the Commissioner of Planning and Building, be received for information.

PDC-0026-2022
That the corporate report titled “Downtown Office Community Improvement Plan (CIP) Amendment” dated March 4, 2022, from the Commissioner of Planning and Building, and any submissions made at the public meeting held on March 28, 2022, be received for information, and notwithstanding planning protocol, that the Recommendation Report be brought directly to a future Council meeting.

PDC-0027-2022
That the corporate report regarding the Mississauga Official Plan Amendment for the Lakeshore Road East Corridor dated March 4, 2022 from the Commissioner of Planning and Building be referred to Council without a recommendation.

PDC-0028-2022
1. That the applications under File OZ 18-010 W1, 2530173 Ontario Corporation, 1444, 1448, 1454 and 1458 Cawthra Road, to amend Mississauga Official Plan to **Residential Medium Density** and to add a Special Site policy; to change the zoning to **RM6-Exception** (Townhouses on a CEC – Road) to permit 4 two storey detached dwellings and 12 three storey townhome dwellings be approved in conformity with the provisions outlined in Appendix 2 of the staff report dated March 4, 2022 from the Commissioner of Planning and Building.
2. That Council acknowledges that the Commissioner of Planning and Building, in accordance with the Commissioner’s delegated authority, is contemplating imposing the draft conditions of approval outlined in Appendix 3 attached to the staff report dated March 4, 2022 from the Commissioner of Planning and Building for the draft plan of subdivision under File T-M19002 W1.
3. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 36 months of the Council decision.
5. That notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase.
6. That notwithstanding planning protocol, that the report dated March 4, 2022 from the Commissioner of Planning and Building regarding the draft plan of subdivision under File TM19002 W1, 2530173 Ontario Corporation, be considered both the public meeting and combined information and recommendation report.

PDC-0029-2022

1. That City Council direct Legal Services, representatives from the appropriate City Departments and any necessary consultants to attend the Ontario Land Tribunal hearing on the subject applications under Files OZ 19/020 W11 and T-M19007 W11, Hanlon Glen Homes Inc., and Simqua Developments Inc., 1200 Old Derry Road to permit 260 detached and 62 semi-detached dwellings, a public park, stormwater management block and to retain the existing heritage house all on public roads, in support of the recommendations outlined in the report dated March 4, 2022 from the Commissioner of Planning and Building, that concludes that the proposed rezoning and draft plan of subdivision are not acceptable from a planning standpoint and should not be approved at this time.
2. That City Council provide the Planning and Building Department with the authority to instruct Legal Services on modifications to the position deemed necessary during or before the Ontario Land Tribunal hearing process, however if there is a potential for settlement a report shall be brought back to Council by Legal Services.

REPORT 7 - 2022

To: MAYOR AND MEMBERS OF COUNCIL

The General Committee presents its seventh report for 2020 and recommends:

GC-0174-2022
That the deputation and associated presentation by Laura Zeglen, Active Transportation Coordinator regarding corporate report dated March 16, 2022 entitled "Memorandum of Understanding for School Streets Pilot Project" be received.

GC-0175-2022
That the deputation and associated presentation by Paul Tripodo, Project Lead Aerial Spray and Brent Reid, Manager of Forestry regarding corporate report dated March 7, 2022 entitled "2022 Lymantria dispar dispar (LDD) Integrated Pest Management Program Update" be received.

GC-0176-2022
That the deputation by Daryl Chong, President & CEO, Greater Toronto Apartment Association regarding corporate report dated March 14, 2022 entitled “Development Charges Grants for Eligible Affordable Rental Housing Developments” be received.

GC-0177-2022
That the following items were approved on the consent agenda:

- 11.6 - Changing Lanes – Draft Complete Streets Guide
- 11.7 - Traffic Calming - Gooderham Estate Boulevard (Ward 11)
- 11.8 - Rapid Transit Program Office – Staffing Plan Approval
- 11.12 - Security Services Initiatives and 2021 Annual Summary
- 11.13 - Review of Tax Ratio Adjustments
- 12.1 - Heritage Advisory Committee Report 3-2022 - March 8, 2022
- 12.4 - Accessibility Advisory Committee Report 2-2022 - March 21, 2022

GC-0178-2022
That the Commissioner of Transportation and Works or designate be authorized to negotiate and enter into a Memorandum of Understanding with the Peel District School Board and the Dufferin-Peel Catholic District School Board related to the School Streets Pilot Project, including any renewals and all necessary documents ancillary thereto, in a form satisfactory to Legal Services.

GC-0179-2022
That the Corporate Report dated March 7, 2022 from the Commissioner of Community Services entitled “2022 Lymantria dispar dispar (LDD) Integrated Pest Management Program Update” be received for information.

GC-0180-2022
That the Corporate Report entitled “Pickleball in the City of Mississauga” dated March 8, 2022 from the Commissioner of Community Services be received for information.

GC-0181-2022
1. That the report dated March 7, 2022 from the City Manager and Chief Administrative Officer entitled “Mississauga Matters: Summary of Priority Issues and Engagement Strategy for the 2022 Provincial Election” be endorsed as the City of Mississauga’s priority issues pertaining to the potential 2022 provincial election.
2. That the engagement tactics recommended in the report dated March 7, 2022 from the City Manager and Chief Administrative Officer entitled “Mississauga Matters: Summary of Priority Issues and Engagement Strategy for the 2022 Provincial Election” be approved for implementation.

GC-0182-2022
That an administrative penalty be established for parking, standing or stopping a vehicle in bicycle lanes by amending the following by-laws as outlined in the corporate report dated March 11, 2022 from the Commissioner of Transportation and Works entitled “Administrative Penalties for Parking, Standing or Stopping in Bicycle Lanes (All Wards)”:
1. That the Administrative Penalty By-law (0282-2013), as amended, be further amended to establish penalties of $55 for parking, standing and stopping vehicles in designated bicycle lanes.
2. That the Administrative Penalty By-law (0282-2013), as amended, be further amended to increase the penalty for parking in a prohibited zone to $55.
3. That the Traffic By-law (0555-2000), as amended, be further amended to add a definition for “Bicycle Lanes”, a prohibition for parking and standing in designated bicycle lanes, as well as certain exemptions.

GC-0183-2022
That the comments received from the public and stakeholders are considered in the final Complete Streets Guide, to be presented to Council for endorsement at a future date as outlined in the corporate report dated March 15, 2022, from the Commissioner of Transportation & Works, entitled “Changing Lanes – Draft Complete Streets Guide”.

GC-0184-2022
1. That the report from the Commissioner of Transportation and Works, dated March 15, 2022 and entitled “Traffic Calming - Gooderham Estate Boulevard (Ward 11)” be approved.
2. That the report from the Commissioner of Transportation and Works, dated March 15, 2022 and entitled “Traffic Calming - Gooderham Estate Boulevard (Ward 11)” be referred to the Mississauga Traffic Safety Council, Cycling Advisory Committee and the Mississauga Road Safety Committee for information.

GC-0185-2022
1. That the 2022 staff complement for the Rapid Transit Program Office (cost centre 23469) be increased by fourteen (14) full-time permanent positions and six (6) full-time contract positions as outlined in the corporate report dated March 9, 2022 from the Commissioner of Transportation and Works titled “Rapid Transit Program Office – Staffing Plan Approval”.

2. That the 2022 salary budget for cost centre 23469 be increased by $1,506,000, offset by the increase of Internal Recovery – Capital by $1,506,000 and that the other operating cost budget of $186,800 will be recovered from capital resulting in zero net cost.
3. That PN 19107 Dundas BRT TPAP be renamed to "Dundas BRT TPAP/RTPO".
4. That all by-laws be enacted.

GC-0186-2022
That a by-law be enacted to amend Schedule "B-3" (Transportation and Works – MiWay Fares) of the User Fees and Charges By-law 0247-2021 as outlined in the corporate report dated March 10, 2022 from the Commissioner of Transportation and Works entitled "Amendments to 2022 MiWay Fees and Charges By-Law", as follows:

1. That effective March 14, 2022, the "PRESTO e-purse GO Transit Fare Integration" fee amount be changed from $0.80 to Free as a result of an amendment to the Fare Integration Agreement between the City of Mississauga and Metrolinx;
2. That the fee name "Freedom Pass" be changed to "Sauga Summer Pass";
3. That "Warriors Day and Remembrance Day" be added to clarify eligible days for free fares for Canadian Armed Forces Veterans and companion;
4. That the "PRESTO Fare Card – new and replacement" fee excluding HST be reduced from $6.00 to $5.31 to align the pricing required by Metrolinx for all 905 transit agencies.

GC-0187-2022

1. That a grant equivalent to the City portion of development charges to support affordable rental housing on a 500 unit pilot basis be approved as outlined in the corporate report dated March 14, 2022 from the Commissioner of Planning and Building entitled "Development Charges Grants for Eligible Affordable Rental Housing Developments".
2. That staff develop a Corporate Policy and Procedure for Eligible Affordable Rental Housing Developments to guide administration of the grant based on the approach outlined in the report dated March 14, 2022 from the Commissioner of Planning and Building entitled "Development Charges Grants for Eligible Affordable Rental Housing Developments".
3. That the report dated March 14, 2022 from the Commissioner of Planning and Building entitled "Development Charges Grants for Eligible Affordable Rental Housing Developments" be forwarded to the Region of Peel and that City and Regional staff examine opportunities to coordinate local and regional affordable rental incentives with a view to maximizing their impact on supply.
4. That staff report back in 24 months on the Development Charges Grants for Eligible Affordable Rental Housing Developments Program.

GC-0188-2022

1. That a grant equivalent to the City portion of development charges to support non-profit organizations who provide long-term care homes, hospices, shelters and transitional housing be approved, as outlined in the corporate report dated March 11, 2022 from the Commissioner of Corporate Services and Chief Financial Officer entitled "Development Charges Grants for Eligible Non-Profit Developments".
2. That the Development Charges Grants for Eligible Non-Profit Developments corporate policy attached as Appendix 1 to the corporate report dated March 11, 2022 from the Commissioner of Corporate Services and Chief Financial Officer entitled "Development Charges Grants for Eligible Non-Profit Developments" be approved.

3. That a grant be provided to Trillium Health Partners in the amount of $9,917,802.51, equivalent to the City's portion of the development charges for their development providing 632 long-term care beds at 2180 Speakman Drive.
4. That the City advocate to the Province that they include proposed legislative changes to provide non-profit long-term care homes, hospices, shelters and transitional housing units with statutory development charges exemptions.
5. That staff report back in 24 months on the Development Charges Grants for Eligible Non-Profit Developments program.

GC-0189-2022
That the Corporate Report titled "Security Services Initiatives and 2021 Annual Summary", from the Commissioner of Corporate Services and Chief Financial Officer, dated March 7, 2022 be received for information.

GC-0190-2022
That the report dated February 16, 2022, entitled "Review of Tax Ratio Adjustments" from the Commissioner of Corporate Services and Chief Financial Officer be received for information.

GC-0191-2022
That the deputation and presentation by Kathi Ross, Senior Project Manager, Park Development on the Vimy Park Redevelopment be received for information.
(HAC-0024-2022)

GC-0192-2022
That the property at 1376 Mississauga Road is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process, as per the Corporate Report dated February 18, 2022 from the Commissioner of Community Services.
(HAC-0025-2022)
(Ward 2)

GC-0193-2022
That the request to construct a new garage on a designated heritage property: 7053 Pond Street as per the Corporate Report dated February 18, 2022 from the Commissioner of Community Services, be approved.
(HAC-0026-2022)
(Ward 11)

GC-0194-2022
That the recommendation MVHCD-0014-2021 contained in the Meadowvale Village Heritage Conservation District Subcommittee Report 6 dated November 30, 2021, be approved.
(HAC-0027-2022)

GC-0195-2022
That the Memorandum from Paul Damaso, Director, Culture Division entitled "Vimy Park, 29 Stavebank Road (Ward 1) dated February 24, 2022, be received for information.
(HAC-0028-2022)
(Ward 1)

GC-0196-2022
That the Memorandum from Paul Damaso, Director, Culture Division entitled "Harding Estates, 2700 Lakeshore Road West (Ward 2) dated February 24, 2022, be received for information.
(HAC-0029-2022)
(Ward 2)

GC-0197-2022
That the following items be approved on the consent agenda:

- Item 10.5 - Mississauga Cycling Advisory Committee 2022 Action List (5 Minutes)
- Item 11.1 - Email dated February 17, 2022 from Seema Ansari, Technical Analyst, Region of Peel regarding the Region of Peel 2020 Vision Zero Road Safety Strategic Plan Update
- Item 11.3 - Letter from March of Dimes Canada addressed to Mayor Crombie dated March 8, 2022 regarding E-Scooters

(MCAC-0018-2022)

GC-0198-2022
That Winter Maintenance and Operations staff review the possibility of enhanced winter bike lane maintenance and report back to a future MCAC meeting.
(MCAC-0019-2022)

GC-0199-2022
That the Mississauga Cycling Advisory Committee (MCAC) supports the Communications and Promotions Subcommittee to further review establishing an additional award and report back to a future MCAC meeting.
(MCAC-0020-2022)

GC-0200-2022
That part 1 of the Phil Green Award nomination criteria be amended to change the eligibility to read as follows “They or any members of their immediate family are not a current member of, or have been a member of MCAC for a minimum of a full term of Council.”
(MCAC-0021-2022)

GC-0201-2022
That the Mississauga Cycling Advisory Committee support the Active Transportation Fund – Project List as outlined in Appendix 1 of the Corporate Report dated February 15, 2022 entitled ‘Infrastructure Canada – Active Transportation Fund’ from the Commissioner of Corporate Services and Chief Financial Officer.
(MCAC-0022-2022)

GC-0202-2022
That the Mississauga Cycling Advisory Committee 2022 Action List be approved.
(MCAC-0023-2022)

GC-0203-2022
That the letter from Sunil Sharma, Citizen Member addressed to Sheridan Homelands Ratepayers Association (SHORA) regarding the Mississauga Cycling Advisory Committee Article be received.

(MCAC-0024-2022)

GC-0204-2022
That the email dated February 17, 2022 from Seema Ansari, Technical Analyst, Region of Peel regarding the Region of Peel 2020 Vision Zero Road Safety Strategic Plan Update be received.
(MCAC-0025-2022)

GC-0205-2022
That the Corporate Report dated February 15, 2022 entitled 'Infrastructure Canada – Active Transportation Fund' from the Commissioner of Corporate Services and Chief Financial Officer be received for information.
(MCAC-0026-2022)

GC-0206-2022
That the letter from March of Dimes Canada addressed to Mayor Crombie dated March 8, 2022 regarding EScooters be received for information.
(MCAC-0027-2022)

GC-0207-2022
That up to 2 Citizen Member from the Mississauga Cycling Advisory Committee (MCAC) attend the virtual 2022 Ontario Bike Summit from April 5-6, 2022 and that the cost to attend the event be funded from the 2022 Committees of Council budget.
(MCAC-0028-2022)

GC-0208-2022
That the Legislative Coordinator be requested to review the seats of all Citizen Members on the Mississauga Cycling Advisory Committee and declare the necessary seats vacant in accordance with the Council Procedure By-Law 0139-2013 Section 76(1).
(MCAC-0029-2022)

GC-0209-2022
That the deputation and associated presentation from Michael Foley, Director, Enforcement with respect to Towing and Storage Safety and Enforcement Act (TSSEA) Regulations, be received.
(TIAC-0001-2022)

GC-0210-2022
That the Towing Industry Advisory Committee Work Plan be approved as discussed at the March 21, 2022 TIAC meeting.
(TIAC-0002-2022)

GC-0211-2022
That the deputation and associated presentation regarding The City of Mississauga Workforce Diversity and Inclusion Strategy by Sharmeen Shahidullah and Seb Monsalve of KPMG Canada on March 21, 2022, be received for information.
(AAC-0011-2022)

GC-0212-2022
That the verbal update regarding the Region of Peel's Accessibility Advisory Committee provided by Carol-Ann Chafe, Vice Chair and Member of the ROP AAC be received.

(AAC-0012-2022)

GC-0213-2022
That the draft Terms of Reference for the Accessible Transportation Subcommittee be approved.
(AAC-0013-2022)

GC-0214-2022
1. That the docking and dockless stations for Micromobility devices be located on the roadway, and/or utilize available parking spaces to ensure accessible access and be removed from the sidewalks.
2. That the implementation of the City of Mississauga's Micromobility Project continue further consultation with the Accessibility Advisory Committee and/or it's subcommittees to ensure the project does not reduce accessibility or create barriers for people with disabilities and/or older adults.
3. That e-scooters as defined in the Traffic By-law 0555-2020 as amended, be banned from operating on sidewalks.
4. That licencing be required and that infractions be reported through Road Watch to the Peel Regional Police.

(AAC-0014-2022)

GC-0215-2022
1. That the presentation and deputation on Treat Accessibly by Rich Padulo, Founder Treat Accessibly be received for information
2. That the Promotional Awareness Subcommittee is in support of Treat Accessibly.
3. That the Accessibility Advisory Committee are in support of Treat Accessibly and recommend endorsement from Council.
4. That the Accessibility Advisory Committee provided direction that Councillor Mahoney draft and bring forth a motion to a future Council meeting to adopt the Treat Accessibly initiative on an annual basis and promote awareness through the appropriate corporate communication channels.

(AAC-0015-2022)

GC-0216-2022
That the deputation by Dan Sadler, Supervisor, Accessibility related to the planning of the 2022 National Accessibility Awareness Week to the Promotional Awareness Subcommittee on February 28, 2022 be received.
(AAC-0016-2022)

GC-0217-2022
That the draft Terms of Reference for the Promotional Awareness Subcommittee be approved.
(AAC-0017-2022)

GC-0218-2022
That the deputation and associated presentation regarding Enhanced Bus Shelter Design by Alana Tyers, Manager, Service Department to the Facility Accessibility Design Subcommittee on March 7, 2022, be received for information.
(AAC-0018-2022)

GC-0219-2022
That the Memorandum dated February 9, 2022 entitled "Use of Braille on Universal Washroom Signage" from Janette Campbell, Accessibility Specialist to the Facility Accessibility Design Subcommittee on March 7, 2022 be approved.
(AAC-0019-2022)

GC-0220-2022
That the draft Terms of Reference for the Facility Accessibility Design Subcommittee be approved.
(AAC-0020-2022)

GC-0221-2022
That Amanda Ramkishun and Mary Daniel be appointed to the Promotional Awareness Subcommittee and that Amanda Ramkishun be appointed to the Accessible Transportation Subcommittee for the term ending November 2022 or until successors are appointed.
(AAC-0021-2022)

GC-0222-2022
1. That the deputation and associated presentation from Jeffrey Reid, Transportation Project Engineer regarding the Bloor Street Integrated Project, be received
2. That the comments regarding the Bloor Street Integrated Project provided by the Road Safety Committee be considered.

(RSC-0008-2022)

GC-0223-2022
That the deputation and associated presentation from Erica Warsh, Project Leader, Vision Zero regarding the Vision Zero Survey Results, be received.
(RSC-0009-2022)

GC-0224-2022
That the deputation and associated presentation from Catherine Nguyen-Pham, Communications Advisor regarding the Let’s Move Mississauga Campaign, be received.
(RSC-0010-2022)

GC-0225-2022
That the following item(s) were approved on the consent agenda:
- 11.3 – Status of the Road Safety Committee Work Plan

(RSC-0011-2022)

GC-0226-2022
That the amount of up to $675 from the 2022 Committee Support Budget be allocated for up to three Committee Members to attend the 2022 CARSP Conference virtually from June 19-21, 2022 at a registration cost of $199 per individual, be approved.
(RSC-0012-2022)

GC-0227-2022
That the amount up to $631 from the 2022 Committee Support Budget be allocated for Anne Marie Hayes, Citizen Member to attend the CARSP/OTC Vision Zero Symposium Post

Conference in Sudbury, Ontario on June 22, 2022 in person, to cover the registration fee, hotel expense and transportation, be approved.
(RSC-0013-2022)

GC-0228-2022
That the verbal update from Constable Claudia D’Amico, Peel Regional Police with respect to the Road Watch Statistics Program, be received.
(RSC-0014-2022)

City of Mississauga
Corporate Report

Date: March 4, 2022 To: Chair and Members of Planning and Development Committee From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Originator's files: CD.03-LAK PDC Meeting date: March 28, 2022 Council Meeting Date: April 6, 2022

Subject

RECOMMENDATION REPORT (WARD 1) – Mississauga Official Plan Amendment for the Lakeshore Road East Corridor

Recommendation

1. That the proposed Mississauga Official Plan Amendments contained in the report titled "Recommendation Report (Ward 1) – Mississauga Official Plan Amendment for the Lakeshore Road East Corridor" dated March 4, 2022 from the Commissioner of Planning and Building, be approved.
2. That notwithstanding that subsequent to the public meeting, minor changes to the amendments have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of Subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.

Executive Summary

- This report contains the final policy changes for the Lakeshore Road East Corridor in the Lakeview Neighbourhood Character Area, Lakeview Local Area Plan.

- The proposed policies will facilitate transit supportive development. They include an increase in building height from four storeys to up to eight storeys if appropriate transition is maintained. Additional urban design policies are proposed.

- This Official Plan Amendment (OPA) was developed with input from internal departments, agencies, stakeholders and the public. Engagement took place between May and June

2021; along with feedback from the initial virtual community meeting held on February 23, 2021; and statutory public meeting held on November 15, 2021. Staff also received written comments on the draft OPA and submissions via the project website.

- This report summarizes and addresses comments received from this consultation period. For more detail, Appendix 2 lists comments received and highlights key considerations and/or modifications made to the draft OPA in response to those comments.

- The updated OPA policies are included in Appendix 5. Refer to Appendix 6 to learn more about the planning rationale for each of the proposed policies. Appendix 7 assesses the policies against the provincial policy framework and other applicable policies.

Background

In February 2021, staff initiated the Lakeshore East Corridor Study to manage compatible growth on Lakeshore Road East between Seneca Avenue and the Etobicoke Creek. Specifically, the review examined the height, density, and built form policies.

Significant engagement occurred in February and May 2021. Preliminary directions were released in June 2021. The early engagement process reconfirmed that the existing Lakeview Local Area Plan vision is strong and anticipated minimal revisions with the exception of revisions to the maximum building height along the Lakeshore Corridor.

On November 15, 2021, an Information Report with the draft OPA for the Lakeshore East Corridor Study was considered at a Public Information Meeting of the Planning and Development Committee. A copy of this report can be found at the link below and is included in Appendix 1 and the minutes from the meeting are included in Appendix 4.

For the Information Report, item 4.3 at the November 15, 2021 PDC Agenda, click here.

Comments

The proposed Official Plan Amendment includes policies related to building height and urban design. The current policy framework in the Lakeshore Road East Corridor area generally allows for buildings up to four storeys in height. The proposed policies allow for buildings two to eight storeys in height if appropriate transition is maintained and the consideration of additional height up to a maximum of 30 m on lots greater than 60 m in depth. In addition, expanded urban design policies introduce the requirement for new buildings to have a two to four storey streetwall to protect for a pedestrian oriented main street. A streetwall is the exterior wall of a building facing the front lot line abutting the main street. See Appendices for additional detail.

Minor technical revisions have been made to the proposed draft OPA presented at the November 15, 2021 Public Information Meeting, however the general intent of the draft policies has not changed. Minor modifications include:

- Adding an additional paragraph to the introduction of the Lakeshore Corridor Section outlining the intent of the policy direction;
- Adding additional notes and labels to Map 3: Lakeview Local Area Plan Height Limits; and
- Minor technical word changes.

The Region of Peel is currently in the process of delineating the boundaries of Major Transit Station Areas (MTSA) to facilitate transit supportive development. Once adopted the Mississauga Official Plan will be updated as part of the Draft MTSA Study. MTSAs are being proposed along Lakeshore Road East. The proposed amendment provides for transit supportive development including a mix of uses such as residential, retail, offices, open space, and public uses that supports the needs of residents and employees in a walkable environment.

Engagement and Consultation

The development of the OPA for the Lakeshore East Corridor was based on a consultation process that has produced a framework to aid in the creation of a vibrant, mixed-use and connected community. The engagement program included statutory and non-statutory meetings, online communication and virtual meetings with members of the public and agency groups, as detailed below.

- **Project Website** https://yoursay.mississauga.ca/lakeshore-east-corridor-study

- **Virtual Community Meeting**: A virtual community meeting was held on February 23, 2021 with approximately 165 attendees excluding staff. The meeting included staff presentations, online polls, a chat forum and a post meeting feedback survey.

- **Virtual Community Workshops**: Three virtual community workshops were held on May 4th, 5th and 11th 2021. The virtual community workshops included presentations by staff and an independent urban designer, breakout rooms, online polls, chat forum and post meeting feedback survey.
    - Staff presented draft building heights of 4-6 storeys on small lots, 6-8 storeys on medium lots, and 8-12 storeys on large lots.
    - Approximately 180 attendees excluding staff.

- **Virtual Community Meeting**: A virtual community meeting was held on June 10, 2021. The virtual community meeting included staff presentations, online polls, chat forum and post meeting feedback survey.
    - Staff presented draft building heights of 4 storeys on smaller lots, and 8 storeys on larger lots.
    - Approximately 80 people attended excluding staff.
- **Statutory Public Meeting**: Notification for the November 15, 2021, Statutory Public Meeting was published in the Mississauga News. Information of this public meeting was also shared on the Lakeshore East Corridor website and promoted via a media release, Council's Corner newsletter, social media, and the local councillor's newsletter.
    - Three deputations were received at this meeting, in addition to three written submissions.

A summary of all comments received, and the response from staff has been included in Appendix 2.

PUBLIC COMMENTS

Below is a summary of comments and concerns received through the public engagement process and responses provided by staff. Some of the feedback received is outside of the scope of this draft OPA.

1) Creating a Complete Community

Summary: Need for the Lakeshore Corridor to evolve as a complete, vibrant and mixed use community that provides opportunities for people of all ages and abilities to live, work, shop and play. There was a desire for a greater mix of uses along the corridor. Specific comments about the need for affordable housing were also received.

Staff Response: The existing policy framework encourages a complete community and mixed-use corridor. The proposed policy amendment encourages additional height and density which provides more housing options to more people. The proposed additional height and density will assist in providing a critical mass of people to support mixed use development. The Draft Major Transit Station Areas study will also provide the ability to require affordable housing through Inclusionary Zoning.

2) Strengthening the Main Street

Summary: General support was received for mixed use buildings where people can live, work, play, shop and dine. The need for cultural and destination uses was identified. There was a desire for streetscape improvements such as wider sidewalks, and landscape treatment. Some community members expressed concerns that additional height will create undue precedents and cause negative shadow impacts.

Staff Response: The proposed policy amendments for building height are coupled with new streetwall policies and existing built form standards to provide a human scaled main street. The proposed two to four storey streetwall respects the existing low scale context. It is anticipated that infill development up to eight storeys in height along Lakeshore Road East will improve the main street; transitioning away from auto-oriented development and businesses to mixed use pedestrian oriented development. New development will be required to improve the streetscape; widen the sidewalks and provide opportunities for landscape treatment. Population growth along the corridor can support local retail businesses.

3) Green Space and Setbacks

Summary: A desire for green space and additional setbacks along Lakeshore Road East, especially on the south side of the corridor between East Avenue and Hydro Road.

Staff Response: The south side of the corridor between East Avenue and Hydro Road is outside of the study area, however any new development along Lakeshore Road East is required to provide an improved public realm. This may include wider sidewalks and streetscape treatment. The existing Lakeview Local Area Plan Built Form Standards specifies that setbacks for any new development proposal in the study area is required to have a setback to the front property line of 0.6 m and 3.0 m. Additional greenspace on Lakeshore Road East may impact the vision of creating a strong main street.

4) Improving Transportation

Summary: Vehicle traffic, public transportation and active transportation were a concern.

Staff Response: The City is conducting concurrent transportation studies such as the Lakeshore Bus Rapid Transit Study, Lakeshore Complete Street Study, and the New Credit River Active Transportation Bridge Study. These studies build on the Lakeshore Connecting Communities Transportation Master Plan which set out a long-term vision for transit and corridor improvements along Lakeshore Road from 2020 to 2041. Further information on these studies is available here: https://www.mississauga.ca/lakeshore-transportation.

5) Rangeview Estates Lands
Summary: Residents expressed a desire and willingness to participate in shaping the Rangeview Estates Lands.

Staff Response: The Rangeview Estates Lands are outside of the Lakeview Local Area Plan and Lakeview Neighbourhood Character Area. However, a development master plan process is required, and community consultation would be undertaken as per the requirements of the *Planning Act*.

6) Procedural Fairness
Summary: Comments have been received regarding the process and procedural fairness of reviewing existing development applications.

Staff Response: Applications deemed complete prior to the adoption of the policy changes resulting from this study will be evaluated on their own merits at the time of their submission. The proposed policy changes would not apply to these sites. The applications currently under review or appealed include:

	Address	File Number	Submission Deemed Complete
1.	420 Lakeshore Road East	OZ 20/9	July 9, 2020
2.	1381 Lakeshore Road East	OZ 20/18	October 22, 2020
3.	1303 Lakeshore Road East	OZ 21/20	January 7, 2021

Additional applications not listed here may be received and deemed complete following the date of this report but prior to the adoption of the policy changes.

7) Building Heights
Summary: Insufficient building height permissions.

Staff Response: The increased building height allows for growth along the corridor and contributes to the complete community and pedestrian oriented main street vision. The existing height limit is four storeys. The proposed height limit of eight storeys doubles the height permissions currently in the Lakeview Local Area Plan. Additional height up to 30 m on lot depths greater than 60 m provides further permissions. The intended built form and height reflect the hierarchical urban structure of the Mississauga Official Plan and aligns with the Lakeview Waterfront Major Node as well as with the character and typology of Lakeshore Road East.

The Mississauga Official Plan City Structure provides guidance on density, height, uses and appropriate growth. The Downtown will contain the highest density and heights and the greatest mix of uses. Major Nodes will provide a mix of population and densities less than the Downtown but greater than elsewhere in the city. Community Nodes will be similar to Major Nodes, but with lower densities and heights. Finally, Neighbourhoods will accommodate the lowest densities and building heights.

Based on the Growth Plan forecast for the Region of Peel, Mississauga has planned for units and people in excess of the forecasted population for 2051. The planned growth aligns with the urban hierarchy. In order to meet the objectives of the Official Plan, and for areas to function as planned, growth should adhere to the city structure.

The Lakeshore Corridor is located within the Lakeview Neighbourhood Character Area and abuts the Lakeview Waterfront Major Node. The Major Node policies require mid-rise buildings of five to eight storeys fronting on Lakeshore Road East. It anticipates the greatest heights and densities at the south western edge of the community toward the lake, and gradual transition to existing adjacent residential neighbourhoods. The general policies of the Node include reinforcing a pedestrian scale along Lakeshore Road East. The urban structure would not be maintained if building heights on the Lakeshore Corridor in a Neighbourhood exceeded those on the Lakeshore Corridor in the Major Node.

Consideration was also given to the different widths of the roadway right of way, lot depth, requirements of ground floor retail, and transit supportive densities in the determination of appropriate building heights. The proposed built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of Lakeshore Road East.

8) Study Scope

Staff received comments indicating that the scope of the study was too narrow and that a larger corridor or a comprehensive neighbourhood study should be undertaken.

Staff Response: The scope of this study was limited in nature due to the unique characteristics of Lakeshore Road East, including the lot pattern, history, location, proximity to transit and services, and development pressures.

Concurrent ongoing studies or recent studies in the corridor area have helped inform this work and the proposed OPA. Some of these studies include:

- Draft Major Transit Station Area Study;
- Lakeshore Connecting Communities Transportation Master Plan;
- Lakeview Village Parkland Public Engagement;
- Lakeview Waterfront Major Node / Lakeview Village Development Master Plan;
- Official Plan Review; and
- Increasing Housing Choices in Mississauga’s Neighbourhoods Study.

The city-wide Official Plan Review and Draft Major Transit Station Area Study will address where additional growth and development should be accommodated.

Financial Impact

There are no financial impacts resulting from the Recommendations in this report.

Conclusion

Comments from a range of stakeholders have been carefully considered while balancing the city structure, regional polices and provincial plans. The proposed amendment will provide an updated policy framework for the future development of the Lakeshore Road East Corridor into a complete, connected, mixed-use community.

The proposed amendment to MOP is consistent with the Provincial Policy Statement, and conform to the Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan and Mississauga Official Plan. Appendix 7 provides a detailed analysis of consistency and conformity with relevant Provincial and Regional plans and policies.

Attachments

Appendix 1: Public Meeting Information Report (Ward 1) – Mississauga Official Plan Amendment for the Lakeshore Road East Corridor, October 21, 2021
Appendix 2: Response to Comments Summary
Appendix 3: Written Submissions
Appendix 4: Public Meeting Minutes
Appendix 5: Proposed Tracked Changes Official Plan Amendment with Revisions
Appendix 6: Planning Rationale for Proposed Amendment
Appendix 7: Summary of Applicable Policies
Appendix 8: Revised Map 3: Lakeview Local Area Plan Height Limits
Appendix 9: Excerpt of Draft Official Plan Amendment

A. Whittemore

Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Robert Ruggiero, Planner, Planning & Building

City of Mississauga
Corporate Report

Date: October 21, 2021 To: Chair and Members of Planning and Development Committee From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Originator's files: CD.03-LAK W1 Meeting date: November 15, 2021

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1) – Mississauga Official Plan Amendment for the Lakeshore Road East Corridor

Recommendation

1. That the report titled "Mississauga Official Plan Amendment for the Lakeshore Road East Corridor" dated October 21, 2021 from the Commissioner of Planning and Building, be received for information.

2. That the submissions made at the Public Meeting held on November 15, 2021 to consider the report titled "Mississauga Official Plan Amendment for Lakeshore Road East Corridor" dated October 21, 2021, from the Commissioner of Planning and Building, be received.

Report Highlights

- A draft Official Plan Amendment (OPA) has been prepared that provides a policy framework for future development along the Lakeshore East Corridor Area in the Lakeview Neighbourhood Character Area. See Appendix 1 for a map of the subject area.
- This report presents the draft OPA for Council's consideration, which includes draft policies on items such as: vision, height and urban design guidelines.
- This report also provides Council with preliminary feedback from stakeholders through engagement in May and June 2021; along with feedback from the initial virtual community meeting held on February 23, 2021.
- Staff aim to bring a Recommendation Report with the final OPA to Council for consideration in early 2022.

Background

The purpose of this land-use planning review was to examine the **height**, **density** and **built form policies** for the Lakeshore East Corridor between Seneca Avenue and the Etobicoke border. The study area excludes the Lakeview Village and Rangeview lands which are subject to their own rezoning and master planning exercises respectively.

The review was initiated as an increasing number of planning applications along Lakeshore Road East Corridor have been received in recent years and many of the proposals contain heights and densities that significantly exceed existing permissions. There are currently two active rezoning applications, two recently approved zoning applications, and four site plan application along the corridor.

The current official plan policies allow for building heights generally between two to four storeys. The two active rezoning applications under review range between eleven and fifteen storeys.

The ensuing maps illustrate the study area boundaries and the existing and approved maximum building heights, in storeys, along the corridor.

Figure 1: Existing and Approved Heights in Storeys along western corridor

Figure 2: Existing and Approved Heights in Storeys along eastern corridor

The Lakeshore Road East Corridor is identified as a Higher Order Transit Corridor in Mississauga Official Plan (MOP) and varies in width. The Right of Way (ROW) width for the western portion of the corridor is 30 m (Seneca Avenue to East Avenue) and the designated ROW of the eastern portion is 44.5 m (East Avenue to Etobicoke border).

Comments

OVERVIEW OF DRAFT OFFICIAL PLAN AMENDMENT

The draft OPA has been prepared to address the issues identified by stakeholders and staff. It incorporates comments and feedback received during the public and stakeholder consultation period between February and June 2021. City staff proposed three key policy moves. No changes to Schedule 10 Land Use Designations are proposed through this amendment. The following summarizes key policies within the draft OPA (Appendix 4).

Reaffirm the Vision

The existing Lakeview Local Area Plan has extensive and distinct guiding principles. In short, the six guiding principles are:

- Reconnect Lakeview to the waterfront;
- Strengthen distinct neighbourhoods;
- Support complete communities;
- Promote community health;
- Support social wellbeing;
- Achieve leadership in sustainability.

The vision section has been updated to better reflect today's context, including technical word changes. The draft OPA reinforces the complete communities guiding principle with the addition of wording to encourage a sense of place. The guiding principles have been reviewed and reconfirmed. The existing vision reflects a pedestrian scaled, mixed-use mainstreet, which helps achieve complete communities, aids active transportation including walking and supports housing for all groups and abilities.

Building Height

The current planning framework in the Lakeshore Road East Corridor area generally allows for buildings up to four storeys in height. There are sites with existing height permissions beyond four storeys as shown figures 1 and 2. Staff undertook a parcel analysis along the corridor to determine redevelopment potential. Shallow lots with less than 40 m in depth are common, but are the least likely to redevelop due to the challenge of providing underground parking and meeting urban design criteria. The table below summarizes Staff's site analysis.

Lot Depth	Anticipated Redevelopment Height Potential	Approximate Number of Redevelopment Sites	
		Including under application & site specific permissions	Excluding under application & site specific permissions
Less than 40 m	2-4 storeys	8	5
40-60 m	2-8 storeys	10	6
Greater than 60 m	2-8 storeys, or maximum of 30 m tall	6	4

All amended height policies proposed above would only be permitted if appropriate transitions to low density areas are provided and street wall polices (described below) are achieved.

Staff considered the following key factors when developing the proposed height framework.

- Vision for a main street corridor, with pedestrian friendly scale
- Existing buildings and approved heights
- Tie-in with Rangeview lands that also have an eight storey maximum height policy for the Lakeshore fronting buildings
- Consideration of the road right-of-way width
- Buildings that support ground floor retail
- Transit supportive densities that support provincial/regional Major Transit Station Area requirements
- Create more certainty for existing landowners, prospective land owners and community members

Ensure a Village Main Street Character - Urban Design

The draft OPA includes a new urban design policy; proposing a minimum streetwall of 2 storeys and maximum of 4 storeys. The streetwall is the exterior wall of a building facing the front lot line abutting Lakeshore Road. The two to four storey streetwall is context sensitive to the varied existing condition of one and two storey buildings and larger apartment buildings. A two to four storey streetwall provides a human scaled pedestrian realm and sense of enclosure.

The existing LAP and the Lakeview Built Form Standards provide further policies, direction and guidelines regarding streetscape treatment, landscaping, street furnishings, public art, building material, and building design. No changes are proposed to these policies.

Land Assembly

The current planning framework in the Lakeview Local Area Plan discourages land assembly. No revisions to the land assembly policies are proposed through this review. However, if land assembly does occur, the LAP policy indicates that the primary purpose of assembled lands is to provide a buffer to the adjacent low density lands to the development.

Given the existing lot pattern, the opportunity for redevelopment can be achieved without further land assembly.

There have been no development applications involving land assemblies in along Lakeshore Road in Lakeview since the LAP was adopted in 2015.

Transition

The current LAP requires appropriate transition to adjacent low density residential. The draft amendment does not propose revisions to the transition policies and guidelines.

The LAP states that development along Lakeshore Road should have regard for the character of the Neighbourhood, providing appropriate transitions in height, built form and density. It further states that redevelopment will ensure built form compatibility and transition in heights to adjacent low density residential neighbourhoods.

The Lakeview Built Form Standards further refines the transition policies, including the use of a 45 degree angular plane, increase to the building setbacks, and the use of building step backs to ensure minimal impact from newer developments to adjacent low rise dwellings.

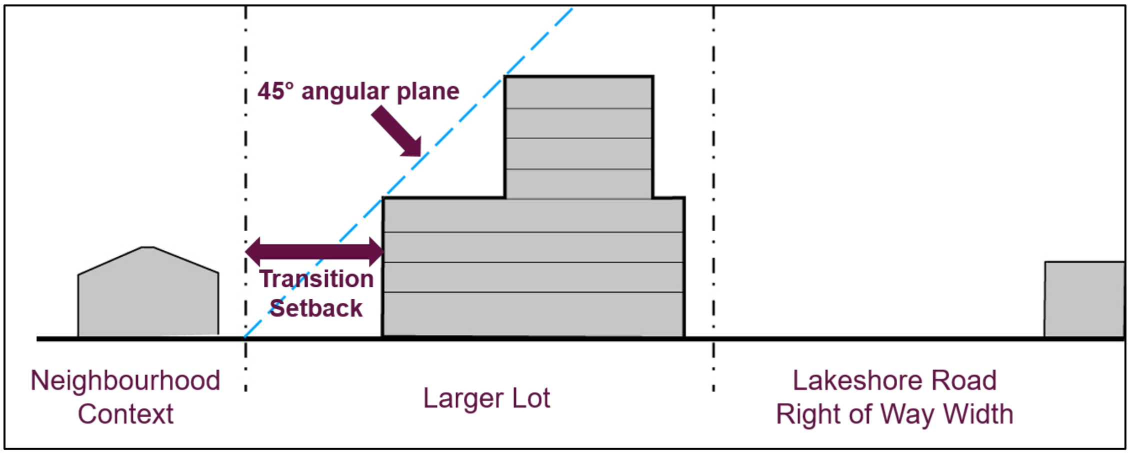

Figure 3: Existing Transition Policies

Heritage

Cultural heritage policies have been reviewed as part of this exercise. Section 8.2 of the LAP, Cultural Heritage, recognizes the important of heritage resources in the area and further guides how to improve and enhance development adjacent to heritage sites.

There are opportunities to integrate and enhance heritage resources through contextually sensitive designs, paying attention to setbacks, stepbacks, material choice, facades, landscaping, and site design, etc. Development along the corridor is also subject to a site plan control bylaw.

Parks and Green System

Integration of parks, open space and landscaping into new developments has been reviewed. The current LAP prioritizes policies which protect, enhance, restore, and connect green spaces in Lakeview.

Through redevelopment, additional opportunities for landscaping, setbacks, streetscaping or publically accessible privately open space will be reviewed. In addition, developments along Lakeshore Road East will be required to contribute to parkland, either on site or through cash in lieu.

COMMUNITY ENGAGEMENT

Engagement Process

An extensive engagement process underpins this draft OPA and included:

- **Public Engagement**: The public has been involved via a project website, social media, an online comments form, virtual community meetings, virtual community workshops, surveys, and this statutory public meeting. Public engagement was intended to provide information on the draft policies and gain preliminary feedback.
    - **EHQ Website** had approximately 1350 visits between Jan 1 and Aug 31
    - **Virtual Community Meeting**: A virtual community meeting was held on February 23, 2021. The virtual community meeting included staff presentations, online polls, chat forum and post meeting feedback survey.
        - Approximately 165 attendees excluding staff
    - **Virtual Community Workshops**: Three virtual community workshops were held on May 4th, 5th and 11th 2021. The virtual community workshops included presentations by staff and an independent urban designer, breakout rooms, online polls, chat forum and post meeting feedback survey.
        - Staff presented draft building heights of 4-6 storeys on small lots, 6-8 storeys on medium lots, and 8-12 storeys on large lots.
        - Approximately 180 attendees excluding staff
    - **Virtual Community Meeting**: A virtual community meeting was held on June 10, 2021. The virtual community meeting included staff presentations, online polls, chat forum and post meeting feedback survey.
        - Staff presented draft building heights of 4 storeys on smaller lots, and 8 storeys on larger lots
        - Approximately 80 people attended excluding staff
    - **Statutory Public Meeting**: Notification for the November 15, 2021, Statutory Public Meeting was published in the Mississauga News. Information of this public meeting was also shared on the Lakeshore East Corridor website (https://yoursay.mississauga.ca/lakeshore-east-corridor-study), and promoted via a media release, Council's Corner newsletter, social media, and the local councillor's newsletter.
    - **Posting Draft OPA**: The draft OPA policies will be posted on the project website in advance of the public information meeting along with an online comment form in order to receive further detailed comments from the public.
- **Stakeholder Meeting**: outreach with the Lakeview Ratepayers Association took place in June and November, 2021 in order to provide information on the amendment and gain preliminary feedback on more site specific matters.

Feedback Received to Date

Staff engaged stakeholders and the public through the abovementioned engagement tactics. Staff have incorporated preliminary feedback into the draft OPA and provided a summary of the key messages received below. Some of the feedback received is outside the scope of this draft OPA.

Creating a Complete Community

We heard about the need for the Lakeshore Corridor to evolve as a complete, vibrant and mixed use community that provides opportunities for people of all ages and abilities to live, work, shop and play.

Feedback also included a desire for a greater mix of uses along the corridor.

Strengthening the Main Street

We heard general support for mixed use buildings where people can live, work, play, shop and dine. There was a desire for streetscape improvements such as wider sidewalks, and landscaping.

The community expressed concerns that additional height will create undue precedents and cause negative shadow impacts.

Green Space and Setbacks

We heard there was a desire for green space and additional setbacks along Lakeshore Road East, especially on the south side of the corridor between East Avenue and Hydro Road. This area is outside of the study area, but parkland consultation and evaluation for the Lakeview Village Development Masterplan is ongoing. More information on the Lakeview Village Parkland Public Engagement can be found at the following link: https://yoursay.mississauga.ca/lakeviewparks.

Any new development along Lakeshore Road is required to provide opportunities for landscaping, wider sidewalks and improved public realm. In our existing Lakeview Local Area Plan Built Form Guidelines, any new development proposal in the Lakeshore East Corridor study area is required to have a setback to the front property line of 0.6 m and 3.0 m.

Improving Transportation

During each round of engagement, a common concern we heard was around traffic and transportation. The City of Mississauga is conducting concurrent projects regarding the Lakeshore Bus Rapid Transit Study, Lakeshore Complete Street Study, and the New Credit River Active Transportation Bridge Study. Further information on these studies is available here:

https://www.mississauga.ca/lakeshore-transportation. These three studies build on the Lakeshore Connecting Communities Transportation Master Plan which set out a long-term vision for transit and corridor improvements along Lakeshore Road from 2020 to 2041.

Rangeview

While outside of the Lakeview Local Area Plan and Lakeview Neighbourhood Character Area, residents expressed a desire and willingness to participate in a holistic approach to the neighbouring Rangeview lands. Development master plans are required for the Rangeview lands. During the development master plan process staff will share information and assist in neighbourhood collaboration.

Figure 4: Lakeshore East Corridor Official Plan Amendment Process

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Financial Impact

There are no financial impacts resulting from the Recommendations in this report.

Conclusion

The Lakeshore Road East Corridor study has been a consultative process that has produced a draft policy framework to aid in the development of a vibrant, mixed-use and connected community. The next step is to incorporate any further feedback received through community engagement and at the November 15, 2021 Public Meeting into the final Official Plan Amendment that will be presented to Council for consideration in early 2022.

Attachments

Appendix 1: Context Map of Lakeshore Road East Corridor
Appendix 2: Summary of Engagement June 20, 2021
Appendix 3: Lakeshore Road East Corridor – Draft Official Plan Amendment Height Schedule
Appendix 4: Lakeshore Road East Corridor – Draft Official Plan Amendment

A. Whittemore

Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Robert Ruggiero, Planner, City Planning Strategies

10/10/2021

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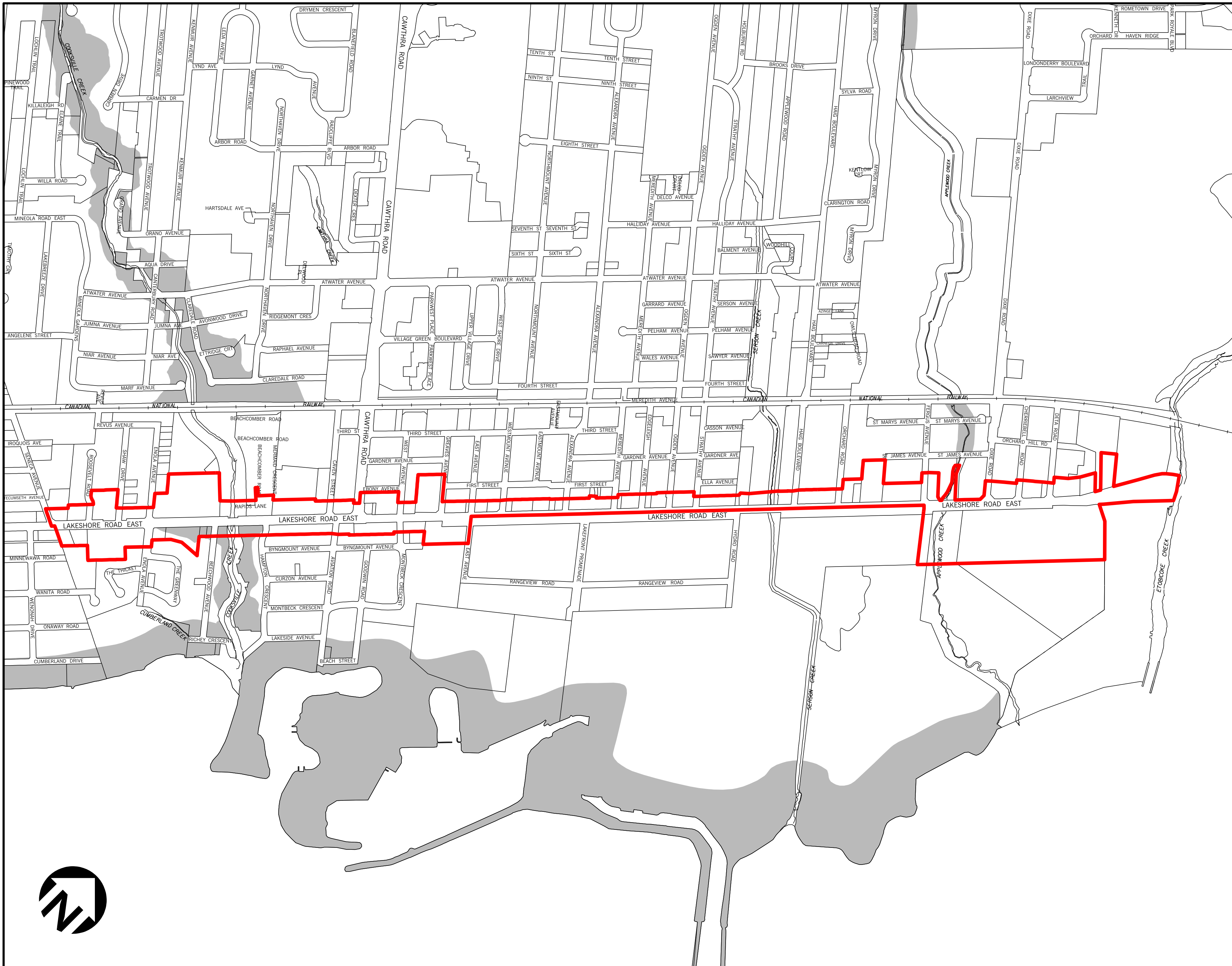

General Context Map

CD.03-LAK W1

Appendix 1

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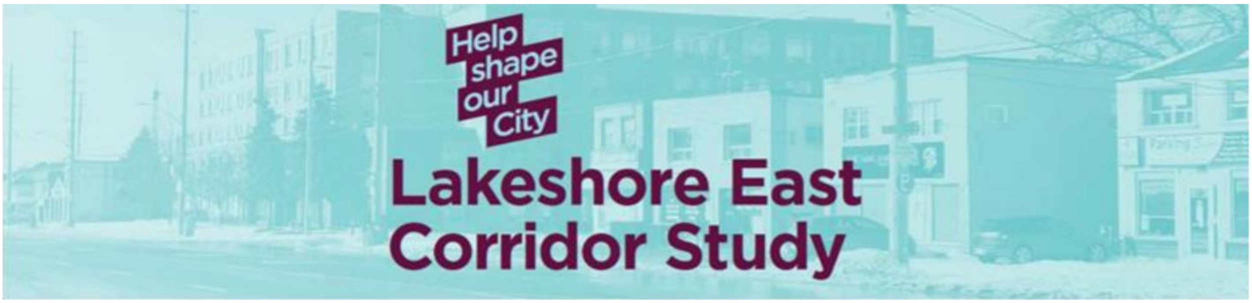


Community Meeting – What We Heard

On June 10, 2021, the City of Mississauga held a virtual community meeting to present ~~a~~ preliminary draft policy recommendations on various urban design principles to guide and manage compatible growth along the Lakeshore East Corridor.

The virtual community meeting included a staff presentation and Q&A discussion. The meeting ran from 6:30pm – 8:15pm with an estimated 92 people in attendance on the Webex meeting platform.

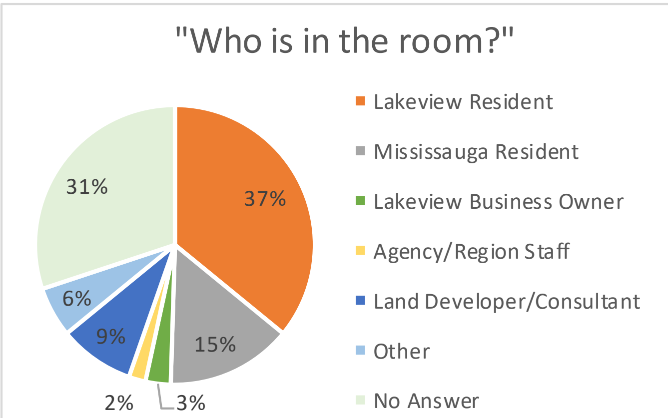
Following the meeting, those that could not attend the meeting or who had more to say had the opportunity to complete an online survey responding to the content and questions asked at the workshop. The survey was hosted on the project website.

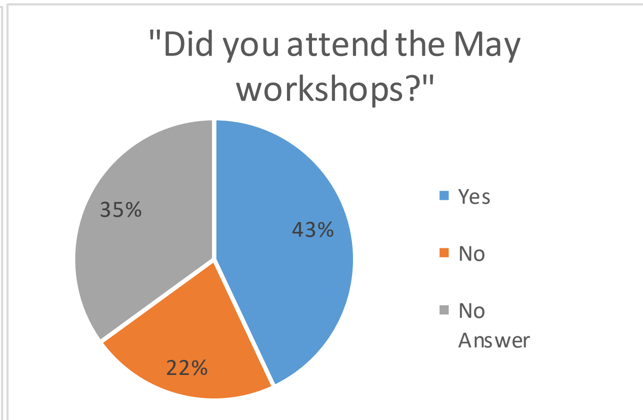
Ward 1 Councillor Stephen Dasko attended and opened the meeting. Jason Bevan Director, City Planning ~~and~~ Strategies, Planning and Building Department of the City of Mississauga provided an overview on the significance of undertaking the study and Robert Ruggiero, Project Lead and Planner, presented a project update as well as the preliminary draft policy recommendations. The meeting continued with Q&A discussion on the newly presented draft policies.

This summary is based on the Webex Chat transcripts, staff notes and survey responses. Fewer than 5 survey responses were received.

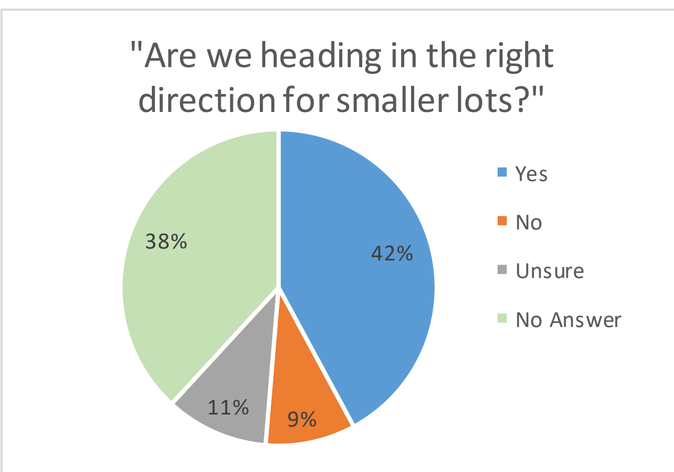
Below are the results of four poll questions asked at the community meeting and 2 survey responses from June 1 to July 8, 2021.

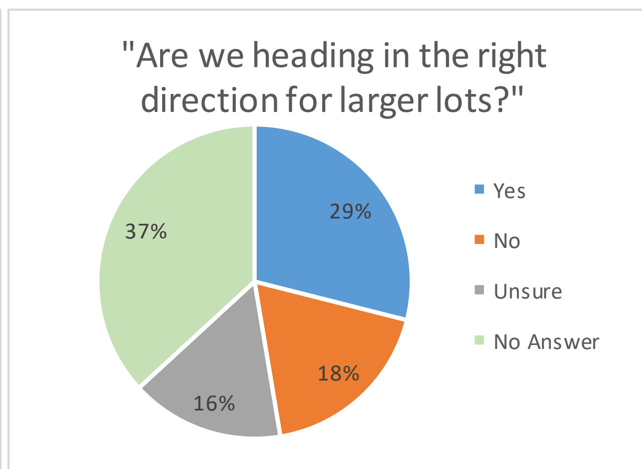
Poll Results Based on 65 Respondents from June 10, 2021





Poll Results Based on 76 Respondents from June 10, 2021 Community Meeting (74 Responses) and Survey Results from June 11 – July 8, 2021 (2 Responses)





The following is a summary of what we heard from the community meeting.

Vibrant Main Street and Urban Design Principles

- Encourage mixed-use developments for a vibrant main street feel where people can live, shop and dine.

- ➢ Participant's Comment: *"how about mixed-use building, I figure most along the corridor should be mixed-use where first few stories are commercial and the rest residential."*
- General support for smaller lots to have 4 storeys that creates a continuous and uniform main street on Lakeshore Road.
- Protect for public realm where redevelopments will enhance the main street concept and provide a sense of enclosure.
  - ➢ Participant's Comment: "*I'm a big fan of the "enclosure" feeling. Keeping all of that retail close to the sidewalk makes it a lot more usable for pedestrians and cyclists."*
- Establish urban design guidelines and policies to encourage complete communities and aesthetically pleasing developments.
  - ➢ Participant's Comment: *"I support complete communities and I want a city development application based on how well developers can work with and achieve the visions of the residents?"*

Heights and Density

- Concerns with reviewing and assessing applications based on precedents.
  - ➢ Participant's Comment: "*how can we avoid allowing previous heights inform future builds?*"
- Set "hard limit" on the number of storeys along the Lakeshore East.
- Maintain a balance between residential, commercial and open space uses
  - ➢ Participant's Comment: "*As long it is planned and developed thoughtfully as diverse mixed use and a lens on environment/habitat/flood protection/efficient buildings, it will meet my particular desire."*
- Ensure additional density brings more affordable housing, services and amenities for the community.
- Raised concerns of land assembly; combining smaller lots to create a larger development lot.
- Focus on "Built Function" to create a vibrant and comfortable place for pedestrians with natural light, space for walking, shops and interesting building design at the street level? (make plain language)
  - ➢ Participant's Comment: "*How the buildings are used has a lot to do with how the height/massing is perceived."*

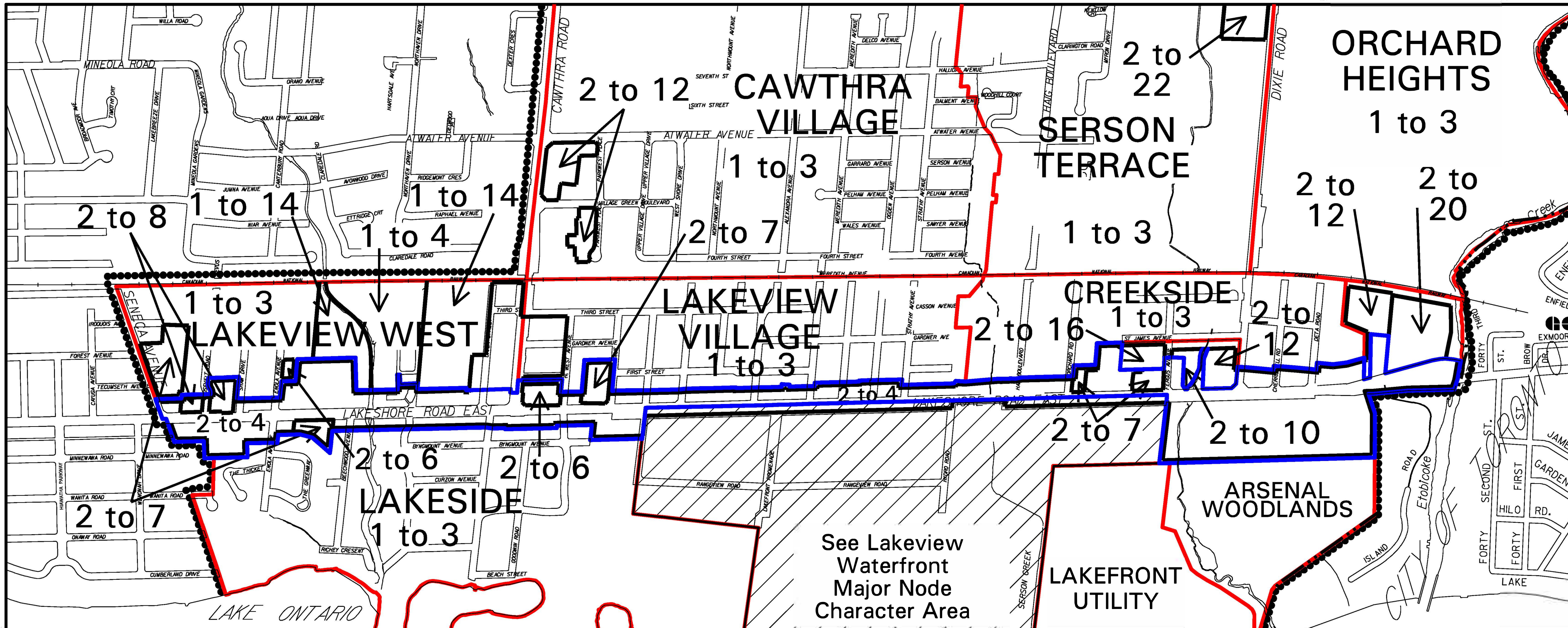
Green Space and Setbacks

- Desire for the linear park on the south side of Lakeshore east of East Avenue
- Concerns with shadow impacts of larger developments on the public realm.
- Raised concerns of maintaining privately owned linear park.
- Ensure taller buildings have sufficient stepback from the main street.
  - ➢ Participant's Comment: *"If a taller building is further back then it keeps the open feeling of the current Lakeshore but with more "enclosure" main street feel."*

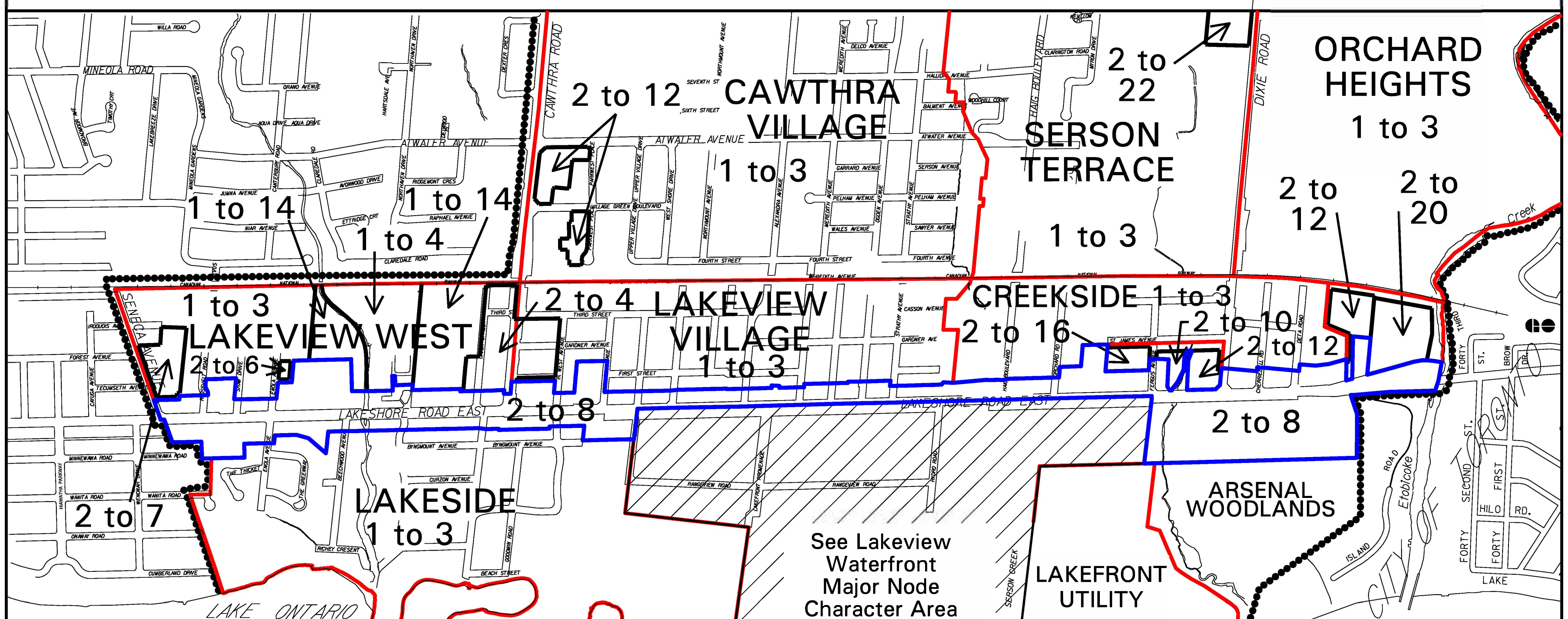
- Potential environmental impacts (heating and cooling inefficiencies) with stepback design in buildings.

Additional Comments

- Consider integrating low impact development techniques with open space to encourage sustainable developments.
- Create cycling path that comply with universal accessible standards.
- Encourage use of wider and less sloped sidewalks for more accessible use.
- Undertake potential consultation for streetscape improvements in the study area.
- Discuss the potential opportunities and/or challenges of future BRT and how does it affect housing affordability in the area.
- Consider opportunities for affordable housing to encourage mix of housing options and accommodate a range of everyone's needs.
    - Participant's Comment: "*The city needs to mandate three bedroom units for apartments and condos. Families need places to live."*



EXISTING HEIGHT LIMITS



PROPOSED HEIGHT LIMITS

Legend

- Sub-Area Boundary
- Local Area Plan Boundary
- Area of Amendment

Note:

1. Height limits represent the minimum and maximum number of storeys permitted.

DRAFT

Part of
Lakeview Local Area Plan
Height Limits

0 100 200 300 400
metres

Appendix 3

City of Mississauga

V - 2.001

Appendix 4: Lakeshore East Corridor Study – Draft Official Plan Amendment

Draft policies are shown in red; deleted text is shown as ~~strikeouts~~; existing policies are in black

3.0 Current Context

Lakeview is made up of ~~stable~~ residential neighbourhoods characterized by ~~detached and semi-detached housing~~ a variety of housing forms, including low rise dwellings and apartments. Many homes built in the ~~1950s and 1960s~~ post-war era are being renovated today or replaced largely with new detached housing, and some assembly for townhouses is occurring. Townhouses are found in pockets throughout Lakeview between Lakeshore Road East and the Queen Elizabeth Way. Apartment buildings are located mainly near the Canadian National Railway tracks at Cawthra Road, on Dixie Road, and ~~several are built~~ a number along Lakeshore Road East. There are a few clusters of multi-unit residential dwellings in Lakeview, including duplex, triplex and ~~quadruplex~~ fourplex.

The area is served by commercial facilities concentrated along Lakeshore Road East. However, it is fragmented by other uses such as motor vehicle repair garages and motor vehicle sales and service. The area along Lakeshore Road East to the east of Cawthra Road is in its early stages of revitalization to mainstreet retail, with newly built and proposed mixed use buildings. Neighbourhoods to the north are served by commercial facilities located ~~along~~ both sides of the Queen Elizabeth Way, namely Dixie Outlet Mall and Applewood Village Plaza.

The G.E. Booth Wastewater Treatment Facility, situated south of Lakeshore Road East, occupies a large portion of the Lake Ontario ***shoreline.*** A major utility use in the area is the Lakeview Water Treatment Facility which is bordered by several parks including A.E. Crookes Park, Lakefront Promenade Park, and Douglas Kennedy Park.

The open space system predominately consists of golf courses, natural areas, creeks, trails, and parks along the Lake Ontario waterfront. These lands are culturally and recreationally significant and connect to Mississauga's parks system.

The waterfront is one of the distinctive elements of Lakeview, and physical and visual accessibility to the waterfront is integral to the community.

Cultural and heritage resources include heritage buildings, cultural landscapes associated with the scenic parks and golf courses, Lakeview's industrial past, former residential estates, and the Dixie Road Scenic Route.

The road network consists of the following east-west road connections: Queen Elizabeth Way, Lakeshore Road East, Queensway East, North and South Service Road, and Atwater Avenue. The north-south road connections are: Cawthra Road, Dixie Road, Ogden Avenue, Stanfield Road, and Haig Boulevard. For classification and rights-of-way, refer to the Road Classification tables found in Chapter 8 of Mississauga Official Plan.

Population, employment, and land area statistics of the Lakeview area are summarized in Figure 3. For the purpose of this Area Plan, Lakeview is arranged by Precinct: North Residential Neighbourhood, Central Residential Neighbourhood, South Residential Neighbourhood, and Lakeshore Corridor, as shown on Map 1: Lakeview Local Area Plan Precincts and Sub-Areas.

5.0 Vision

The Vision for Lakeview is a connection of neighbourhoods with views to the lake and public access to the shores and waters of Lake Ontario. The neighbourhoods of Lakeview will be connected through a network of parks and open spaces.

Neighbourhoods in Lakeview are stable and offer a variety of housing choices. It is recognized that some change will occur, and development should provide appropriate transition to the existing stable areas, and protect the existing character and heritage features.

5.1 Guiding Principles

The Vision for Lakeview is based on the following six guiding principles that provide local context and supplements the Guiding Principles of the principal document:

5.1.1 Reconnect Lakeview to the waterfront by protecting view corridors to the lake and along the shoreline, providing a mix of uses and public access to the waterfront.

5.1.2 Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development.

5.1.3 Support complete communities and encourage a sense of place through compact, mixed use development and a pedestrian oriented mainstreet along Lakeshore Road East that offers a range of ~~culture~~ cultural, residential and employment opportunities.

5.2.3 Corridors

The principal document identifies Lakeshore Road East, Cawthra Road, and Dixie Road as ***corridors***. These ***corridors*** link together the neighbourhoods of Lakeview. ***Corridors*** that run through the Neighbourhood Character Area should develop with mixed uses oriented towards the ***corridor***.

Lakeshore Road East is an important ***corridor*** in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods.

This Area Plan identifies Lakeshore Road East (also referred to as the Lakeshore Corridor), as the Lakeshore Corridor Precinct. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the ***corridor*** which are appropriate for intensification.

Maintaining Lakeshore Road East as a four lane roadway during peak travel times is a transportation priority. At the same time, Lakeshore Road East is a constrained ***corridor*** that requires a context sensitive design approach. Traffic calming measures should be considered, where possible. Trade-offs will be required to accommodate the envisioned multi-modal function of the ***corridor*** to provide transportation choices including walking, cycling, auto/truck traffic, and transit.

10.2 Lakeshore Corridor

The Lakeshore Corridor Precinct is intended to be the primary area for street related commercial development, ~~with a mixture of uses and pedestrian oriented built form~~ of a built form containing a mix of uses to create a pedestrian oriented environment. The extent of the Lakeshore Corridor is from Seneca Avenue to the east end of the municipal boundary at Etobicoke Creek. Given the length of this ***corridor***, it is divided into sections: the Core and Outer Core (see Map 1). The Core is from Seneca Avenue to Hydro Road and is envisioned to have a concentration of street related commercial uses. The Outer Core, from Hydro Road to Etobicoke Creek, is to be a pedestrian friendly area. Similar to the Core, it allows for mixed use development, however, commercial uses are not required.

In order to achieve the intended function of the Lakeshore Corridor Precinct, redevelopment will address among other matters, the following:

- creating a pedestrian oriented environment;
- ensuring built form compatibility and providing a transition in heights to adjacent neighbourhoods;
- minimizing access points along Lakeshore Road East;
- preserving light and sky views; and
- creating an attractive public realm.

10.2.1 Development should preserve and enhance the views and vistas to the natural environment.

10.2.2 The City will seek opportunities for views to Lake Ontario through development applications for new north-south roads and road extensions.

10.2.3 Development will be encouraged to locate parking to the rear of buildings or underground.

10.2.4 Development fronting ~~along~~ Lakeshore Road East ~~is encouraged to~~ will be two to ~~four~~ eight storeys in height ~~if~~ provided an appropriate transition to the adjacent context is maintained~~;~~. ~~however,~~ ~~s~~Some sites will be ~~permitted building heights~~ greater than ~~four~~ eight storeys in height as shown on Map 3.

10.2.5 Additional height up to a maximum building height of 30 m may be considered on existing lots greater than 60 m in depth if the development proposal is consistent with the policies of this Plan.

~~10.2.5~~ 10.2.6 Appropriate transition to adjacent low density residential will be required.

10.2.7 In order to achieve a pedestrian scaled environment, new buildings will have a street wall of a minimum of 2 storeys to a maximum of 4 storeys. A street wall is the exterior wall of a building facing the front lot line fronting the mainstreet.

~~10.2.6~~ 10.2.8 To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items:

a. maintaining an appropriate average lot depth for mainstreet commercial;

b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage;

c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and

d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.

~~10.2.7~~ 10.2.9 Development will provide an appropriate ***streetscape*** treatment of the public realm that supports pedestrian activity and provides an attractive character to the street. This may include, among other things:

a. landscaping and planting;

b. street furnishings;

c. public art;

d. quality building materials; and

e. building design elements and features including articulated rooflines such as parapets and towers.

~~10.2.8~~ 10.2.10 Development will be encouraged to provide placemaking opportunities, such as public squares, plazas, and open spaces, including among other locations, at Cooksville Creek, Cawthra Road, East Avenue, Alexandra Avenue, Ogden Avenue, Hydro Road, Dixie Road, and Etobicoke Creek.

~~10.2.9~~ 10.2.11 The assembly of adjacent low density residential land to enlarge properties fronting Lakeshore Road East is discouraged. Should assembly occur, however, the primary purpose of these lands will be an enhanced landscape buffer to the adjacent residential uses and for amenity space and/or parking if required through the development.

~~10.2.10~~ 10.2.12 The Intensification Areas policies of the Plan will apply to development within the Core area.

~~10.2.11~~ 10.2.13 Single use residential buildings are permitted in the Outer Core area, subject to the following:

a. buildings are set back from the street;

b. provision of a well landscaped front yard;

c. an appropriate ***streetscape***; and

d. parking at the rear of the property or underground.

10.3 Built Form Types

10.3.1 For the development of detached, semi-detached, duplex and triplex dwellings, the following will be addressed, among other things:

a. new housing within Lakeview should maintain the existing character of the area; and

b. development will fit the scale of the surrounding area and take advantage of the features of a particular site, such as topography, contours, and mature vegetation.

10.3.2 Criteria for the development of street townhouses or freehold townhouses will include, among other things:

a. they fit into the existing lotting pattern of the community;

b. they provide an appropriate transition from low built form to higher built forms; and

c. they are located on, or in proximity to transit routes.

10.3.3 For the development of standard and common element condominium townhouse dwellings, the following will be addressed, among other items:

a. they can fit into the existing lotting pattern of the community;

b. they provide an appropriate transition from low built form to higher built forms;

c. they have an appropriate minimum lot depth to accommodate elements such as landscaping and parking;

d. they are located on, or in proximity to transit routes; and

e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a ***streetscape*** that is compatible with adjacent neighbourhoods.

10.3.4 Townhouses, may be developed, subject to, among other things:

a. a minimum lot depth to ensure internal circulation;

b. area to accommodate appropriate parking, amenity space, landscaping;

c. utilities can be accommodated internal to the site; and

d. located on, or in proximity to transit routes.

e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a ***streetscape*** that is compatible with adjacent neighbourhoods.

10.3.5 Criteria for apartment development will include, among other things:

a. a minimum separation distance to ensure light and permeability;

b. a maximum floor plate to ensure minimal impact on residential areas; and

c. transition to adjacent lower built forms.

10.3.6 Criteria for commercial development will include, among other things:

a. the ~~maximum~~ height of buildings will be ~~four~~ two to eight storeys if appropriate transition is maintained

Appendix 2: Lakeshore East Corridor – Official Plan Amendment – Response to Comments Summary

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
1	Deborah Goss and Trevor Baker at Public Meeting, Planning and Development Committee November 15, 2021	(1) Concern and feedback regarding Rangeview Estates built form, streetwall, setbacks, and linear greenspace	(1) Rangeview Estates is part of the Lakeview Waterfront Major Node and separate from this study. Staff can facilitate meetings between Rangeview Estates development master plan and the community.	(1) No action required
2	Boris Rosolak at Public Meeting, Planning and Development Committee November 15, 2021	(1) Comments and concern regarding 45 degree angular plane, appropriate transition, and community consultation.	(1) Existing transition policies in the Lakeview Local Area Plan will remain. Any development application such as an Official Plan Amendment and Rezoning Application is required to hold a public meeting.	(1) No action required
3	Leo Longo on behalf of CityPark Lakeshore Inc. at Public Meeting, Planning and Development Committee November 15, 2021 and written correspondence	(1) Request to explicitly recognize that 1381 Lakeshore Road East is a development application that was deemed complete prior to Lakeshore Road East OPA.	(1) Any application submission deemed complete prior to the adoption of this study will be reviewed on its own merits. The recommendation report explicitly recognizes the applications currently under review. The associated draft mapping is consistent with city-initiated OPA studies.	(1) No action required
		(2) Request that the Lakeshore East OPA be halted in favour of a	(2) A city wide Official Plan Review is currently underway. The Official Plan Review will address where growth and development should	(2) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		comprehensive corridor study across entire city.	be accommodated.	
		(3) Request that council give direction to pursue mediation for OZ 20/018 W1 City Park.	(3) PDC and Lakeshore East Corridor Study is not the appropriate forum to discuss legal strategy for existing development applications under appeal.	(3) No action required
4	Mary Flynn-Guglietti on behalf of 2828778 Ontario Inc, the owner of 420 Lakeshore Road East, written correspondence	(1) Comment that the proposed OPA should be amended to consider the width of the right-of-way, such as the Toronto Mid-rise Building Guidelines.	(1) The corridor has two right-of-way widths. Staff have considered the right-of-way widths of 30 m and 44.5 m along Lakeshore Road East. The 44.5 m width represents a street condition that is inconsistent with the main street vision of the local area plan. As such, it is inappropriate to base the proposed heights exclusively on right-of-way widths.	(1) No action required
5	Councillor Dasko (Ward 1)	(1) Concern about the height of mechanical rooms over and above the proposed height limit.	(1) Mechanical rooms are required to be located above the highest storey. They contain vital building equipment such as elevators. Mechanical rooms less than 6 metres in height are not calculated toward overall height based on the zoning by-law. Urban design guidelines and staff can assist in locating and shielding a mechanical penthouse.	(1) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
6	Councillor Ras (Ward 2)	(1) Question about what happens with development applications currently under review.	(1) Development applications that were submitted and deemed complete prior to this study are reviewed under the policy framework that existed at the time of submission.	(1) No action required
		(2) Question about identifying a core area like Clarkson Village.	(2) Through the existing policy framework, the Lakeview Local Area Plan has identified an inner core and an outer core. The policies and mapping outlying the core areas are not changing.	(2) No action required
		(3) Would Section 37 be applicable?	(3) A community benefits charge would be applicable if a proposed development exceeds the new policy framework.	(3) No action required
		(4) Question about the likelihood of the proposed OPA succeeding.	(4) Staff are committed to providing a reasonable and defensible planning policy framework which would discourage future OPAs.	(4) No action required
7	Councillor Fonseca (Ward 3)	(1) Question about the Etobicoke Creek's impact to the boundaries of the proposed OPA.	(1) The proposed policies do not change the greenlands designation. Development applications would need to submit additional studies and a rezoning application for review.	(1) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
8	Councillor Parrish (Ward 5)	(1) Question regarding the Lakeshore BRT and MTSA impact to the proposed Lakeshore OPA.	(1) The MTSAs are currently in draft form and being evaluated by the Region and the Province. Based on the information received it is our understanding that the draft MTSAs would not affect the heights along Lakeshore Road East. Draft MTSA policies provide the ability to include Inclusionary Zoning.	(1) No action required
		(2) Question regarding heights in Rangeview Estates.	(2) The Rangeview Estates Precinct is part of the Lakeview Waterfront Major Node and separate from this study. The Rangeview Estates Precinct will primarily be a mix of townhouses and mid-rise buildings. Buildings of 5 to 8 storeys will front Lakeshore Road East, and buildings of 9 to 15 storeys will be located behind.	(2) No action required
		(3) Question regarding procedural fairness of applications under review.	(3) Development applications that were submitted and deemed complete prior to this study are reviewed under the policy framework that existed at the time of submission.	(3) No action required
		(4) Question regarding external urban design consultant.	(4) During the engagement process Staff contracted an external urban	(4) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
			design consultant to present best practices and to lead discussion in the workshops.	
		(5) Question regarding affordable housing in relation to City of Toronto's policies.	(5) The City of Toronto Inclusionary Zoning policies would apply to projects having 100 or more units. Mississauga's preliminary policy direction proposes targeting up to 5% of Gross Floor Area or units as affordable housing within the Lakeshore Road East MTSAs. For more information see the Inclusionary Zoning Update and Next Steps Report dated December 23, 2021.	(5) No action required
9	Councillor Starr (Ward 6)	(1) Question regarding where high buildings should be located.	(1) Based on the current MOP city structure taller buildings should primarily be located downtown, followed by major nodes, then community nodes, and finally in neighbourhoods.	(1) No action required
		(2) Question regarding how to measure the 45 degree angular plane.	(2) The 45 degree angular plane is measured from the property line. The angular plane is part of the transition policies. Additional setbacks to the rear property line are required in the zoning by-law.	(2) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		(3) Question regarding the principle behind the 45 degree angular plane.	(3) The 45 degree angular plane is one tool in the built form guidelines to provide light and space between a proposed development and an existing low rise context.	(3) No action required
		(4) Question regarding the difference between the former Sheridan Ford site at the northwest corner of Dixie Road and Lakeshore Road East and the proposed development at 1381 Lakeshore Road East.	(4) The former Sheridan Ford site at 1345 Lakeshore Road East is 125 m in depth and 1.26 ha in area. The site at 1381 Lakeshore Road East is 50 m in depth and 0.42 ha in area.	(4) No action required
		(5) Question regarding the height of the approved development at the northwest corner of Dixie Road and Lakeshore Road East.	(5) The development at 1345 Lakeshore Road East ranges from 4 storeys to 12 storeys.	(5) No action required
		(6) Question regarding the public comments about the approved	(6) During the public consultations the community asked for confirmation of the height of the approved development and later used the	(6) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		development at the northwest corner of Dixie Road and Lakeshore Road East.	height as a reference point.	

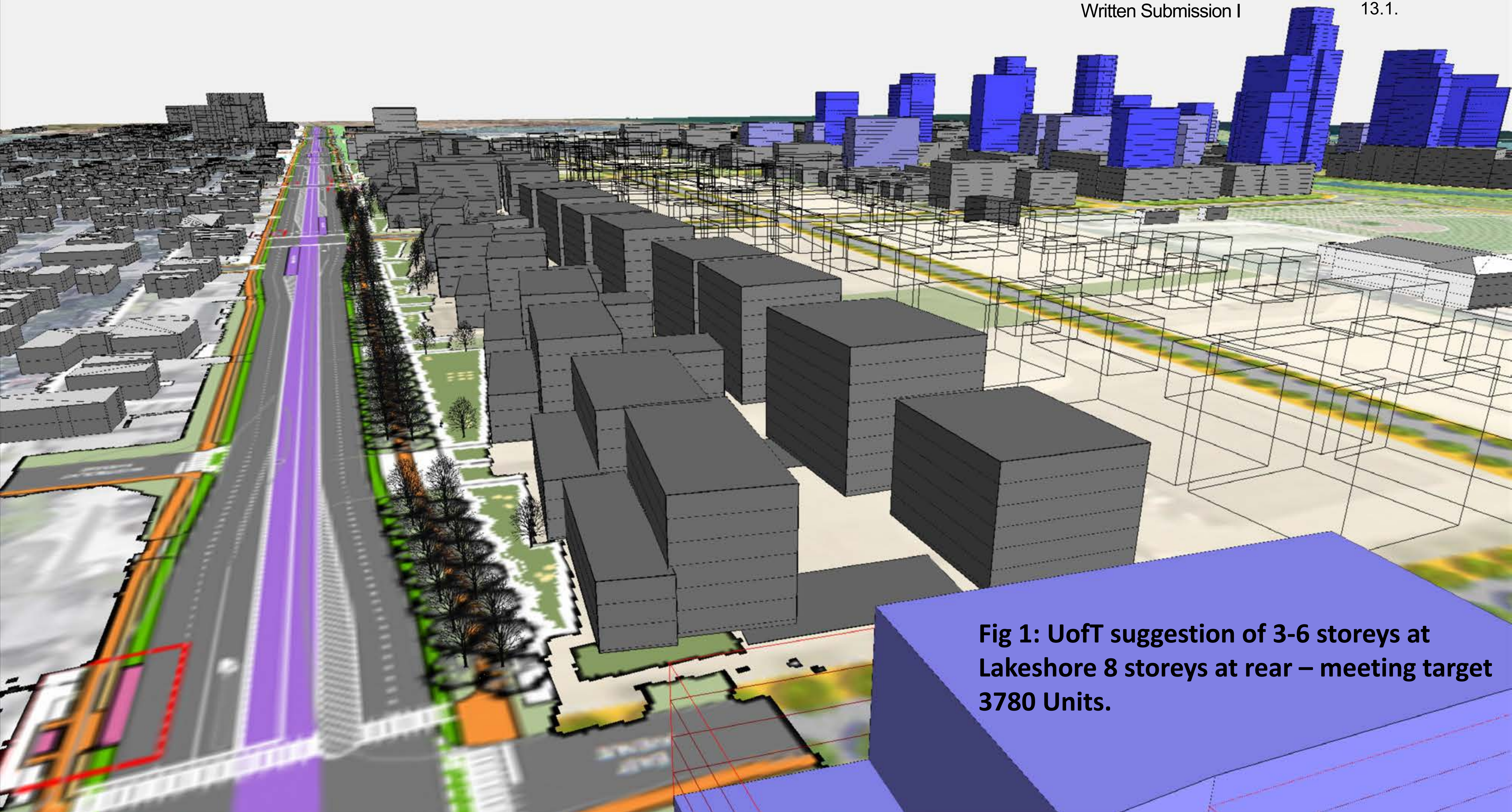


Fig 1: UofT suggestion of 3-6 storeys at Lakeshore 8 storeys at rear – meeting target 3780 Units.

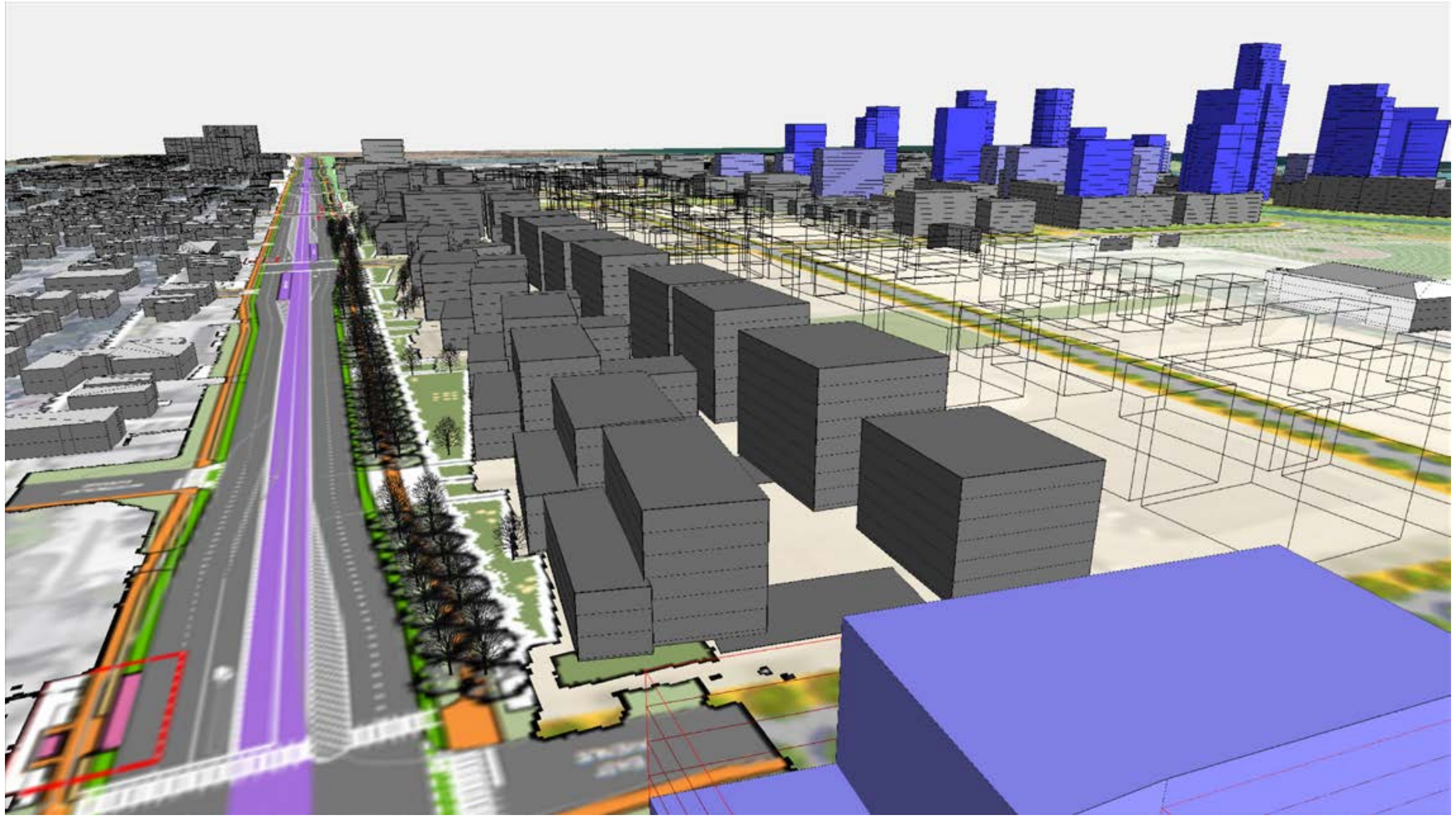
Rangeview 3D density study - Images prepared by Professor John Danahy

- Image shows the Official Plan Major Node

- Rangeview model in the foreground achieving the target of 3700 units using 3 floors stepping to 6 floors along the park and a max of 8-floors at the back of the lots.

- Allows for a linear heritage street along Lakeshore freeing up the Heritage park setbacks as plazas and parks beside the bikeway and promenade in the road right of way as perfectly feasible. This uses the 45-degree plane from the middle of each parkette, with-3 storey edges, stepping to 6-storeys and the second row of building on the lot being 8-storeys

Illustrative 'Guideline Model' CLR – UofT – Professor Danahy LRA workshops on the Lakeshore East



Comparative Rangeview images

Prepared by Professor John Danahy

Fig 1: UofT suggestion of 3-6 storeys at Lakeshore 8 storeys at rear – meeting target 3780 Units. Setbacks reflect heritage industrial edge and creates a series of park niches beside the cycling and pedestrian promenade

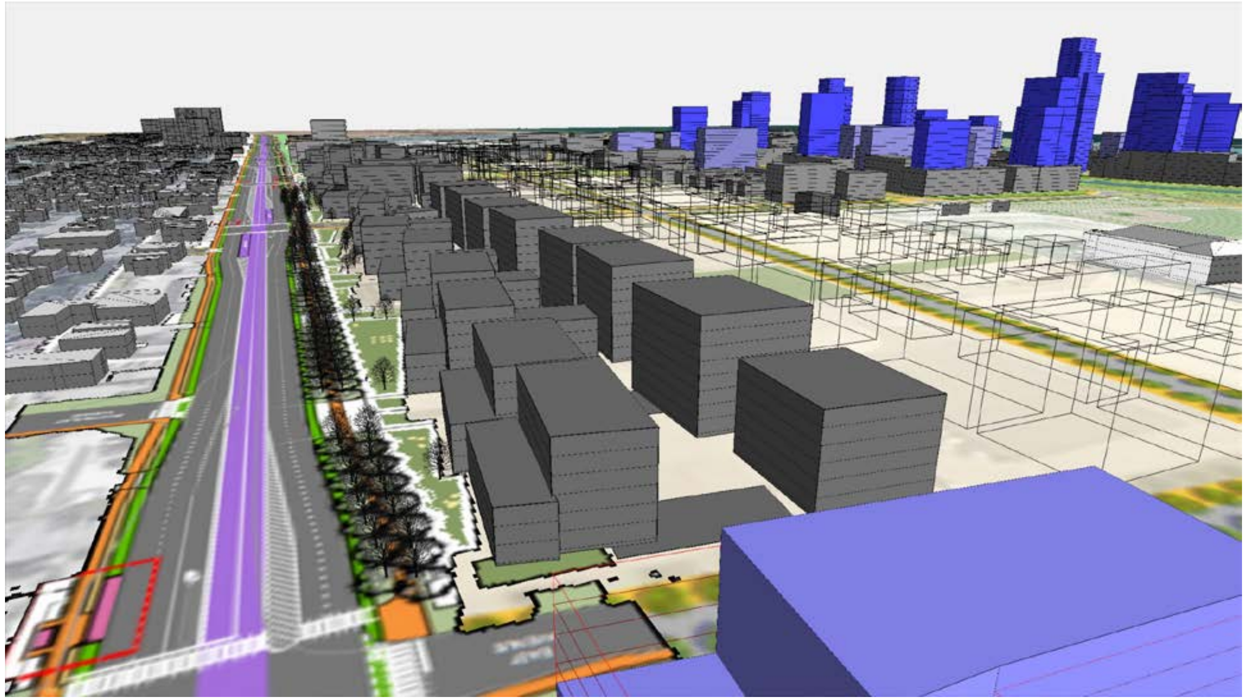
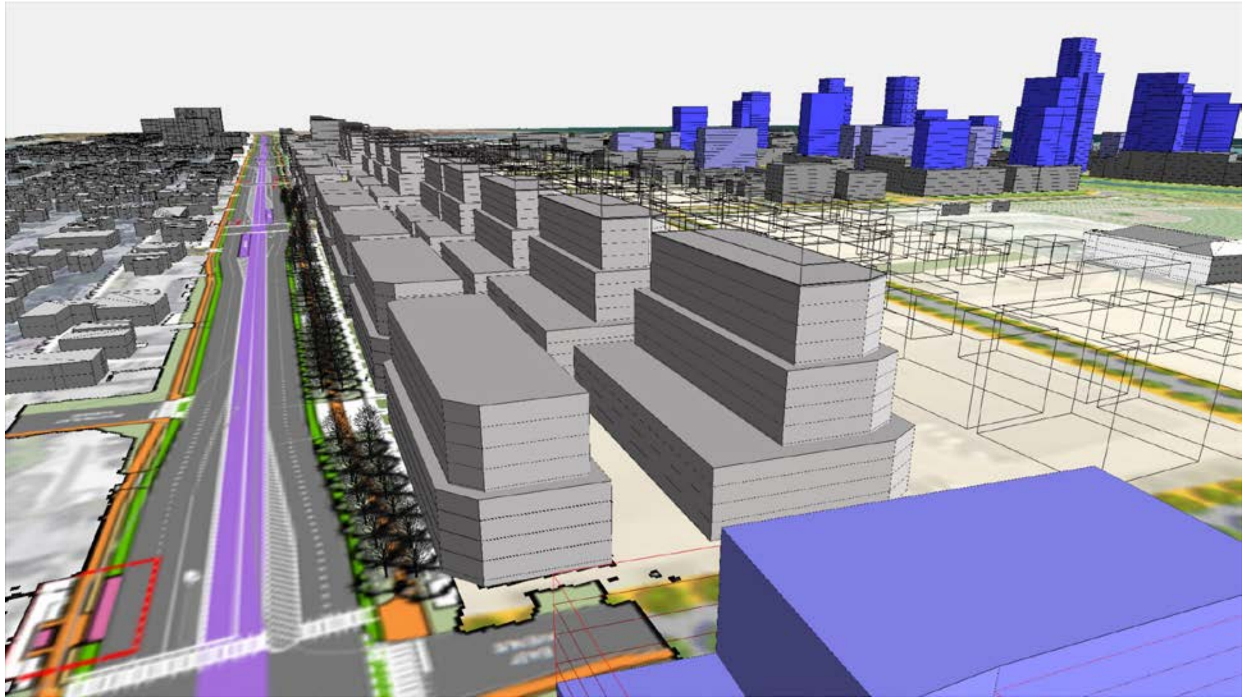


Fig 2: City Staff workshop example strategy 4-8 storeys and 12-15 storeys - 5500 Units



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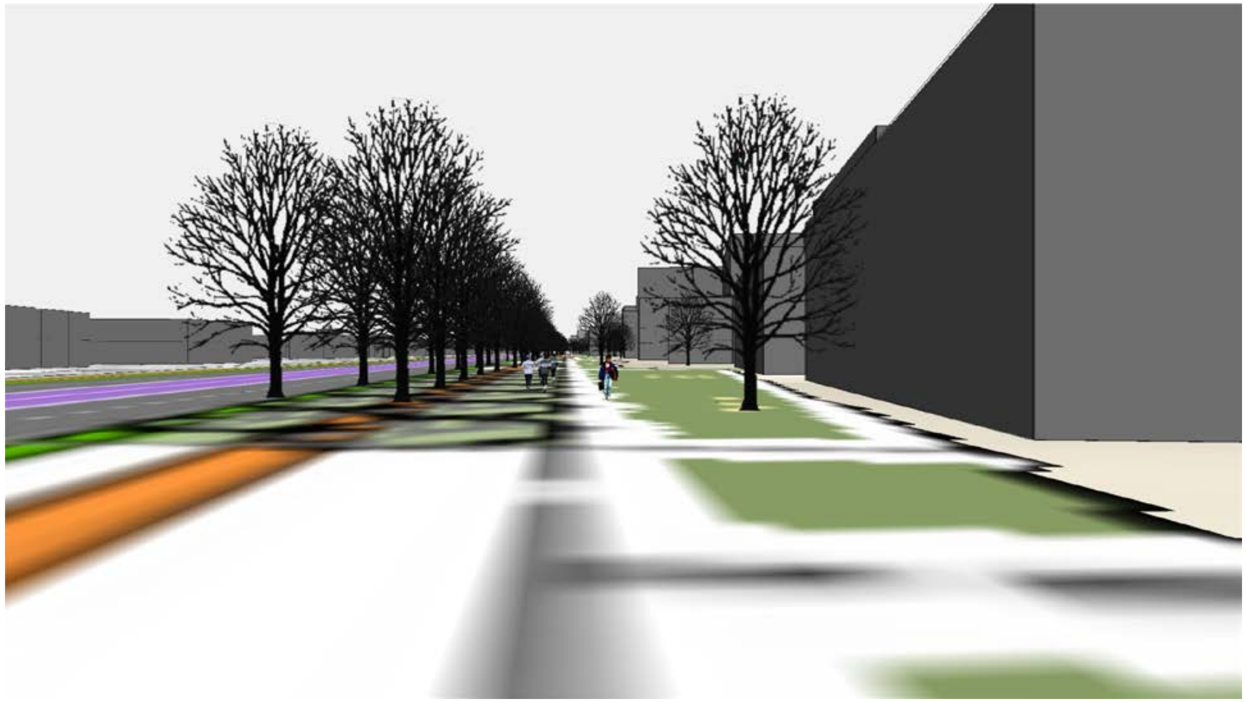

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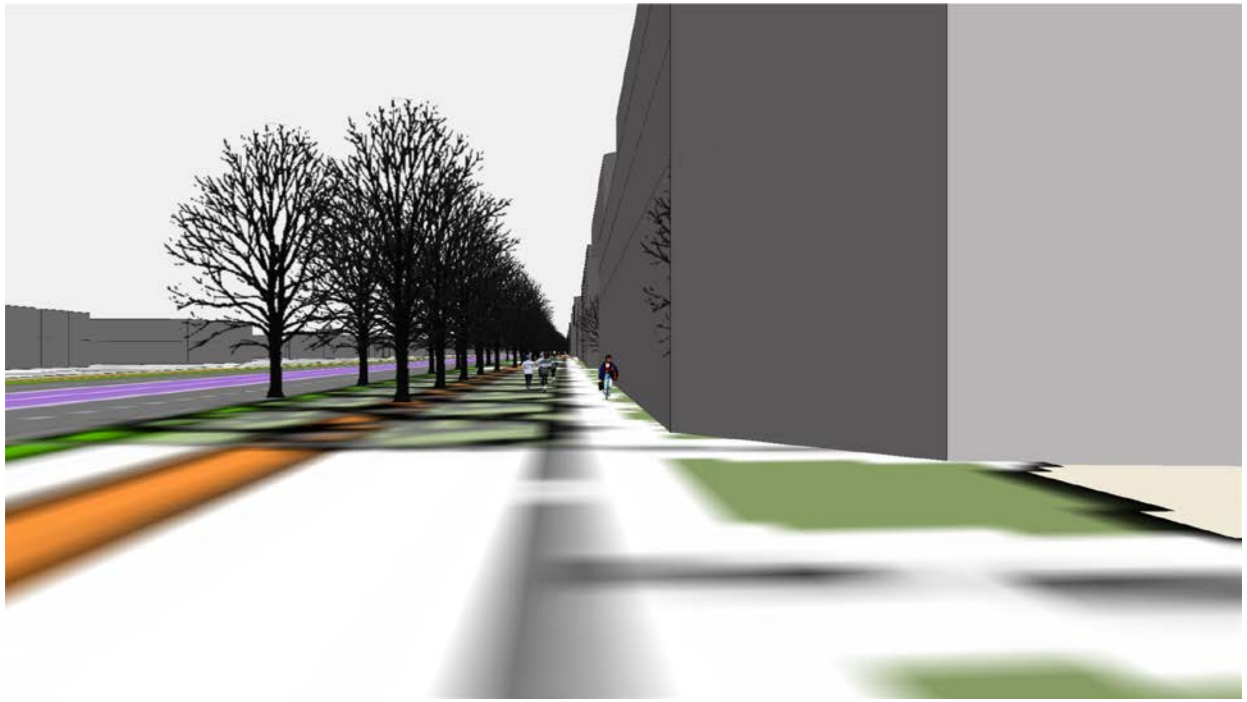

AIRD BERLIS

November 15, 2021

VIA EMAIL: megan.piercey@mississauga.ca Our File No. 151532

Planning and Development Committee
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Attention: Megan Piercey, Legislative Coordinator

Dear Chair and Committee Members:

Re: November 15, 2021 PDC Meeting
Agenda Item # 4.3: Public Meeting Report
Proposed Mississauga OPA: Lakeshore Road East Corridor ("LREC OPA")

We are solicitors to City Park (Lakeshore) Inc. who own the 1.07 acre property municipally known as 1381 Lakeshore Road East at the northeast corner of Lakeshore Road East and Dixie Road.

The City had commenced processing our client's application, under file OZ 20/018 W1, for a midrise condominium apartment building on the subject lands. That application was filed, deemed complete and circulated prior to the Ward 1 Councillor-initiated Lakeshore Road East Corridor Study being launched. Nonetheless, as an area stakeholder, our client attended all of the online meetings and community workshops held during the study.

As permitted by the *Planning Act*, our client's application was appealed to the Ontario Land Tribunal (OLT) and a hearing has been scheduled in 2022. As such, the matter is now proceeding to a contested hearing.

While caselaw suggests that the proposed LREC OPA, if adopted, would not apply to our client's site specific OPA/ZBA as it was initiated after our client's applications were deemed complete, we would request that the proposed LREC OPA explicitly acknowledge this to be the case.

With respect to the LREC OPA document as proposed, our client wishes to go on record as being opposed to it for reasons which include the following:

1. The proposed OPA has been drafted as an amendment to the Lakeview Local Area Plan but is essentially an urban design policy document that is narrow in scope and applies only to a small portion of one of many designated "Corridors" in the Official Plan with planned or funded Bus Rapid Transit lines. In our view, it is a reactionary response to a transitional area that is experiencing growth pressures. Standards such as those being proposed should only result after a comprehensive City wide policy study of all designated midrise corridors in the City of Mississauga has been undertaken, much the way that the Toronto Mid-Rise Guidelines for Avenues were reviewed and established.

2. In the case of our client's site, the proposed LREC OPA would recommend a maximum building height limit of 8 storeys. We find this unacceptable for a site on a funded future

BRT line at a major intersection that is also within a Regional MTSA and is further within 800 m walking distance of the Long Branch GO station. In our opinion, the proposed LREC OPA is not in conformity with the Provincial Growth Plan and the Region's Official Plan.

3. The City held Community Workshops in May, 2021 and brought in Urban Design Expert Harold Madi, who was instrumental in developing the City of Toronto Avenues Mid-Rise Guidelines. These guidelines are well accepted and establish heights not only on the depths of properties but also on the width of rights-of-way that such properties front onto. The proposed OPA does not appear to appropriately weigh both determinants and has simply established a maximum height of 2-8 storeys for all potential midrise properties based solely on their depth. There is little justification provided for this maximum height threshold which appears to totally disregard the significance and consequence of the existing and planned width of Lakeshore Road East on which the subject lands front.

4. The Mississauga Official Plan defines a "tall building" as a building with a height that exceeds the width of the right-of-way it fronts upon. The proposed LREC OPA establishes a midrise height threshold without actually defining what a mid-rise building is. This result, untethered to contextual facts and planning principles, conflicts with the City's in force Official Plan.

For these reasons amongst others, we believe that the proposed LREC OPA is flawed and that further study of other midrise conditions both within and outside of Mississauga are needed to more fairly and accurately establish height thresholds on designated corridors in the City of Mississauga.

Thank you for your consideration of this submission.

Yours truly,

AIRD & BERLIS LLP

Leo Longo

Leo F. Longo

LFL/ly

c. City Park (Lakeshore) Inc.
Jim Levac/Bruce McCall-Richmond, GSAI

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Appendix 3
Written Submission III

Reply to the Attention of: Mary Flynn-Guglietti
Direct Line: 416.865.7256
Email Address: Mary.flynn@mcmillan.ca
Our File No.: 237032
Date: November 15, 2021

BY EMAIL (*megan.piercey@mississauga.ca)*

City of Mississauga
Planning and Development Committee
300 City Centre Drive
Mississauga, ON, L5B 3C1

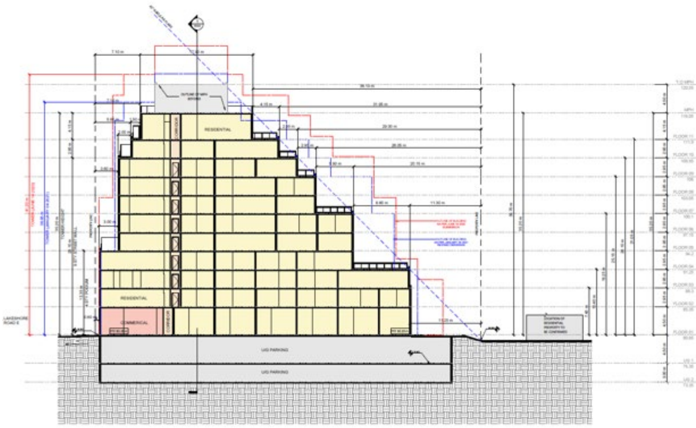
**Attention: Ms. Megan Piercey,
Legislative Co-ordinator**

Dear Chair & Members of the Planning and Development Committee:

**Re: November 15, 2021 PDC Meeting
Agenda Item # 4.3: Public Meeting Report
Proposed Mississauga OPA: Lakeshore Road East Corridor**

We are the solicitors retained on behalf of 2828778 Ontario Inc., the owner of the 0.91 acre beer store site located at the southwest corner of Lakeshore Road East and Enola Avenue, known municipally as 420 Lakeshore Road East (the "**Subject Lands**"), in the City of Mississauga (the "**City**"). The City is processing an application for an Official Plan and Zoning amendment of the Subject Lands under file OZ 20/018 W1 for a midrise condominium apartment building. The Subject Lands are located within the boundaries of the Lakeshore Road East Corridor (the "**Proposed OPA**").

Similar to other applications within the study area boundary, this application was deemed complete and circulated prior to commencement of the Lakeshore Road East Corridor Study. Both our client and our planning consultants, GSAI have registered and participated in all of the online meetings and community workshops held during the course of the study. Our application was originally proposed at 12 storeys and a subsequent resubmission was made at 11 storeys. As this lot is just over 60 m in depth, at 11 storeys we were able to address appropriate stepping and meet the 45 degree rear yard angular plane concerns, as illustrated in the sketch below, that City staff expressed in their initial comments.



Further dialogue had taken place with staff regarding a 10 storey alternative, as the City was concerned that the building would fall under the "Tall Building" definition wherein the height of the building exceeds the right-of-way width of the road it fronts onto. In this particular portion of Lakeshore Road East, the right-of-way width is 30 m. At 11 storeys, the proposed building is approximately 35 m in height.

The approach taken by the City is similar to what is used for designated Avenues in the City of Toronto where Midrise Guidelines are typically utilized to recommend appropriate heights based on the depth of the lot and the width of the right-of-way it fronts upon. While our application has been appealed to the OLT, we are optimistic that future mediation could take place with the City as we are seemingly only 5 m apart on height based on the Toronto Midrise Guildeline approach. We further note that the City staff undertaking this study actually retained Harold Madi, a professional urban designer, to present the Toronto Mid-Rise Guidelines to area residents and stakeholders during the May, 2021 Community Workshops.

We were disappointed to now hear that a maximum height range of 2-8 storeys is now being proposed in the Study and is recommended in the Proposed OPA for lots over 60 m in depth.

We respectfully submit that the height of a proposed development should not be based on lot depth alone, but also on the width of the right-of-way of the public road a site has frontage upon. In considering the ultimate height of a proposed development it is appropriate to determine not only the depth of the lot but the width of the right of way and also whether appropriate stepping and angular planes can be met.

It is our submission that the proposed OPA should be amended to provide further consideration to existing guidelines in practice, such as the Toronto Midrise Guidelines that apply to new redevelopment proposals along Toronto's designated Avenues, which are similar in character and function with Mississauga's designated "Corridors".

We thank you for the opportunity to comment on the proposed OPA and we trust that further consideration be given to our submission. Kindly ensure that we are provided with notice of any and all matters related to this item.

Yours truly,

Mary Flynn-Guglietti

Encl.

cc: Jim Levac/Stephanie Matveeve, GSAI
Dung Lam, Starbank Developments

City of Mississauga
Minutes

Approved: December 6, 2021

Planning and Development Committee

Date:	**November 15, 2021**
Time:	**6:01 PM**
Location:	**Council Chambers, Civic Centre, 2nd Floor 300 City Centre Drive, Mississauga, Ontario, L5B 3C1 And Online Video Conference**

Members Present	Councillor Stephen Dasko	Ward 1
	Councillor Karen Ras	Ward 2
	Councillor Chris Fonseca	Ward 3
	Councillor John Kovac	Ward 4
	Councillor Ron Starr	Ward 6 (Vice-Chair)
	Councillor Dipika Damerla	Ward 7
	Councillor Matt Mahoney	Ward 8
	Councillor George Carlson	Ward 11 (Chair)
	Councillor Carolyn Parrish	Ward 5 (ex-officio)
	Councillor Pat Saito	Ward 9 (ex-officio) departed at 6:30 PM
Members Absent	Mayor Bonnie Crombie	
	Councillor Sue McFadden	Ward 10

Staff Present
Andrew Whittemore, Commissioner of Planning and Building
Jodi Robillos, Commissioner of Community Services
Graham Walsh, Deputy City Solicitor
Chris Rouse, Director, Development and Design
Jason Bevan, Director, City Planning Strategies
Emma Calvert, Manager, Engineering and Construction
Lin Rogers, Manager, Transportation Projects
Sharon Chapman, Manager, Parks Planning
Hugh Lynch, Manager, Development South
Stephen Stirling, Manager, Development and Design Initiatives
Marianne Cassin, Manger, Development Central
Jordan Lee, Development Planner
Adam Lucas, Development Planner
Robert Ruggiero, Development Planner
David Ferro, Development Planner
Lucas Petricca, Development Planner
Sacha Smith, Manager, Legislative Services and Deputy Clerk
Megan Piercey, Legislative Coordinator

1. CALL TO ORDER - 6:01 PM

1.1 Indigenous Land Statement

Councillor G. Carlson recited the Indigenous Land Statement.

2. DECLARATION OF CONFLICT OF INTEREST - Nil

3. MINUTES OF PREVIOUS MEETING

3.1 Planning and Development Committee Meeting Draft Minutes - November 8, 2021

Approved (Councillor M. Mahoney)

4. MATTERS CONSIDERED

4.1 PUBLIC MEETING INFORMATION/RECOMMENDATION REPORT (ALL WARDS)

Temporary Patio and Temporary Outdoor Businesses Programs.
File: CD.21-TEMP

Jordan Lee, Development Planner provided an overview of the proposed amendments to the by-laws and the waiver of fees related to temporary outdoor patios and temporary outdoor businesses.

Committee Members enquired about the Noise Control By-law, public consultation, and outdoor retail. Mr. Lee responded to questions. Councillor S. Dasko requested that the amendments to the By-laws and the waiver of fees be extended to December 31, 2023.

RECOMMENDATION PDC-0065-2021

Moved By Councillor S. Dasko

1. That the proposed amendments to the by-laws and the waiver of fees, outlined in Appendix 4 of the report dated October 22, 2021, from the Commissioner of Planning and Building related to temporary outdoor patios and temporary outdoor businesses to allow them to operate until December 31, 2023, be approved, and that the necessary implementing by-laws be brought to a future City Council meeting.
2. That the Planning and Building Department report back on public submissions received and make recommendations on permanent regulations for patios and/or outdoor recreational/entertainment establishments.

YES (10): Councillor S. Dasko, Councillor K. Ras, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor D. Damerla, Councillor M. Mahoney, Councillor G. Carlson , Councillor C. Parrish, and Councillor P. Saito

ABSENT (2): Mayor Crombie, and Councillor S. McFadden

Carried (10 to 0)

4.2 PUBLIC MEETING INFORMATION REPORT (WARD 2)

Rezoning application to permit 2 one-storey industrial buildings, north of Lakeshore Road West, east side of Avonhead Road.
Address: 551 Avonhead Road
Owner: 551 Avonhead GP Inc.
File: OZ 21/007 W2

Councillor P. Saito left the meeting at 6:30 PM.

Glen Broll, GSAI provided an overview of the Rezoning application. Councillor K. Ras enquired about stormwater capture, permeable pavement, permitted uses, and traffic safety. Mr. Broll responded to questions.

The following person spoke:

1. Sue Shanly, Resident, Meadow Wood Rattray Ratepayers Association expressed concerns regarding the environment, specifically the Clarkson-Oakville Airshed. Ms. Shanly requested that the City establish an enhanced notification process and assessment for any new residents in the Clarkson Airshed area.

Councillor K. Ras requested that Ms. Shanly provide her speaking notes to her office and the Clerk's office. Councillor K. Ras also enquired about what could be done regarding environmental compliance. Chris Rouse, Director, Development and Design and Hugh Lynch, Manager, Development South responded to questions and advised that there was no environmental compliance certificate required under the zoning or building processes. Mr. Lynch further noted that staff would engage with legal with respect to the particular uses.

RECOMMENDATION PDC-0066-2021

Moved By Councillor K. Ras

That the report dated October 22, 2021 from the Commissioner of Planning and Building regarding the application by 551 Avonhead GP Inc. to permit 2 one storey industrial buildings, under File OZ 21/007 W2, 551 Avonhead Road, be received for information.

YES (9): Councillor S. Dasko, Councillor K. Ras, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor D. Damerla, Councillor M. Mahoney, Councillor G. Carlson , and Councillor C. Parrish

ABSENT (3): Mayor Crombie, Councillor S. McFadden, and Councillor P. Saito

Carried (9 to 0)

4.3 PUBLIC MEETING INFORMATION REPORT (WARD 1)

Mississauga Official Plan Amendment for the Lakeshore Road East Corridor.
File: CD.03-LAK W1

Robert Ruggiero, Development Planner provided an overview of the draft Mississauga Official Plan Amendment for the Lakeshore Road East Corridor.

Committee Members engaged in discussion and enquired about the following:

- Identification of a core area that staff are looking to preserve;
- Applications currently in the queue;
- The impact on the Mississauga Bus Rapid Transit (BRT);
- Lawyers letters received;
- Expansion of the flood plane on the easterly boundary;
- 45 degree angular plane and transition setback; and
- Affordable housing.

Andrew Whittemore, Commissioner, Planning and Building, Chris Rouse, Director, Development and Design, and Mr. Ruggiero responded to questions.

The following persons spoke:

1. Deborah Goss, Resident, Lakeview Ratepayers Association noted concerns with height and density and noted support for the community engagement process.

2. Leo Longo, Aird & Berlis LLP spoke to the written correspondence he submitted setting out his clients concerns and objections regarding the draft Official Plan Amendment. Mr. Longo further noted that staff look into mediation with his client. Graham Walsh, Deputy City Solicitor advised that he would follow up on this file.

3. Boris Rosolak, Resident spoke to the 45 degree angular plane and the transition from 4-8 storeys. Mr. Rosolak further noted concerns with intensification.

Councillor S. Dasko spoke to the community engagement process and directed Planning Staff to look into factoring the mechanical rooms into the building heights. Mr. Whittemore responded that staff would report back to the Councillor.

RECOMMENDATION PDC-0067-2021

Moved By Councillor S. Dasko

1. That the report titled “Mississauga Official Plan Amendment for the Lakeshore Road East Corridor” dated October 21, 2021 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the Public Meeting held on November 15, 2021 to consider the report titled “Mississauga Official Plan Amendment for Lakeshore Road East Corridor” dated October 21, 2021, from the Commissioner of Planning and Building, be received.

YES (9): Councillor S. Dasko, Councillor K. Ras, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor D. Damerla, Councillor M. Mahoney, Councillor G. Carlson , and Councillor C. Parrish

ABSENT (3): Mayor Crombie, Councillor S. McFadden, and Councillor P. Saito

Carried (9 to 0)

4.4 PUBLIC MEETING RECOMMENDATION REPORT (WARD 2)

Official Plan Amendment and Rezoning applications to permit 6 townhomes, northwest of Lakeshore Road West and Lorne Park Road, at Albertson Crescent and Bramblewood Lane.
Address: 1110 Lorne Park Road
Owner: Jacan Construction Ltd. (LJM Developments)
File: OZ 19/006 W2

David Ferro, Development Planner provided an overview of the Official Plan Amendment and Rezoning applications.

The following person spoke:

1. Franz Kloibhofer, A.J. Clarke & Associates noted support for the proposed recommendation.

Councillor K. Ras enquired about concerns from residents regarding drainage and stormwater issues. Mr. Ferro responded to questions.

<u>RECOMMENDATION</u> PDC-0068-2021

Moved By Councillor K. Ras

1. That the applications under File OZ 19/006 W2, Jacan Construction Ltd. (LJM Developments), 1110 Lorne Park Road to amend Mississauga Official Plan to **Residential Medium Density** and **Greenlands**; to change the zoning to **H-RM5–60** (Street Townhouses) and **G2** (Greenlands) to permit 6 street townhouses, be approved subject to the conditions referenced in the staff report dated October 22, 2021 from the Commissioner of Planning and Building.

2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.

3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

4. That the "H" holding symbol is to be removed from the **H-RM5-60** (Street Townhouses) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated October 22, 2021, from the Commissioner of Planning and Building have been satisfactorily addressed.

YES (9): Councillor S. Dasko, Councillor K. Ras, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor D. Damerla, Councillor M. Mahoney, Councillor G. Carlson , and Councillor C. Parrish

ABSENT (3): Mayor Crombie, Councillor S. McFadden, and Councillor P. Saito

<u>Carried (9 to 0)</u>

4.5 <u>PUBLIC MEETING INFORMATION REPORT (WARD 4)</u>

Official Plan Amendment and Rezoning applications to permit two 45 storey and one 37 storey apartment buildings with ground floor commercial uses, southwest corner of Eglinton Avenue West and Hurontario Street.
Address:30 Eglinton Avenue West
Owner: 30 Eglinton Avenue West Limited (c/o Crown Property)
File: OZ 21/002 W4

David Sajecki and Michi McCloskey, Sajecki Planning provided an overview of the Official Plan Amendment and Rezoning applications.

The following persons spoke:

1. Doug Colling, Resident expressed concerns regarding density, and traffic impacts.

2. Yazan Al-Naib, Resident expressed concerns regarding traffic impacts, height, and community engagement.

3. Julian Murray, Resident expressed concerns regarding traffic impacts, noise pollution, loss of privacy, loss of daylight, increased density, and lack of green space.

4. Ka Yipng Tor Mr Law, Resident expressed concerns regarding parking, traffic impacts, lack of fire stations, and lack of schools in the area

Adam Lucas, Development Planner responded to questions and Lin Rogers, Manager, Transportation Projects responded to traffic related questions. Committee Members expressed concerns with the proposed development regarding height, density and traffic impacts.

RECOMMENDATION PDC-0069-2021

Moved By Councillor J. Kovac

That the report dated October 22, 2021, from the Commissioner of Planning and Building regarding the applications by 30 Eglinton Avenue West Limited (c/o Crown Property) to permit two 45 storey and one 37 storey apartment buildings with ground floor commercial uses, under File OZ 21/002 W4, 30 Eglinton Avenue West, be received for information.

YES (9): Councillor S. Dasko, Councillor K. Ras, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor D. Damerla, Councillor M. Mahoney, Councillor G. Carlson , and Councillor C. Parrish

ABSENT (3): Mayor Crombie, Councillor S. McFadden, and Councillor P. Saito

Carried (9 to 0)

5. ADJOURNMENT – 9:41 PM (Councillor C. Parrish)

Appendix 5: Lakeshore East Corridor Study – Draft Official Plan Amendment with Revisions

Draft policies to the Lakeview Local Area Plan are shown in red; revised text is shown in grey, deleted text is shown as ~~strikeouts~~; existing policies are in black.

3.0 Current Context

Lakeview is made up of ~~stable~~ residential neighbourhoods characterized by ~~detached and semi-detached housing~~ a variety of housing forms, including low rise dwellings and apartments. Many homes built in the ~~1950s and 1960s~~ post-war era are being renovated today or replaced largely with new detached housing, and some assembly for townhouses is occurring. Townhouses are found in pockets throughout Lakeview between Lakeshore Road East and the Queen Elizabeth Way. Apartment buildings are located mainly near the Canadian National Railway tracks at Cawthra Road, on Dixie Road, and ~~several are built~~ ~~a number~~ along Lakeshore Road East. There are a few clusters of multi-unit residential dwellings in Lakeview, including duplex, triplex and ~~quadruplex~~ fourplex.

The area is served by commercial facilities concentrated along Lakeshore Road East. However, it is fragmented by other uses such as motor vehicle repair garages and motor vehicle sales and service. The area along Lakeshore Road East to the east of Cawthra Road is in its early stages of revitalization to mainstreet retail, with newly built and proposed mixed use buildings. Neighbourhoods to the north are served by commercial facilities located ~~along~~ on both sides of the Queen Elizabeth Way, namely Dixie Outlet Mall and Applewood Village Plaza.

The G.E. Booth Wastewater Treatment Facility, situated south of Lakeshore Road East, occupies a large portion of the Lake Ontario ***shoreline.*** A major utility use in the area is the Lakeview Water Treatment Facility which is bordered by several parks including A.E. Crookes Park, Lakefront Promenade Park, and Douglas Kennedy Park.

The open space system predominately consists of golf courses, natural areas, creeks, trails, and parks along the Lake Ontario waterfront. These lands are culturally and recreationally significant and connect to Mississauga's parks system.

The waterfront is one of the distinctive elements of Lakeview, and physical and visual accessibility to the waterfront is integral to the community.

Cultural and heritage resources include heritage buildings, cultural landscapes associated with the scenic parks and golf courses, Lakeview's industrial past, former residential estates, and the Dixie Road Scenic Route.

The road network consists of the following east-west road connections: Queen Elizabeth Way, Lakeshore Road East, Queensway East, North and South Service Road, and Atwater Avenue. The north-south road connections are: Cawthra Road, Dixie Road, Ogden Avenue, Stanfield Road, and Haig Boulevard. For classification and rights-of-way, refer to the Road Classification tables found in Chapter 8 of Mississauga Official Plan.

Population, employment, and land area statistics of the Lakeview area are summarized in Figure 3. For the purpose of this Area Plan, Lakeview is arranged by Precinct: North Residential Neighbourhood, Central Residential Neighbourhood, South Residential Neighbourhood, and Lakeshore Corridor, as shown on Map 1: Lakeview Local Area Plan Precincts and Sub-Areas.

5.1 Guiding Principles

5.1.3 Support complete communities and encourage a sense of place through compact, mixed use development and a pedestrian oriented mainstreet along Lakeshore Road East that offers a range of ~~culture~~ cultural, residential and employment opportunities.

10.2 Lakeshore Corridor

The Lakeshore Corridor Precinct is intended to be the primary area for street related commercial development, with a mixture of uses and pedestrian oriented built form. The extent of the Lakeshore Corridor is from Seneca Avenue to the east end of the municipal boundary at Etobicoke Creek. Given the length of this ***corridor***, it is divided into sections: the Core and Outer Core (see Map 1). The Core is from Seneca Avenue to Hydro Road and is envisioned to have a concentration of street related commercial uses. The Outer Core, from Hydro Road to Etobicoke Creek, is to be a pedestrian friendly area. Similar to the Core, it allows for mixed use development, however, commercial uses are not required.

The intended built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of the Lakeshore Corridor. The Major Node policies require mid-rise buildings of five to eight storeys fronting on Lakeshore Road East.

In order to achieve the intended function of the Lakeshore Corridor Precinct, redevelopment will address among other matters, the following:

- creating a pedestrian oriented environment;
- ensuring built form compatibility and providing a transition in heights to adjacent neighbourhoods;
- minimizing access points along Lakeshore Road East;
- preserving light and sky views; and
- creating an attractive public realm.

10.2.1 Development should preserve and enhance the views and vistas to the natural environment.

10.2.2 The City will seek opportunities for views to Lake Ontario through development applications for new north-south roads and road extensions.

10.2.3 Development will be encouraged to locate parking to the rear of buildings or underground.

10.2.4 Development fronting ~~along~~ Lakeshore Road East ~~is encouraged to~~ will be two to ~~four~~ eight storeys in height ~~if~~ provided an appropriate transition to the adjacent context is maintained~~;~~. ~~however,~~ ~~s~~Some sites will be permitted building heights greater than ~~four~~ eight storeys in height as shown on Map 3.

10.2.5 Additional height up to a maximum building height of 30 m may be considered on existing lots greater than 60 m in depth if the development proposal is consistent with the policies of this Plan.

~~10.2.5~~ 10.2.6 Appropriate transition to adjacent low density residential will be required.

10.2.7 In order to achieve a pedestrian scaled environment, new buildings will have a streetwall of a minimum of 2 storeys to a maximum of 4 storeys. A streetwall is the exterior wall of a building facing the front lot line abutting the mainstreet.

~~10.2.6~~ 10.2.8 To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items:

a. maintaining an appropriate average lot depth for mainstreet commercial;

b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage;

c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and

d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.

~~10.2.7~~ 10.2.9 Development will provide an appropriate ***streetscape*** treatment of the public realm that supports pedestrian activity and provides an attractive character to the street. This may include, among other things:

a. landscaping and planting;

b. street furnishings;

c. public art;

d. quality building materials; and

e. building design elements and features including articulated rooflines such as parapets and towers.

~~10.2.8~~ 10.2.10 Development will be encouraged to provide placemaking opportunities, such as public squares, plazas, and open spaces, including among other locations, at Cooksville Creek, Cawthra Road, East Avenue, Alexandra Avenue, Ogden Avenue, Hydro Road, Dixie Road, and Etobicoke Creek.

~~10.2.9~~ 10.2.11 The assembly of adjacent low density residential land to enlarge properties fronting Lakeshore Road East is discouraged. Should assembly occur, however, the primary purpose of these lands will be an enhanced landscape buffer to the adjacent residential uses and for amenity space and/or parking if required through the development.

~~10.2.10~~ 10.2.12 The Intensification Areas policies of the Plan will apply to development within the Core area.

~~10.2.11~~ 10.2.13 Single use residential buildings are permitted in the Outer Core area, subject to the following:

a. buildings are set back from the street;

b. provision of a well landscaped front yard;

c. an appropriate ***streetscape***; and

d. parking at the rear of the property or underground.

10.3 Built Form Types

10.3.6 Criteria for commercial development will include, among other things:

a. the ~~maximum~~ height of buildings will be ~~four~~ two to eight storeys provided an ~~if~~ appropriate transition to the adjacent context is maintained.

Appendix 6 – Planning Rationale for Proposed Amendments to Mississauga Official Plan (MOP), Lakeview Local Area Plan

Section	Change	Proposed Changes to MOP	Planning Rationale
3.0 Current Context	*Removed*	Lakeview is made up of stable residential neighbourhoods characterized by detached and semi-detached housing. Many homes built in the 1950s and 1960s are being renovated today or replaced largely with new detached housing, and some assembly for townhouses is occurring. Townhouses are found in pockets throughout Lakeview between Lakeshore Road East and the Queen Elizabeth Way. Apartment buildings are located mainly near the Canadian National Railway tracks at Cawthra Road, on Dixie Road, and several are built along Lakeshore Road East. There are a few multi-unit residential dwellings in Lakeview, including duplex, triplex and quadruplex. The area is served by commercial facilities concentrated along Lakeshore Road East. However, it is fragmented by other uses such as motor vehicle repair garages and motor vehicle sales and service. The area along Lakeshore Road East to the east of Cawthra Road is in its early stages of revitalization to mainstreet retail, with newly built and proposed mixed use buildings. Neighbourhoods to the north are served by commercial facilities located along the Queen Elizabeth Way, namely Dixie Outlet Mall and Applewood Village Plaza.	An updated and expanded introduction replaces these paragraphs.
	Added	Lakeview is made up of residential neighbourhoods characterized by a variety of housing forms, including low rise dwellings and apartments. Many homes built in the post-war era are being renovated today or replaced largely with new detached housing, and some assembly for townhouses is occurring. Townhouses are found in pockets	The revised introduction incorporates a broader and more inclusive approach to the neighbourhood. Based on the 2016 census the Lakeview Neighbourhood is comprised of: 51% Single detached dwellings; 32% Apartment in a building greater than 5 or more storeys; 6% Row house;

Section	Change	Proposed Changes to MOP	Planning Rationale
		throughout Lakeview between Lakeshore Road East and the Queen Elizabeth Way. Apartment buildings are located mainly near the Canadian National Railway tracks at Cawthra Road, on Dixie Road, and along Lakeshore Road East. There are a few clusters of multi-unit residential dwellings in Lakeview, including duplex, triplex and fourplex. The area is served by commercial facilities concentrated along Lakeshore Road East. However, it is fragmented by other uses such as motor vehicle repair garages and motor vehicle sales and service. The area along Lakeshore Road East to the east of Cawthra Road is in its early stages of revitalization to mainstreet retail, with newly built and proposed mixed use buildings. Neighbourhoods to the north are served by commercial facilities located on both sides of the Queen Elizabeth Way, namely Dixie Outlet Mall and Applewood Village Plaza.	5% Apartment or flat in a duplex; 4% Apartment in a building that has fewer than 5 storeys; 3% Other. (Due to rounding figures add up to 101%). The word stable has been removed to reflect the constant evolution of a neighbourhood. The proposed minor revisions to specific wording policy will help ensure clarity.
5.1 **Guiding Principles**	*Removed*	5.1.3 Support complete communities through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities.	A revised policy expands on and replaces this statement.
	Added	5.1.3 Support complete communities and encourage a sense of place through compact, mixed use development and a pedestrian oriented mainstreet along Lakeshore Road East that offers a range of cultural, residential and employment opportunities.	The proposed revision aligns with the Provincial Policy Statement 2020 by adding “a sense of place” and clarifies the focus along Lakeshore Road East.
10.2	*Added*	The intended built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and	The added introductory paragraph brings part of the rationale into the Plan.

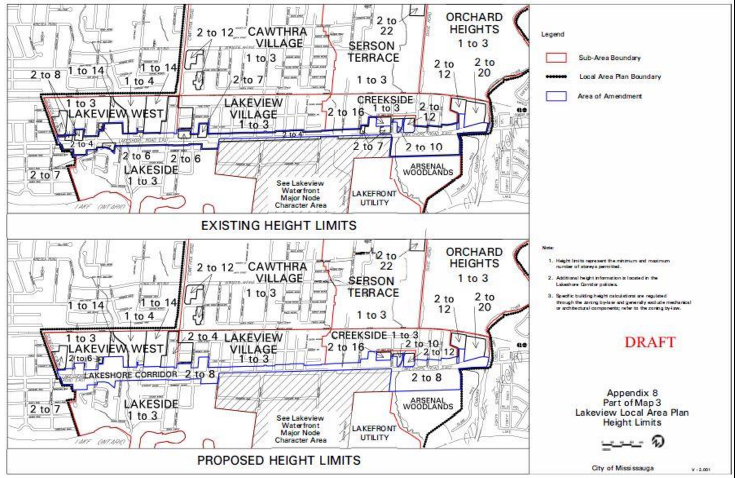
Section	Change	Proposed Changes to MOP	Planning Rationale
Lakeshore Corridor		typology of the Lakeshore Corridor. The Major Node policies require mid-rise buildings of 5-8 storeys fronting on Lakeshore Road East.	
	Revised	• ensuring built form compatibility and providing a transition in heights to adjacent neighbourhoods;	This existing policy is amended by adding "providing a" to clarify that new development is to transition to adjacent neighbourhoods.
	Removed	10.2.4 Development along Lakeshore Road East is encouraged to be two to four storeys in height; however, some sites will be permitted building heights greater than four storeys as shown on Map 3.	New policies expand on and replace this policy.
	Added	10.2.4 Development fronting Lakeshore Road East will be two to eight storeys in height provided an appropriate transition to the adjacent context is maintained. Some sites will be greater than eight storeys in height as shown on Map 3.	The increased building height accommodates growth along the corridor and contributes to the complete community and pedestrian oriented mainstreet vision. The intended built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of Lakeshore Road East. The Mississauga Official Plan City Structure provides guidance on density, height, uses and appropriate growth. The Downtown will contain the highest density and heights and the greatest mix of uses. Major Nodes will provide a mix of population and densities less than the Downtown but greater than elsewhere in the city. Community Nodes will be similar to Major Nodes, but with lower densities and heights. Finally, Neighbourhoods will accommodate the lowest densities and building heights. Based on the Growth Plan forecast for the Region of Peel, Mississauga has planned for units and people in excess of the forecasted population for 2051. According to the City's Urban Structure, growth is directed primarily to Downtown,

Section	Change	Proposed Changes to MOP	Planning Rationale
			Major Nodes and Community Nodes. Lakeshore Corridor is part of Lakeview Neighbourhood, which anticipates the lowest level of growth. The Lakeview Waterfront Major Node abuts the Lakeshore Corridor. The Major Node policies require mid-rise buildings of five to eight storeys fronting on Lakeshore Road East. It anticipates the greatest heights and densities at the south western edge of the community toward the lake, and gradual transition to existing adjacent residential neighbourhoods. The general policies of the Node include reinforcing a pedestrian scale along Lakeshore Road East. The urban structure would not be maintained if building heights on the Lakeshore Corridor in a Neighbourhood exceeded those on the Lakeshore Corridor in the Major Node. Reinforcing growth to places like the Major Node maintains the objectives of the Official Plan and results in predictable planning. Growth can be accommodated without changes to the Official Plan's urban hierarchy. The Official Plan Review will address where additional growth and development should be accommodated. Consideration was also given to the different widths of the roadway right of way, lot depth, requirements of ground floor retail, and transit supportive densities. The proposed built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of Lakeshore Road East.

Section	Change	Proposed Changes to MOP	Planning Rationale
	Added	10.2.5 Additional height up to a maximum building height of 30 m may be considered on existing lots greater than 60 m in depth if the development proposal is consistent with the policies of this Plan.	There are a handful of large lots that can accommodate buildings with additional height greater than eight storeys. However, the Plan and urban structure do not anticipate tall buildings in Neighbourhoods. During the parcel analysis three categories of lots emerged: small lots less than 40 m in depth, medium lots between 40 m and 60 m in depth, and large lots greater than 60 m in depth. The maximum height of 30 m was determined based on the lotting pattern, average lot depths, potential redevelopment locations, and transition policies, while also maintaining the urban structure. Lakeshore Road East has two right of way widths; 30 m and 44.5 m. The Waterfront Major Node policies require mid-rise buildings of five to eight storeys along Lakeshore Road East's 44.5 m right of way. Based on the differing right of way widths and the Major Node requirements, a 30 m maximum height unifies the Corridor while accommodating additional height in Neighbourhoods. While buildings greater than 30 m in height exist within the study area, they do not immediately front Lakeshore Road East. Taller buildings are generally set back significantly from the road on large lots, and without active uses at grade.
	Added	10.2.7 In order to achieve a pedestrian scaled environment, new buildings will have a streetwall of a minimum of 2 storeys to a maximum of 4 storeys. A streetwall is the exterior wall of a building facing the front lot	A streetwall of 2 to 4 storeys in height reinforces the pedestrian mainstreet vision as well as respecting the existing low scale context of Lakeshore Road East.

Section	Change	Proposed Changes to MOP	Planning Rationale
		line abutting the mainstreet.	
10.3 **Built Form Types**	*Removed*	10.3.6a the maximum height of buildings will be four storeys.	New policies expand on and replace this policy.
	Added	10.3.6a the height of buildings will be two to eight storeys provided an appropriate transition to the adjacent context is maintained.	The increased building height accommodates growth along the corridor and contributes to the complete community and pedestrian oriented mainstreet vision. The intended built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of Lakeshore Road East. The Mississauga Official Plan City Structure provides guidance on density, height, uses and appropriate growth. The Downtown will contain the highest density and heights and the greatest mix of uses. Major Nodes will provide a mix of population and densities less than the Downtown but greater than elsewhere in the city. Community Nodes will be similar to Major Nodes, but with lower densities and heights. Finally, Neighbourhoods will accommodate the lowest densities and building heights. Based on the Growth Plan forecast for the Region of Peel, Mississauga has planned for units and people in excess of the forecasted population for 2051. According to the City's Urban Structure, growth is directed primarily to Downtown, Major Nodes and Community Nodes. Lakeshore Corridor is part of Lakeview Neighbourhood, which anticipates the lowest level of growth. The Lakeview Waterfront Major Node abuts the Lakeshore Corridor. The Major Node policies require mid-rise buildings of five to eight storeys fronting on Lakeshore Road East. It

Section	Change	Proposed Changes to MOP	Planning Rationale
			anticipates the greatest heights and densities at the south western edge of the community toward the lake, and gradual transition to existing adjacent residential neighbourhoods. The general policies of the Node include reinforcing a pedestrian scale along Lakeshore Road East. The urban structure would not be maintained if building heights on the Lakeshore Corridor in a Neighbourhood exceeded those on the Lakeshore Corridor in the Major Node. Reinforcing growth to places like the Major Node maintains the objectives of the Official Plan and results in predictable planning. Growth can be accommodated without changes to the Official Plan's urban hierarchy. The Official Plan Review will address where additional growth and development should be accommodated. Consideration was also given to the different widths of the roadway right of way, lot depth, requirements of ground floor retail, and transit supportive densities. The proposed built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of Lakeshore Road East.

Section	Change	Proposed Changes to MOP	Planning Rationale
Map 3: Lakeview Local Area Plan Height Limits	*Revised*		The proposed height limit area revision is consistent with the increased building height policies.

Appendix 7 – Summary of Applicable Policies

The proposed Mississauga Official Plan (MOP) amendment for the Lakeshore East Corridor in the Lakeview Neighbourhood Character Area aligns with the current Provincial, Regional and Mississauga Official Plan policies as summarized below. The following assessment provides a general summary of the intent of the policies.

Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides direction on managing growth and creating communities that are liveable, healthy and resilient. The PPS highlights the importance of the efficient use of land and resources, a range of housing options, a mix of employment opportunities and access to recreation, parks and open spaces. The proposed MOP amendment for the Lakeshore East Corridor is consistent with the PPS.

Please see more details below:

- **Development and Land Use Patterns:** Policy 1.1.3 requires a mix of land uses and densities that efficiently use land and resources, and support active transportation and are transit-supportive. The proposed policies support new development opportunities that will ensure the continued efficient use of land and resources in Lakeview, including existing and planned transportation infrastructure.

- **Housing:** Policy 1.1.1 and Section 1.4 require a range and mix of housing options, including affordable housing. The proposed policies encourage development in Lakeview to incorporate a range of housing choices (including affordable housing) to accommodate changes in community needs over time.

- **Public Spaces and Recreation:** Section 1.5 provides direction for public spaces, parks and open space. Specifically, policy 1.5.1.b states that communities should plan and provide for a range and equitable distribution of parks, public spaces, open spaces, trails and linkages that promote recreation. The proposed policies emphasize the importance of improved pedestrian connections to public spaces in Lakeview.

- **Multi-Modal Transportation:** Policy 1.5.1.a promotes active communities and active transportation. The proposed policies seek additional active transportation connections through new development.

Appendix 7

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Consolidation, 2020)

A Place to Grow (the Growth Plan) is the Province's growth management strategy. It highlights the importance of building complete communities, supporting economic development, and directing intensification to strategic growth areas to make efficient use of land and optimize infrastructure. The proposed MOP amendment for the Lakeview Neighbourhood conforms to the Growth Plan.

Please see more details below:

- **Complete Communities:** Section 2.1 and policy 2.2.1.4 promote the concept of "complete communities." These are communities that are well designed to meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household size. Policy 2.2.6.1.a provides direction to support a range and mix of housing options, including affordable housing, to meet the needs of current and future residents. The proposed policies emphasize the continued importance of a mix of uses and range of housing options for the Lakeview Neighbourhood.

- **Manage Growth:** Section 2.2 directs future population and employment growth to settlement areas within the Greater Golden Horseshoe. The planning of transit corridors and major transit station areas is being untaken in a separate comprehensive exercise. Regarding housing, policy 2.2.6.1.a.i provides direction to support a range and mix of housing options, including affordable housing options, to meet the needs of current and future residents. The proposed policies facilitate new development opportunities and provides for a range of housing choices in a manner that is appropriate for the Lakeview Neighbourhood context.

- **Transportation Network:** Policy 3.2.3.4 directs municipalities to ensure that active transportation networks are comprehensive and integrated into transportation planning. The proposed policies promote a safe, comfortable and improved pedestrian realm.

- **Transit**: Section 2.2.4 contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors. The Region of Peel and Mississauga Official Plans will need to be updated to delineate boundaries and demonstrate how MTSAs are planned for the prescribed densities.

Appendix 7

Region of Peel Official Plan (Consolidation, 2018)

The Regional Official Plan (ROP) provides direction and a strategic policy framework to guide development and growth in Peel Region and Mississauga. The over-arching theme of the ROP is sustainability – supporting the needs of present populations without compromising future generations. The sustainability framework encompasses environmental, social, economic and cultural pillars in order to ensure that the Region develops holistically and creates conditions for thriving communities. The proposed MOP amendment for the Lakeview Neighbourhood conforms to the ROP.

Please see more details below:

- **Growth Management and Intensification:** Section 5.5 provides direction for municipalities to plan efficient growth. The proposed policies encourage intensification and revitalization of underutilized lands, supports vibrant neighbourhoods, and optimizes the use of existing infrastructure and services.

- **Complete Communities:** Policy 5.3.1.3 provides direction to establish healthy, complete communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities. The proposed policies respect Lakeview's existing character and will help ensure it continues to develop as a healthy, complete community.

- **Housing:** Section 5.8 provides direction for municipalities to plan for a range and mix of housing, specifically policy 5.8.2.3 encourages and supports municipalities to plan for a range of housing options and forms, including affordable housing to enable all residents to remain within their communities. The proposed policies reinforce these housing policy directions.

- **Active Transportation:** Policy 5.9.10.2.1 provides direction for integrated transportation planning with pedestrian and cycling networks that are safe, attractive and accessible, and provide linkages between areas and to adjacent neighbourhoods. The proposed policies promote opportunities for additional pedestrian connections through new development.

Appendix 7

Mississauga Official Plan

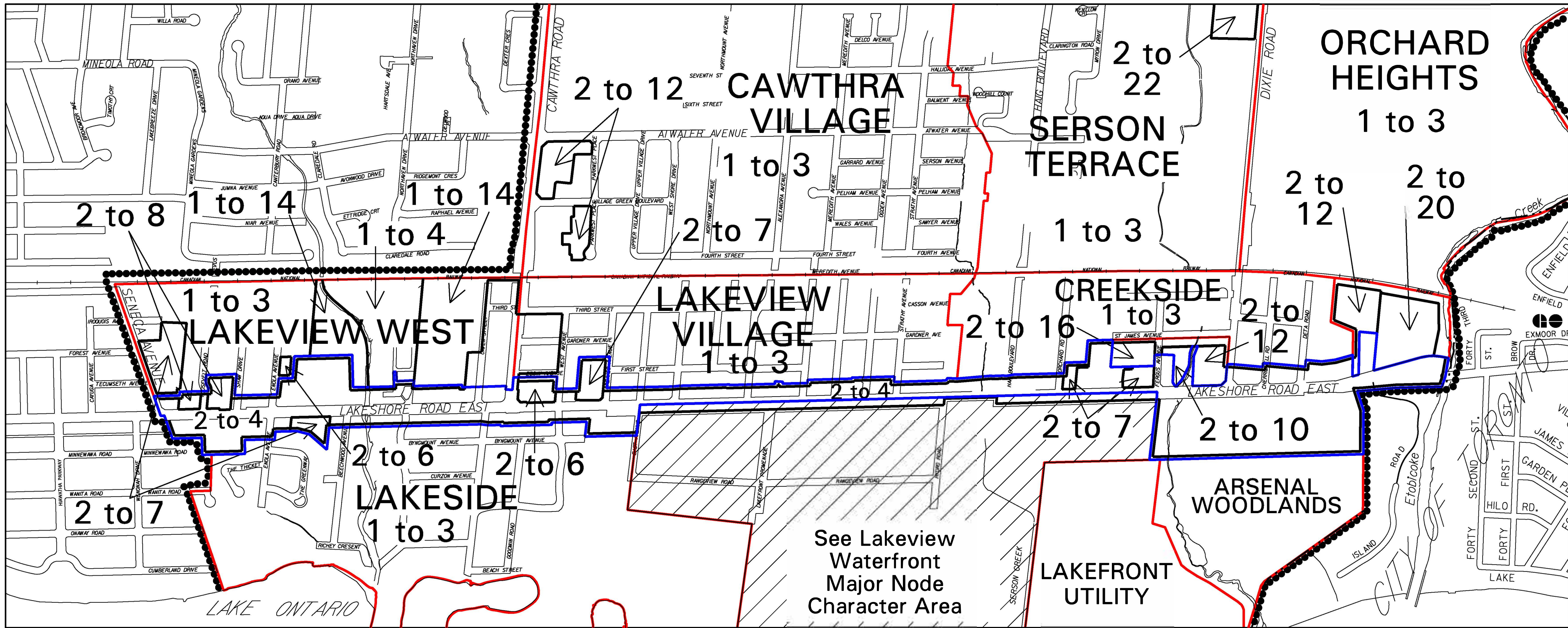
The proposed policy changes for the Lakeview Neighbourhood reinforces the current policies and objectives of MOP.

- **City Structure and Growth:** Chapter 5, Section 5.3 identifies an urban hierarchy for Mississauga and recognizes the different functions of various areas of the city. Within this structure, the Downtown is planned to be the focus of growth, whereas Neighbourhoods accommodate lower densities and building heights with a focus on residential uses and associated services and facilities. The proposed policies recommend building heights and densities that reflect Lakeview as a Neighbourhood within the city's urban hierarchy.

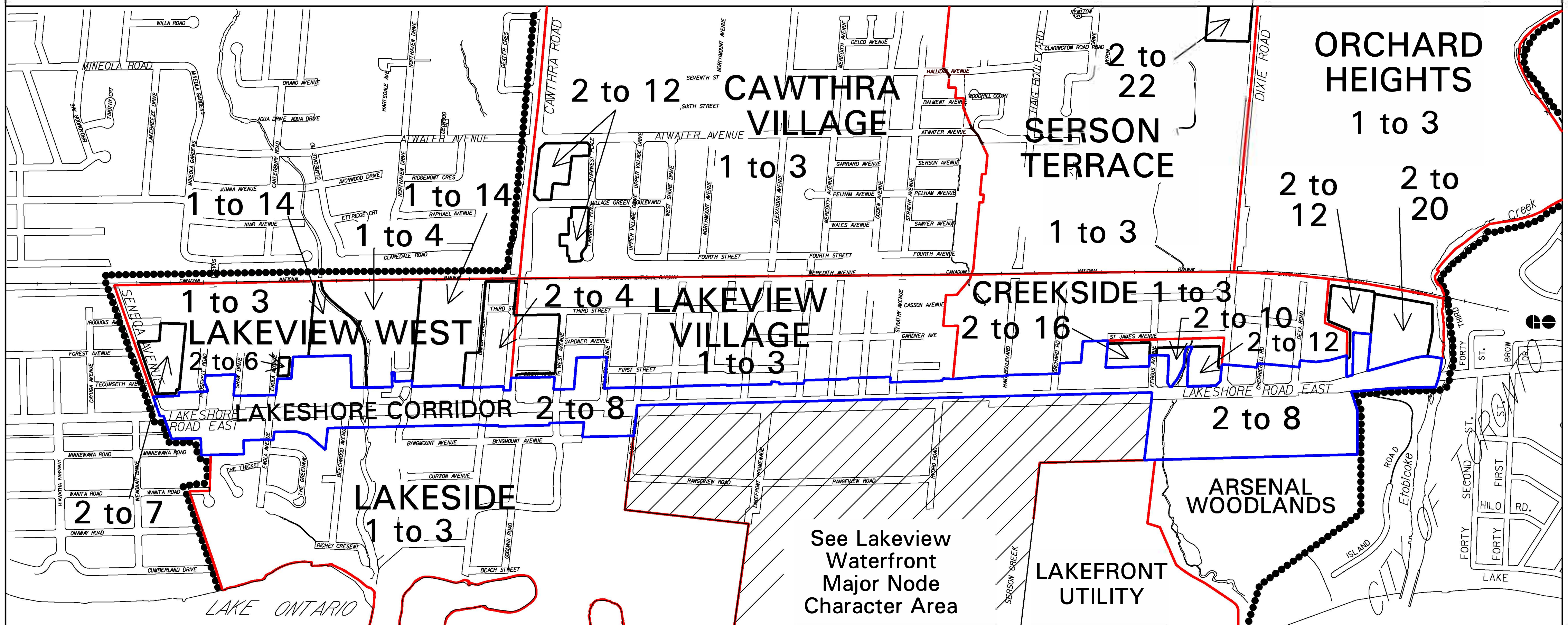
- **Complete Communities:** Chapter 7 provides city-wide direction for complete communities. Section 7.2 seeks to ensure the provision of suitable housing for people at all stages of life, with a range of housing options by type, tenure and price. The proposed policies for Lakeview encourage the development of a range of housing choices, including affordable housing.

- **Multi-Modal Transportation:** Chapter 8 aims to create sustainable communities with multi-modal transportation networks, and encourages a shift towards more sustainable modes of transportation. The proposed policies seek to build on Lakeview's existing transportation network through additional active transportation connections in new development where possible.

- **Desirable Urban Form:** Chapter 9 provides city-wide direction to build a desirable, sustainable urban form with high quality urban design and public realm that contributes to a strong sense of place. Policy 9.1.2 directs infill and redevelopment in Neighbourhoods to respect the existing and planned character. Policy 9.2.2.1 requires heights in excess of four storeys to demonstrate an appropriate transition in height and built form that respects the surrounding context. The proposed policies seek to maintain Lakeview's diverse character, and ensure new development achieves an appropriate transition in height and built form to the surrounding context.



EXISTING HEIGHT LIMITS



PROPOSED HEIGHT LIMITS

Legend

- Sub-Area Boundary
- Local Area Plan Boundary
- Area of Amendment

Note:

1. Height limits represent the minimum and maximum number of storeys permitted.
2. Additional height information is located in the Lakeshore Corridor policies.
3. Specific building height calculations are regulated through the zoning by-law and generally exclude mechanical or architectural components; refer to the zoning by-law.

DRAFT

Appendix 8
Part of Map 3
Lakeview Local Area Plan
Height Limits

0 100 200 300 400
metres

City of Mississauga

V - 2.001

PURPOSE

The purpose of this Amendment is to revise policies pertaining to height and urban design in the Lakeview Local Area Plan.

LOCATION

The lands affected by this Amendment are located along Lakeshore Road East between Seneca Avenue and the Etobicoke Creek. The subject lands are located in the Lakeview Neighbourhood Character Area, as identified in Mississauga Official Plan.

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Ontario Land Tribunal.

An amendment to the Lakeview Local Area Plan is required to update the height permissions and urban design policies for properties fronting directly onto Lakeshore Road East to ensure that new development is compatible with adjacent uses while maintaining appropriate growth opportunities. No changes are proposed to the existing land use designations.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposed Amendment supports the implementation of the Lakeshore East Corridor Study. The Study included extensive public and stakeholder consultation.

2. The proposed Amendment implements the policies of Mississauga Official Plan and its key guiding principles that support the creation of a distinct and complete community that is walkable and has a mix of uses.

3. The proposed Amendment will help ensure that future growth is compatible in built form and scale to the Lakeview Neighbourhood Character Area, and enhances existing or planned development.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 3.0, Current Context, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by deleting the first two paragraphs and replacing as follows:

   Lakeview is made up of residential neighbourhoods characterized by a variety of housing forms, including low rise dwellings and apartments. Many homes built in the post-war era are being renovated today or replaced largely with new detached housing, and some assembly for townhouses is occurring. Townhouses are found in pockets throughout Lakeview between Lakeshore Road East and the Queen Elizabeth Way. Apartment buildings are located mainly near the Canadian National Railway tracks at Cawthra Road, on Dixie Road, and along Lakeshore Road East. There are a few clusters of multi-unit residential dwellings in Lakeview, including duplex, triplex and fourplex.

   The area is served by commercial facilities concentrated along Lakeshore Road East. However, it is fragmented by other uses such as motor vehicle repair garages and motor vehicle sales and service. The area along Lakeshore Road East to the east of Cawthra Road is in its early stages of revitalization to mainstreet retail, with newly built and proposed mixed use buildings. Neighbourhoods to the north are served by commercial facilities located on both sides of the Queen Elizabeth Way, namely Dixie Outlet Mall and Applewood Village Plaza.

2. Section 5.1, Guiding Principles, of Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by deleting Policy 5.1.3 and replacing as follows:

   Support complete communities and encourage a sense of place through compact, mixed use development and a pedestrian oriented mainstreet along Lakeshore Road East that offers a range of cultural, residential and employment opportunities.

3. Section 10.2, Lakeshore Corridor, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by adding a new paragraph after the first paragraph as follows:

   The intended built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of the Lakeshore Corridor. The Major Node policies require mid-rise buildings of five to eight storeys fronting on Lakeshore Road East.

4. Section 10.2, Lakeshore Corridor, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by adding the words "providing a" to the second bullet point as follows:

   - ensuring built form compatibility and providing a transition in heights to adjacent neighbourhoods;

5. Section 10.2.4, Lakeshore Corridor, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by deleting and replacing as follows:

   Development fronting Lakeshore Road East will be two to eight storeys in height provided an appropriate transition to the adjacent context is maintained. Some sites will be permitted building heights greater than eight storeys in height as shown on Map 3.

6. Section 10.2, Lakeshore Corridor, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by adding the following:

   10.2.5 Additional height up to a maximum building height of 30 m may be considered on existing lots greater than 60 m in depth if the development proposal is consistent with the policies of this Plan.

7. Section 10.2, Lakeshore Corridor, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by renumbering Policy 10.2.5 to 10.2.6.

8. Section 10.2, Lakeshore Corridor, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by adding Policy 10.2.7 as follows:

   In order to achieve a pedestrian scaled environment, new buildings will have a streetwall of a minimum of two storeys to a maximum of four storeys. A streetwall is the exterior wall of a building facing the front lot line abutting the mainstreet.

9. Section 10.2, Lakeshore Corridor, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by renumbering Policies 10.2.6 (existing Policy) to 10.2.11 accordingly.

10. Section 10.3, Built Form Types, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by deleting Policy 10.3.6a and replacing with the following:

    the height of buildings will be two to eight storeys provided an appropriate transition to the adjacent context is maintained;

11. Map 3, Lakeview Local Area Plan Height Limits, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by deleting height limits of 2 to 4 storeys along the Lakeshore Corridor and replacing it with height limits of 2 to 8 storeys, and by deleting height limits of 2 to 6 storeys and 2 to 7 storeys along the Lakeshore Corridor and replacing it with height limits of 2 to 8 storeys, as shown as Map "A" of this document.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan April 8, 2021.

INTERPRETATION

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan.

From: Deanna Dubicki on behalf of City Clerk (External)
To: Angie Melo
Subject: FW: Please vote against expanding urban boundaries
Date: Friday, March 25, 2022 11:36:37 AM

Hi Angie,

For information document

Deanna

From: Sarah Spinks [redacted]
Sent: Friday, March 25, 2022 11:19 AM
To: mayor@caledon.ca
Subject: Please vote against expanding urban boundaries

[redacted] March 25, 2022

Dear Councillors and Mayors:

I live now in East York Toronto, but in my younger days I lived in Mississauga.
I have many friends in Peel Region, including colleagues in Caledon and Brampton.
More to the point I have been a citizen of the GTA for almost 72 years.

I am concerned about urban sprawl and for this reason I strongly oppose the frequent attempts to
expand the urban boundaries of the cities and towns in the Greater Golden Horseshoe.
I understand the need for affordable housing, but I don't think we do this as a region by destroying our food base, building single, detached, and expensive houses and destroying sensitive habitat. We need more gentle density and walkable communities where there are genuine close places to buy food and visit parkland.

What we seem to be doing is developing swathes of residential land and turning food producing fields into cut off communities not serviced by public transit. We then build highways to connect up, not necessarily the houses, but distribution centres that are largely serving downtown Toronto and the sprawling tracts associated with our previous planning mistakes.

I lived in Mississauga and met many fine people there. But it was hellish to try and get to either the stores or to work. We do not want to repeat those planning mistakes.

I respectfully ask you to see the broader picture in making decisions at the council and regional level. We are in a climate crisis. Destroying valuable arable land and bulldozing for aggregate for housing and highways will severely limit our opportunities to build viable, connected housing in the future.

Sincerely Yours,

Sarah Spinks

From: Deanna Dubicki on behalf of City Clerk (External)
To: Angie Melo
Subject: FW: Protect Peel"s Gem; Caledon an Stop the Sprawl
Date: Monday, March 28, 2022 8:27:01 AM

Another

Deanna

From: John <[redacted]>
Sent: Saturday, March 26, 2022 4:26 PM
To: City Clerk (External) <City.Clerk@mississauga.ca>
Subject: Re: Protect Peel's Gem; Caledon an Stop the Sprawl

Dear Mayors City Clerk and Councillors:

I live in the Albion/ Palgrave area of Caledon and want to see the official plan and council support controlled growth that does not result in sprawl. We need to maintain our urban boundaries to grow in a thoughtful way -let's not repeat the mistakes of the past.

Caledon is really Peel's backyard and must be preserved to support agriculture , outdoor activities and our watershed. As a lifelong resident of Peel (growing up in Mississauga, raising a family in Mississauga and Caledon and still living in Caledon) I have always loved the northern natural half of Peel. Caledon is a cherished rural and natural part of Caledon for all Peel residents and for other GTA visitors. -It is a gem that needs to see careful and thoughtful growth protecting its nature for our future in Peel.

The official plan needs to protect agricultural lands and our watershed, provide food security, and keep a natural place for outdoor activities.

So please leave a legacy for this long planning cycle and maintain the urban boundaries by keeping growth in the nodes as planned (Bolton, Mayfield West and Caledon East). The boundaries provide the space to grow while leaving the other space for agriculture, watershed and outdoor activities(Hiking, protection of Wildlife etc.). This approach will support infrastructure and minimize impact on C02's.

I ask you to act to thoughtfully develop and Stop the Sprawl for our future. Let's do it right so our grand children and their offspring can enjoy Peel's backyard, Caledon!!!

Sincerely,

John MacRae

John MacRae
Co-Chair ecoCaledon
Resident of Caledon

Goodmans LLP

Barristers & Solicitors

Bay Adelaide Centre
333 Bay Street, Suite 3400
Toronto, Ontario M5H 2S7

Telephone: 416.979.2211
Facsimile: 416.979.1234
goodmans.ca

Direct Line: 416.597.5158
rhowe@goodmans.ca

April 4, 2022

Our File No.: 212194

City Council
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Dear Madam Mayor and Members of Council:

**Re: City of Mississauga Development Charges and Community Benefits Charge
Impact of Proposed Municipal Charges and Fees for Residential Development**

We have been retained by the Building Industry and Land Development Association ("BILD"), together with Altus Group, to provide advice respecting the City's review of its Development Charge ("DC") By-law and Parkland Dedication By-law, and preparation of its first Community Benefits Charge ("CBC") By-law.

We are writing in respect of the City's proposed DC and CBC that are to be considered at a public meeting before Council on April 6, 2022.

We are also commenting on the report that has been prepared for the City by N. Barry Lyon Consultants Limited regarding the potential impact of proposed municipal charges and fees on residential development in the City (the "NBLC Report"), for which staff are providing a written report to the April 6 Council meeting, although it appears no presentation is proposed.

A. CUMULATIVE IMPACT OF MUNICIPAL CHARGES AND FEES ON RESIDENTIAL DEVELOPMENT

As we advised Council in our submissions on the City's proposed Parks Plan and related proposed parkland dedication by-law, BILD is very concerned about the cumulative impact of increases in development-related fees and charges that staff are recommending. The NBLC Report confirms that those concerns are well-founded. In short, the report confirms that the impact of the development-related charges proposed (DC increases, CBCs, and cash in lieu of parkland increases) could result in a net loss in the supply of residential land, with the potential unintended consequence of increasing housing prices due to lack of supply. Unfortunately, it appears that City staff do not take the conclusions of the report seriously.

While the NBLC Report was prepared in February, it was only provided to BILD and other stakeholders on April 1, with the release of the Council Agenda. While we have not had much time to review the NBLC Report, we note the following findings:

- While the individual impact of each of the proposed policies (DC increases, CBCs, and cash in lieu of parkland increases) may not be substantial on its own, the cumulative impact of the proposed fees is very significant.
- This magnitude of impact could become a disincentive to reinvestment, reducing the supply of developable residential land.
- If the trend of construction cost increases continue, the viability of many residential projects will deteriorate. Persistent inflation and rising interest rates may also temper residential pricing, potentially magnifying the challenges posed by the proposed policy changes (DC increases, CBCs, and cash in lieu of parkland increases).
- The cumulative impact of the proposed municipal fees has the potential to dampen development interest in high-density residential development across the City.
- A net loss in the supply of land that could be used for residential development may have the potential consequence of increasing housing prices due to lack of supply.
- Rental housing would be significantly impacted - the proposed policies (DC increases, CBCs, and cash in lieu of parkland increases) would further exacerbate the challenges faced in creating new purpose-built rental housing development.
- The proposed policies (DC increases, CBCs, and cash in lieu of parkland increases) may have the potential to significantly impact the viability of stacked townhome projects (i.e., “missing middle” development).
- The analysis does not take into account the potential impact of inclusionary zoning. Should an Inclusionary Zoning policy be adopted, it could only further exacerbate the feasibility challenges posed to residential development by the proposed fees.

BILD believes that the absence of any consideration of Inclusionary Zoning is a serious gap in the NBLC Report. Inclusionary Zoning is probably the most significant new charge being proposed against development, and its potential impact on the housing market and financial viability of development in Mississauga was assessed by NBLC in a report completed just a few months ago in December 2021.

BILD notes that the NBLC Report suggests that the “risk is generally low” that additional charges will be passed on to homebuyers with existing agreements of purchase and sale, since most projects surveyed cap purchaser liability for development-related charge increases to between $5,000 and $15,000, and these costs could be rolled into a mortgage at closing. If the average cap is $10,000, we would suggest there is a substantial risk to buyers of costs being passed onto them. If $15,000 is rolled into a mortgage, it may result in a total of $25,000-$30,000 in principal and interest costs. NBLC ignores the additional interest costs that would be incurred, which may be increasing over time.

The NBLC Report, which was prepared by the City's own consultants, is clear regarding the very serious impacts the proposed fee increases may have on both housing affordability and supply, and recommends that the City consider approaches to mitigate the significant impacts that these increases in development-related charges may have. ***City staff recommend no additional measures to mitigate the risk of the increased development-related charges, notwithstanding the recommendations of the NBLC Report***.

The only measure proposed by staff is a one-year phase-in of the new cash-in-lieu of parkland maximum capped rate. With respect, this proposed phase-in will do nothing to address the potential long-term impacts on housing affordability and supply predicted by the NBLC Report. We note that staff are not even advancing the measure suggested by NBLC – which is a phase-in period adjusted based on economic conditions, such as interest rates.

BILD requests that Council direct staff to report further on potential mitigation measures to address the potential cumulative impact of the proposed increase in development-related charges.

B. DEVELOPMENT CHARGES

Detailed questions regarding the proposed DCs based on Altus's review of the Development Charge Background Study are set out in the attached memo, dated March 28, 2022. A summary of key concerns identified to date is set out below.

i. General

- The capital programs have a category for "Other Development Related" funding which is intended to cover "development-related costs to be considered for funding from other tools and/or future DC Studies". Some of these costs are in the capital program for the community benefits charge. However, we presume that some of these costs represent post period benefit. The City should be clear in defining what component of services are providing capacity for post period benefit, as they cannot be funded by a community benefits charge.
- Land Values in the level of service inventories seem high.

ii Parks and Recreation

- The allocation of need to growth for the Port Credit Marina Development over the study period (86%) seems too high. A greater portion should be attributed to benefit to existing development.
- The replacement of value of buildings in the historic inventory of over \$1,000 per ft^2 appears to be too high.
- The parks and development inventory appears to include land for tableland parkland.
- The inventory used to calculate levels of service may be overstated in some respects.

iii. Transit

- The benefit to existing share of certain facilities appears to be understated.

iv. Roads

- The benefit to existing share of certain infrastructure appears to be understated.
- The capital costs of land may be overstated.
- The capital cost increases for certain projects does not appear to be justified.
- The roads capital program may not provide an adequate allocation to post period benefit.

BILD may have more comments regarding the proposed development charges as information provided by staff in response to questions, and our review continues.

C. COMMUNITY BENEFITS CHARGE

As BILD has advised City staff on several occasions, the CBC Strategy prepared by the City's consultants, Hemson Consulting, is very disappointing in its lack of detail, particularly regarding the capital program to be funded by CBCs.

The *Planning Act* requires that a CBC can only fund: "the capital costs of facilities, services and matters required as a result of development." The CBC Strategy is required to identify the increase in need for facilities, services and matters attributable to development, which will be funded with CBCs. The CBC Strategy prepared by Hemson falls far short of these requirements, setting out generic categories of services or amenities with gross cost numbers, and with no assessment whatsoever of "need" or capacity. We also note the following:

- It appears that some of the capital costs may create capacity that benefit development beyond the study period, which is not permitted by the *Planning Act* and applicable regulations.

- The capital program contains an estimated $120,000,000 for “Affordable Housing Units (Owned)”. To our knowledge the City does not own, nor intend to own, any affordable housing units. The staff report suggests the CBC fund could be used to “fund affordable housing programs in the future or accept in-kind contributions.” There is no assessment of capital costs of affordable housing facilities or services that are required by new development that the City will incur. There seems to be no basis for the $120,000,000 cost estimate.

- For many items in the capital program, there is no explanation as to how or why they are <u>required</u> because of development. Things like public art, tactical urbanism projects, theatres and culture hubs and other community facilities are not required by development, but are amenities enjoyed equally by the entire community.

- For many items in the capital program there is either no allocation, or an insufficient allocation, to benefit to existing development, as required by the Act. Things like road safety measures, cycling infrastructure, urban parks, and parking, benefit existing development just as much as new development.

BILD submits that the CBC Strategy does not comply with the requirements of the Act, and should not be used as the basis for the approval of a CBC By-law.

Yours truly,

Goodmans LLP

Robert Howe

cc: Paula Tenuta, SVP, Policy & Advocacy, BILD

7259779

AltusGroup

March 31, 2022

Memorandum to:	Shahada Khan Manager of Development Financing and Reserve Management City of Mississauga
From:	Daryl Keleher, Senior Director Altus Group Economic Consulting
Subject:	**Mississauga DC Review**
Our File:	**P-6628**

Altus Group Economic Consulting was retained by BILD to review the City of Mississauga's Development Charge Background Study and proposed DC by-law.

General Questions:

1) Can the City confirm that the "Other Development Related" category in draft DC tables would include both "Post Period Benefit" and "CBC" funding amounts. If the costs under these columns are being used as the basis for what is passed through to the City's CBC, and the column includes both Post Period Benefit and "CBC" amounts - these amounts should be differentiated. It would be unfair to impose PPB costs that would be payable by future development through the CBC being imposed on current development. Costs allocated under "Post Period Benefit" are intended to be funded by future DCs, which the Planning Act states should not be funded by CBCs:

   > *For greater certainty, nothing in this Act prevents a community benefits charge from being imposed with respect to land for park or other public recreational purposes or with respect to the services listed in subsection 2 (4) of the* Development Charges Act, 1997*, provided that the capital costs that are intended to be funded by the community benefits charge* ***are not capital costs that are intended to be funded under a development charge by-law*** ***[emphasis added]***

   This change in approach would also be of benefit to the City, as instead of funding items that would eventually be funded through the DC anyway (leaving the City with no net new funding over what it would receive, only that the funding would come sooner), this way the City can maximize their CBC by funding only those things that would receive no DC funding, and let the PPB portion of DC projects be funded by future DCs.

2) The replacement value of fire, library and recreation facility buildings in the LOS inventory appear to be high, when compared to both industry benchmarks and other recent DC studies across the GTA. In the City's 2022 DC Study, recreation centres are valued at $840 or $1,030 per square foot, fire stations are valued at $1,020 per square foot, and library buildings are valued at $820 per square foot.

By comparison, and as one example, the Altus Group Cost Guide for 2022 estimates that Multi-Use Recreation Centres have a base construction cost ranging from $500 to $820 per square foot, substantially below the assumptions in the City's DC study.

Similarly, when reviewing other GTA municipal DC studies released in the last year, the values used in the City's DC study are often double what other municipalities have valued their buildings at.

Can details for how the City estimated construction costs be provided, including any costing study that may have been undertaken to support these values?

Figure 1 **Comparison of Replacement Values for Existing Buildings, Mississauga and Other Recent GTA DC Background Studies**

		Highest Values in Other Recent DC Studies			
Type of Facility	Mississauga (2022)	Halton Hills (2022)	Vaughan (2022)	Oakville (2021)	Milton (2021)
	Dollars per Square Foot				
Library Buildings	820	596	700	487	436
Fire Buildings	1,020	303	615		460
Community Centres	840-1,030	500	500	379	467
Indoor Pools	1,130	500	600	426	410
Other Indoor Facilities	590-840	500	500		
Seniors Centres	840		410	252	
Arenas	610	500	560	310	259

Source: Altus Group Economic Consulting based on City of Mississauga 2022 DC Study and other recent DC studies as indicated

Parks & Recreation:

3) The attribution of cost for Port Credit Marina Development ($77 million gross cost) is 86% to growth and 14% to existing development. However, it is understood that the existing marina will have its lease expire in 2023 and is at the end of its lifecycle, making a substantial portion of the new marina project a replacement of the existing marina. The full extent of this replacement should be acknowledged, and it is likely the replacement element is beyond the 14% BTE currently used. The broader tourism benefits on existing local businesses in the Port Credit area should also be accounted for in determining BTE.

4) What is included in the replacement value for "Tableland"? The LOS tables shows the number of hectares in each category (Woodlots, Community, Destination and Urban Destination), with per hectare values ranging from $83,800 per hectare to $7,484,800 per hectare.

    a. Can it be confirmed that these values do not in any way include land values?

    b. In particular, the value for Urban Destination Tableland ($7,484,800 / ha) resembles a frequently used assumption in the LOS inventory for the value of land throughout most of the City of Mississauga ($8.6 million / ha). What improvements have been done to "Urban Destination Tableland" to merit a replacement value of $7.5 million/ha?

5) The LOS inventory includes over 1,137 hectares of "Hazardlands" that are assigned a replacement value of $68,500 per hectare. What improvements (equating to a total of $77.9 million in

improvements) have been undertaken to the City's Hazardlands to justify the replacement value used in the DC tables?

6) The LOS inventory includes the Living Arts Centre building (76,631 sf at $840/sf) and land ($42.3 million/ha), which given that it is an arts and cultural facility is ineligible for inclusion in the DC (beyond the LAC Debt component of the DC that the City is almost finished with) including in the LOS inventory.
7) The LOS inventory includes 3.8 hectares of land under "Land for Outdoor Recreation Buildings" for the "Churchill Meadows Outdoor Buildings", which appears to coincide with the "Churchill Meadows Air Supported Structure". Is this facility planned to be used throughout the year as an enclosed structure or only during colder months?
8) The LOS inventory includes building and land replacement costs for the Mississauga Canoe Club and Mississauga Sailing Club. Does the City run these groups, and does the City own or lease the facilities they use (as included in the DC Study)?

Transit

9) The cost of $240 million for "Transit Meadowvale Satellite" facility is allocated to existing development using a 30% BTE share. However, this BTE share differs from the 59% BTE applied to other stations and terminals – what is the basis for the different approach to BTE used for this project?

Public Works

10) The capital project list includes a $77 million line item for a "Future Works Yard (Loreland)" – it is our understanding that the City recently acquired land in this area, potentially for public works as well as land for recreation purposes – does this line item consist of buildings and other site improvements, or is there a land acquisition component included too?

Roads

11) As a general comment, it is noted that of the $9.89 billion in value of the City's roads system, nearly 66% of the value of the City's inventory ($6.5 billion) is made of land value, or "Property ROW".

    Over the 2012-2021 period, the amount of "Property ROW" in the City's inventory has barely changed, increasing from $6.505 billion in 2012 to $6.508 billion in 2021, an increase of just $2.7 million (0.04% increase) in a 10-year span, suggesting that the City is typically not acquiring land for roads projects, but utilizing existing rights-of-way for road widenings or other road improvement projects. Utilizing existing land where possible, rather than expropriating or acquiring land that is not necessary represents good planning, and efficient use of public resources.

    Of the $1.25 billion in DC Recoverable costs included in the DC calculation, does the City have an estimate of how much of these costs (or of the $1.87 billion in total gross costs before deductions) are assumed land acquisition costs?
12) The costs of the Dundas Street BRT project (projects 1.1.11 and 1.1.12, with gross costs of $463 million and $121 million, respectively) and Lakeshore Road BRT project (1.1.13) are included in the Roads DC.

a. Can the nature of the works under this line item be detailed and compared to the costs for the Dundas BRT stations included in the Transit DC (project 1.4.12, $109 million)?
b. The BTE for the Dundas BRT stations is 59% (as per the ridership analysis), but the elements in the Roads DC are given a BTE of just 20%. The BTE calculated for Transit stations should apply equally to the linear transit infrastructure.

13) The cost of Ninth Line (Eglinton to Britannia) project (#1.1.17) increased from $12.7 million (2019 DC Study) to $51.6 million (2022 DC Study) – can details regarding the reasons for the significant cost increase be provided?
14) Can details regarding the BTE allocations be provided for each of the three grade separation projects (projects 1.3.1, 1.3.2 and 1.3.3), including existing and projected exposure index calculations, if available?
15) Can a reason be provided for the significant increase in the cost for Noise Walls, which increased from $61.9 million in the 2019 DC Study to $101 million in the 2022 DC Study? It is noted that the $101 million in capital costs for Noise Walls would be equivalent to 70% of the City's existing inventory of Noise Barriers as shown in the LOS inventory. We would like to understand the quantity and location of noise walls to be acquired using the $101 million in recoveries.
16) Project 1.2.1 is for the extension of Argentia Road from Tenth Line (near Lisgar GO) to Highway 407, with a cost of $30 million. However, the segment of road from Tenth Line to Ninth Line, which constitutes the majority of the road length, is already constructed – do the capital costs reflect this project being substantially completed? What portion of the costs would be associated with the rest of the road segment from Ninth Line to Highway 407?
17) Many of the roads included in the DC Study are those identified in the Downtown 21 Master Plan. The DT21 Plan is based on a build-out potential of 69,095 persons and 71,411 jobs, which would be an increase in population of approximately 35,000 persons and 46,000 jobs from 2009 levels (according to the Master Plan). Do the calculations in the City's 2022 DC Study appropriately account for post-period benefit to the extent that the build-out population expressed in DT21 Plan that the planned road network is designed for, may exceed the amount of growth forecast within the City Centre in the DC Study to 2041?
18) What is the basis for assigning 10% BTE for road widenings of 2-to-4 lanes, and 20% for widenings from 4-to-6 lanes?

The Royal Canadian Legion
Branch #139, Streetsville
101 Church Street
Mississauga, Ontario
L5M 1M6
(905) 826-8672

February 28, 2022

Alcohol and Gaming Commission of Ontario
Licensing and Registration
90 Sheppard Ave., East, Suite 200
Toronto, ON M2N 0A4

RE: Temporary Extension of Liquor Licenses

To: Whom it may concern: RE: Current Liquor License 44180

I am contacting the AGCO to request four extensions to our existing **liquor license #44180, on behalf of The Streetsville Branch 139 of the Royal Canadian Legion. The four (4) events are:**

1)	50th Anniversary of the Bread and Honey Festival- June 3rd and 4th 2022	11:00am – 1:00am
2)	Canada Day Celebrations- July 1, 2022	11:00am – 1:00am
3)	Classic Car Show- August 20, 2022	11:00am – 1:00am
4)	Octoberfest- October 1, 2022	11:00am – 1:00am

This letter will also be sent to the organizations, indicated by the "CC" at the end of the letter.
They include the required notifications to the Fire, Police, Building Enforcement and the Health Department.
The City of Mississauga's Clerk Office will also be sent a copy, of which they will gain approval by the City of Mississauga City Council, before they can produce a letter of non-objection. The Streetsville Legion Branch 139 is once again proud to be hosting several community events this year, and will increase public awareness of our goals and objectives as well as our commitment to serving the community and providing much needed funds to local, regional and national organizations. Our local concerns includes Veteran's, Seniors needs, our local hospitals, four (4) Cadet Corps, as well as many others on an as needed basis. Some of the funds raised from these events as well as our dedication to our annual Poppy Campaign also support provincial and national Legion charity programs and provide much good to our Canadian Society.

Lest we forget

We intend to utilize our licensed premises and patio, some of our parking lot and grassy area on the north side of the building as we have in previous years. We will be serving food, liquor and beer in these areas as well as providing live bands and DJ entertainment. The entire property is owned by the Legion.
We are again preparing to welcome Legion Members, as well as non-members visiting or residing in the community.
We are hoping to attract 500 or more people to each event.

Hot food will be served and uncooked food being kept in coolers, personal hygiene procedures will be observed in the proper manner as directed by the Region of Peel Health unit. No additional buildings will be constructed and we will use tents for shelter of the serving areas only. The conditions and careful procedures as directed by the Mississauga Fire Department will be followed in regards to the positioning of all cooking units and fire extinguisher quantity and placement. We will be controlling event access with comprehensive fencing and Legion volunteers acting as our identified Staff to secure all entry and exit points. A warm welcome to the advice and attendance of Peel Regional Police is always extended and appreciated and we expect many officers will take the time to visit as they have in the past.

The Streetsville Legion has never committed or experienced and disturbances of bylaws or liquor infractions at any of our events and we plan on keeping our record unblemished. We assure total compliance with all Municipal Fire, Health and AGCO and Security regulations. We eagerly look forward to once again serving our community.

Our signing Officers for the Streetsville Legion are:

Judy McNutt- President
Maria Booton- Past President
Karen Souter- 1st Vice President
Benjamin Pearce- Secretary/Membership

If there is any additional information required, please do not hesitate to contact me directly. Cell # 416-522-9195.

Regards
JMcNutt

Judy McNutt
President
Royal Canadian Legion 139
Streetsville, ON

CC:
Peel Regional Police
Attn: Community Liaison Officer
Division 11
3030 Erin Mills Parkway
Mississauga, ON L5L 1A1

Mississauga Fire Department
Attn: Inspections Department
300 City Centre Dr. 2nd Floor
Mississauga, ON L5B 2C2

Region of Peel Health
P.O. Box 669, RPO Streetsville
Mississauga, ON L5N 3C1

City of Mississauga
Attn: Building Enforcement
300 City Centre Dr.
Mississauga, ON L5B 3C1

City of Mississauga
Attn: Clerk's Office
300 City Centre Drive. 2nd floor
Mississauga, ON L5B 3C1

From: Monica Ruffolo on behalf of vital stats
To: Angie Melo
Subject: FW: GIOVANNI - LETTER FOR S.O.P (SCOOTERS ROLLER PALACE)
Date: Tuesday, March 15, 2022 4:23:43 PM
Attachments: FLOOR PLAN.pdf

From: Giovanni Spagnolo <[redacted]>
Sent: Friday, March 11, 2022 1:19 AM
To: vital stats <vital.stats@mississauga.ca>
Subject: GIOVANNI - LETTER FOR S.O.P (SCOOTERS ROLLER PALACE)

Hey Guys!

I'm sending over the information you requested for the event we'll be hosting Thursday, June 30th 2022 inside Scooters Mississauga. This will be our 3rd event and It's been a much anticipated wait. I've attached the floor plan and promotional flyer for you as well.

Event Name: Rollout - The Sip & Skate Party
Date: Thursday, June 30th 2022
Time: 10pm-3am / Last call 1:15am sharp
Location: Scooters Roller Palace
Address:
2105 Royal Windsor Dr,
Mississauga ON L5J 1K5

Indoor/Outdoor: Indoor
Event Type: Public
Event Age: 19+
Capacity: 1,500
Attendees: 600
Event Instagram: @rollout.to

A designated bar as seen on the floor plan will be available for drinks and food. There will be absolutely no drinking and skating allowed. Anyone attending the event will have to sign a skate at your own risk waiver. We'll be hiring 12 professional security guards to ensure the safety of all attendees.

GIO
Direct: [redacted].
[redacted]

Notice of Motion

Moved by: Councillor Mahoney
Seconded by: Councillor Saito

Whereas, the City of Mississauga is committed to fostering an inclusive community where people of all ages, abilities and backgrounds can thrive; and

Whereas, the mandate of the Accessibility Advisory Committee is to help guide the City in removing and preventing barriers in policies, practices, programs, and services to meet the requirements of the Accessibility for Ontarians with Disabilities Act. This includes reviewing Mississauga's Accessibility Plan and other accessibility reports, identifying accessibility opportunities and challenges within the community and advising Council on requirements to implement accessibility standards across Mississauga; and

Whereas, during a February 28, 2022 meeting of the Promotional Awareness Subcommittee of the Mississauga Accessibility Advisory Committee, staff introduced the Treat Accessibly – a grassroots movement started in 2017 by the Padulo family at their home with the goal of making trick-or-treating at Halloween accessible and inclusive for families; and

Whereas, by some estimates, 400,000 children in Canada, and 4 million in the United States identify with having a disability that may prevent these children from trick-or-treating with their siblings and other kids because something as simple as stairs; and

Whereas, the Treat Accessibly initiative recommends several ways households in Mississauga, and in communities throughout North America, can distribute items in a safe and accessible way. For more information, the public can visit treataccessibly.com; and

Whereas, mindful of annual Halloween festivities, the public should continue to follow health and safety protocols in place because of the ongoing global COVID-19 pandemic and consider how these protocols may impact those participating in Halloween festivities.

It is therefore recommended:

1. THAT the City's Corporate and Strategic Communications department promote awareness of the Treat Accessibly initiative, on an annual basis, on the appropriate corporate communications channels, while also communicating health and safety protocols in response to COVID-19; and

2. THAT this resolution is shared with the City's Accessibility Advisory Committee; Ontario's Minister for Seniors and Accessibility; Peel Region Council; and all Peel Region-area Members of Provincial Parliament and Members of Parliament.

16.2.

Moved: Councillor Parrish

Seconded: Mayor Crombie

Motion: Ontario Dump Truck Association (ODTA)

WHEREAS members of the Ontario Dump Truck Association (ODTA) are advocating for respect for their labour rights, fair wages and compensation, to ensure their members and the public are provided the highest level of safety possible when on Ontario roads and highways;

WHEREAS ODTA members are rightfully advocating for and deserve basic labour rights, fair wages and compensation and other standards that are required to ensure a viable and safe workplace for their members;

WHEREAS the City of Mississauga looks to uphold the strongest protections possible for both workers and the public to ensure the highest level of safety is in place when jobs are occurring within the City;

WHEREAS we understand that in some cases, the basic labour rights of ODTA members such as access to restrooms on job sites and denial of 30-minute breaks are being refused;

WHEREAS the ODTA is also reporting that members are being forced to contravene Highway Traffic Act rules as well as maximum load allowances on their vehicles thus making their workspace and our roads unsafe for all road users.

THEREFORE BE IT RESOLVED:

That the City of Mississauga stands with ODTA members in their right to fair wages and safe working conditions. We further share their goal of ensuring our streets are the safest in Ontario for both dump truck operators as well as everyday road users.

AND further, the City explore broadening the scope of its Sustainable Procurement Policy to address labour rights and working conditions.

AND further, that staff review the City of Mississauga's procurement process and identify opportunities to explicitly strengthen contractor and supplier's responsibility for ensuring their subcontractors are complying with fair labour practices such as basic labour rights, fair wages and compensation.

Carolyn Parrish

16.3.

Notice of Motion

Moved by: Councillor Fonseca

Seconded by:

WHEREAS further to the community meeting requested by Applewood Hills and Height Resident Association of March 31st, 2022;

AND WHEREAS I am requesting that staff respond to the questions raised by the Bloor Street residents along this central section regarding bike lanes and residential and commercial driveways;

AND WHEREAS I ask staff to present their findings at another in person community meeting for the homeowners and business owners along Bloor Street between Cawthra and Dixie; and that the commenting period on the project be extended as a result of this additional consultation

THEREFORE BE IT RESOLVED that no decisions be made on the Central section of the Bloor Integrated Project at this time.

Signature

Chris Fonseca

WHEREAS the Mayor, Members of Council and staff at the City of Mississauga are saddened to learn of the passing of Pavitra Singh a City of Mississauga employee, who passed away on Tuesday, March 15, 2022;

AND WHEREAS Pavitra started with the City of Mississauga in 2017 as a MiWay Trasnit Operator working out of the Central Parkway Facility;

AND WHEREAS Pavitra was a valued member of the MiWay team, was a highly respected employee who enjoyed going to the gym.

AND WHEREAS Pavitra is survived by his wife and two daughters.

NOW THEREFORE BE IT RESOLVED that sincere condolences be extended on behalf of the Mayor, Members of Council and staff of the City of Mississauga to the Singh family.

WHEREAS it is the desire of Council to convene a meeting with local Mississauga Members of Parliament and Members of Provincial Parliament on April 8, 2022 to discuss Housing Affordability;

AND WHEREAS in addition, this meeting will provide an opportunity for Councillors to address our local MPP's directly;

NOW THEREFORE BE IT RESOLVED that a meeting on April 8, 2022 with the Members of Council and Mississauga Members of Provincial Parliament shall be open to the public to deal with Housing Affordability.

WHEREAS on November 11, 2020 Council amended the Council Procedure By-law 0139-2022 (repealed and replaced with By-law 0044-2022) to include the agenda heading entitled "Matters Pertaining to COVID-19" on agendas;

AND WHEREAS on March 30, 2022, General Committee has expressed a desire to amend the Council Procedure By-law to remove this heading from Council and General Committee agendas;

NOW THEREFORE BE IT RESOLVED that a by-law be enacted to amend the Council Procedure By-law 0044-2022 Section 41 (9) to remove the agenda heading entitled "Matters Pertaining to COVID-19.