

## Recommendation Report Detailed Planning Analysis

**Owner: Lakeview Community Partners Limited**

**1082 Lakeshore Road East and 800 Hydro Road**

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Files: OZ 19/003 W1, OZ 19/021 W1 & T-M19001 W1

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## 1. Community Comments

Through the community and public meetings held, comments of concern from the public were generally directed towards height, density and traffic. In addition to comments of concern, many comments expressing support for the proposal were heard. Below is a summary and response to the specific comments heard.

### Comment

Concerns were raised regarding the overall heights and density proposed, as well as the heights which are proposed at the southwest area within the Waterway District.

### Response

The City, in collaboration with Lakeview Community Partners Limited, Sasaki (the Master Plan Architect) and the community, went through an extensive year-long process in evaluating the built form of the planned community. The process culminated in the approval of the Lakeview Waterfront Development Master Plan by Council on November 6, 2019. While many variables were considered during the process, one of the main principles was to ensure that heights along the waterfront were kept to a modest level. Another task was to identify where taller buildings were appropriate and could be supported. Through the submission of a master plan designed by Sasaki, an enlarged central north-south park was introduced. Its introduction allows for more residents to live in close proximity to a prominent park space. The generous width of the park also made it appropriate to frame the open space with taller buildings in order to create a more defined and urban sense of place. Conversely, heights

of buildings closest to the water were lowered. The exercise of evaluating appropriate built form also helped to inform what type of density would be supportable.

The Waterway District was identified as an area that could potentially accommodate greater building heights in the original Inspiration Lakeview Plan. The intention was to allow a small defined area to accommodate architecturally significant buildings while securing the balance of the waterfront for mid-rise buildings. The Lakeview Waterfront Character Area policies were written and implemented to maintain this intention. Through the Master Plan process, various configurations of the Waterway District were contemplated. The current configuration is reflected in the development applications and were derived after community consultation with the tallest tower being located the furthest away from the waterfront and with low to mid-rise built form at the western edge. Community concerns have persisted with the lowest of the three towers, the 24-storey tower closest to the waterfront. Staff are satisfied that this tower can be setback sufficiently from the waterfront to avoid unacceptable compatibility impacts. Notwithstanding this position, the entirety of the Waterway District will be subject to an architectural competition which will be used to ensure architectural excellence and appropriate contextual integration.

### Comment

Concerns were raised regarding the additional traffic that the development would generate, including the traffic contained within the community and the resulting traffic increase along Lakeshore Road East.

**Response**

A Traffic Impact Study (TIS) was submitted in support of the application. The study investigated the impact of the proposed development on the existing traffic network and concludes that the development and study area intersections will require external road improvements including the introduction of the Lakeshore Road Bus Rapid Transit (BRT). Transportation and Works Rapid Transit staff are currently undertaking the Environmental Assessment and Transit Project Assessment process (TPAP) for the planned higher order transit and is expected to be substantially constructed by 2027. More information can be found in the Transportation and Works comments of the Updated Agency and City Department section of this Report.

**Comment**

A question was raised as to whether further engagement would happen with regards to park development.

**Response**

As a result of social distancing restrictions, a parks engagement survey was conducted online and through mail outs between November 2020 and January 2021. The survey requested feedback on priorities and desired features within parks. Over 1,300 responses were received.

A subsequent parks engagement survey is scheduled to be conducted in October 2021. Given the ongoing precautions with scheduling in-person gatherings, the survey will continue to be undertaken online and through mail outs. This second survey builds upon results received from the first survey with more

specific and refined ideas being solicited from residents and businesses.

The results received from these surveys will form an integral part of the parks planning process which is underway. More information on the engagement can be found under the Community Engagement Section of this report.

**Comment**

Questions were raised as to how affordable housing would be integrated into the community.

**Response**

The City of Mississauga's Affordable Housing Strategy outlines the City's goals for affordable housing and identifies the need to accommodate middle and lower income families by ensuring that housing costs fall within 30% annual gross household income. Currently, the threshold for affordability for middle income families is estimated to be \$420,000. The applicant has agreed to provide a minimum 5% affordable housing within the community. This equates to over 400 affordable units. The 5% commitment is in keeping with other affordable housing commitments secured through other large scale residential developments in the City. Affordable housing will be dispersed throughout the development blocks and buildings rather than concentrated in one area. Given the long term nature of the development build out, the specific delivery mechanism or affordable housing affiliations have not been confirmed, however, a phasing schedule will accompany the commitment of units obligating Lakeview Community Partners Limited to reach targets of affordable housing on a block by block basis.

**Comment**

A question was raised as to what implications this proposal will have on the redevelopment potential to the industrial properties to the north, known as the Rangeview Estates.

**Response**

The proposal has been designed to integrate into the existing road network pattern and park layout outlined in Mississauga Official Plan. It is expected that there will be minimal impact on the existing industrial properties operating in Rangeview Estates. Rangeview properties can continue to operate under their existing zoning permissions. Should properties owners wish to redevelop their land, they would have to bring forward a Master Plan(s) and development applications, much like the subject development applications. This can only occur once the Municipal Comprehensive Review for those lands is completed by the Region of Peel in mid-2022. The fragmented nature of ownership may create challenges in the redevelopment of those lands, making the securement of satisfactory Master Plan(s) with a comprehensive vision all the more important.

**Comment**

A comment was made regarding the importance of integrating the arts into the community

**Response**

Lakeview Waterfront is identified as a future Cultural District within the 2019 Culture Master Plan. Accordingly the integration of arts, culture and heritage will play an important role in the establishment of the community.

The City and Lakeview Community Partners Limited undertook preliminary discussions with Artscape between 2018 and 2020. Lakeview Community Partners Limited has continued to partner with Artscape through the inclusion of various installations in and around the Discovery Centre. The City is planning to undertake a request for proposals process in the future to secure arrangements for the procurement of a public art partner which will set out the framework for Lakeview Waterfront as a Cultural District.

**Comment**

Concerns were raised regarding the integration of sustainable initiatives and lowering energy demand.

**Response**

Sustainability has been an integral part in the planning of this community. All of the sustainability initiatives being incorporated into the development of this community are outlined in the Green Development Initiatives section of this report.

## **2. Updated Agency and City Department Comments**

### **UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**

The applications were circulated to all City departments and commenting agencies on April 4 2019, January 10, 2020, February 28 2020, July 27, 2020, November 10, 2020, March 2, 2021 and again on June 23, 2021. Various documents were submitted and circulated between formal resubmissions. A

summary of the initial comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

### **Transportation and Works**

Comments updated October 5, 2021, state that technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic, and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

#### *Noise*

The evaluation of the noise sources that may have an impact on this development include road traffic, rail traffic and stationary noise sources from industrial uses to the north and east of the site. The existing stationary noise sources to the north and east of the site will impact a portion of the subdivision lands until these industrial/commercial lands are redeveloped. A portion of the subject site is proposed to be classified as Class 4 under the Ministry of Environment Conservation and Parks NPC-300 Noise Guidelines. A Class 4 Area classification would allow for land use compatibility between the new community and the existing commercial/industrial uses in the area. Utilizing a Class 4 Area classification to develop new sensitive land uses (i.e. residential and school) where there are existing stationary noise sources is desirable as mitigation to meet Class 1 sound level limits in this instance would not be practical or feasible at this time. The remainder of the development will adhere to usual Class 1 or 2 guidelines, as applicable. The submitted noise

study satisfactorily confirms noise feasibility and noise mitigation will be required, including acoustical barriers for some outdoor amenity areas and upgraded building construction, the details of which will be confirmed through the Site Plan and Building Permit processes. Lands in exceedance of Class 4 limits are proposed to be placed in an 'H' Holding zone and additional noise reports will be required prior to lifting of the 'H' Holding provision. The noise reports will be required to confirm mitigation measures for off-site stationary noise sources that adhere to the Class 4 noise levels permitted through NPC-300 guidelines. Potential noise sources that may be generated by the development will be mitigated through the detailed design site plan process.

#### *Municipal Works*

Municipal infrastructure works will be required to support this development which shall form part of the Subdivision Agreement. Detailed design, securities and insurance will be addressed through the Subdivision Agreement.

#### *Stormwater*

A Functional Servicing and Stormwater Management Report, prepared by Urbantech West Consulting, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing

infrastructure, new infrastructure and/or on-site stormwater management controls.

The applicant has provided a satisfactory stormwater servicing concept within the new subdivision. Staff will continue to review and refine the details as the application progresses beyond the recommendation report milestone. In general, the development includes new storm sewers that drain to Lake Ontario along with low impact development and quality control measures to address the City's development requirements as well as Provincial requirements.

#### *Traffic*

A total of 3 traffic impact study (TIS) submissions and various technical memorandums were prepared by The Municipal Infrastructure Group Limited in support of the proposed full build-out of the development. Each submission was reviewed and audited by the City's Transportation and Works Department.

The Transportation Considerations Report has been developed in accordance with policies and guidelines that include:

- a fine grain street pattern created to support all types of users, including transit-riders, cars, bicycles and pedestrians;
- recognize the importance of cycling and walking as a form of transportation, and to establish bicycle path and walkway systems in conjunction with local municipalities; and,
- achieve higher transit usage by supporting improvements in service, convenient access and good urban design.

Additionally, the Transportation Considerations Report has taken into consideration aspects of the Inspiration Lakeview Master Plan, the City of Mississauga Official Plan, and Lakeshore Connecting Communities Transportation Master Plan Study, that inform the development of an active transportation network and the promotion of alternative modes of transportation.

Based on the most recent submissions, including the August 2021 submission, the study complied with the City's TIS guidelines and is deemed satisfactory. In order to accommodate the full build-out of the suite, various external transportation mitigating measures will be required to be designed, built and constructed as well as the introduction of the Lakeshore Road Bus Rapid Transit (BRT). Under full build-out conditions (8,050 residential units and over 158 000 m<sup>2</sup> (1,700,000 ft<sup>2</sup>) of non-residential gross floor area), the study concluded that the proposed development is anticipated to generate 3,522 (1,400 in, 2,122 out) and 4,148 (2,130 in, 2,017 out) two-way site vehicle trips for the weekday AM and PM peak hours in 2031, respectively.

With the traffic generated by the proposed development, the study area intersections will operate at acceptable levels of service subject to external road improvements being provided and the introduction of the Lakeshore Road BRT. It should be noted that T&W Rapid Transit Staff are currently undertaking the Environmental Assessment and Transit Project Assessment process (TPAP) for the planned higher order transit (BRT) and is expected to be substantially constructed by 2027.

Partial build-out of the Lakeview Village Development was assessed and can be achieved prior to the extension of Ogden Avenue and Haig Boulevard road extensions, and the implementation of the Lakeshore Connecting Communities BRT subject to the construction of the following mitigating measures:

- Construction of westbound right-turn lane at Cawthra Road and Lakeshore Road East;
- Construction of westbound right-turn lane at Dixie Road and Lakeshore Road East;
- Construction of eastbound right-turn lane at Lakefront Promenade and Lakeshore Road East;
- Northbound lanes reconfigured at Lakefront Promenade and Lakeshore Road East to include a dedicated left-turn lane and share a through/right lane;
- Construction of eastbound right-turn lane at Hydro Road and Lakeshore Road East;
- Northbound lanes reconfigured at Hydro Road and Lakeshore Road East to include a dedicated left-turn lane and a shared left/through/right lane;
- Signalization of Hydro Road and Lakeshore Road East intersection, as per Lakeshore Connecting Communities BRT roll plan drawings.

In addition to the above, full build-out of the Lakeview Village Development can be achieved subject to the construction of the following mitigating measures:

- Ogden Avenue and Haig Boulevard road extensions, and the implementation of the Lakeshore Connecting

Communities BRT being completed;

- Construction of eastbound right-turn lane at Haig Boulevard and Lakeshore Road East;
- Northbound lanes at Ogden Avenue and Lakeshore Road East configured to include a dedicated left-turn lane and a shared left/through/right lane;
- Northbound lanes at Haig Boulevard and Lakeshore Road East configured to include a dedicated left-turn lane and a shared through/right lane;
- Southbound lanes reconfigured at Dixie Road and Lakeshore Road East to include a dedicated right-turn lane and a shared left/through lane.

The applicant will be required to provide additional transportation studies through individual development approvals of each block to confirm external road improvements and include additional mitigation measures as may be required.

#### *Other Engineering Matters*

Environmental remediation comments are contained within Section 7, Mississauga Official Plan (MOP), of this report.

As part of this development proposal, temporary turning circles for the terminus of Streets 'F', 'G' and 'I' are required. These temporary works will remain until Streets 'F', 'G' and 'I' are extended to the north and the road network is completed as part of the redevelopment of the lands to the north.

Other site-specific details including, but not limited to, municipal infrastructure design and construction, servicing, land



dedications, easements and road works are required in support of this development and will be dealt with through the related Subdivision Agreement and conditions for registration.

### **Region of Peel**

Comments updated September 10 2021, state that a new pumping station will be required given the projected waste water flows generated by the anticipated populations. The applicant has proposed to locate the pumping station within the Innovation Corridor in a joint facility that will also accommodate the district energy generating and distribution function and the vacuum waste collection facility function.

The Region does not anticipate any pressure or flow issues as part of the proposed water servicing plan.

### **Credit Valley Conservation**

A Credit Valley Conservation permit for the realignment works of Serson Creek was issued on February 10, 2021

Comments updated July 20, 2021, state that it is understood that the District Energy Plant will be connected to the G.E. Booth wastewater treatment plant. Any creek crossing must consider creek scour and design confirmation by the geomorphologist.

### **Parks Planning**

Comments updated September 13, 2021, state that Parks Planning has reviewed the Public Open Space system and are satisfied with the amount and location of parkland proposed to be dedicated. Lakeview Community Partners Limited is proposing to convey approximately 19 ha (47 ac) of parkland to

partially fulfill Section 51.1 of the *Planning Act* requirement. The Public Open Space system is comprised of a destination park, the pier and several linear parks representing approximately 20% of the total site area.

Serson Creek corridor is part of the natural hazard lands system and staff are satisfied with the proposed rehabilitation of the corridor which involves widening of the overall channel width and softening the channel bank treatment including planting to support the restoration of the creek corridor. Part of the Serson Creek corridor buffer is proposed to remain in private ownership, as such, Parks Planning will be securing a public easement in favour of the City for this section.

Parkland dedication credits will be applicable to this development application. Section 51.1 of the *Planning Act* requires that where there is a partial conveyance of parkland, as a condition of draft plan of subdivision, the amount of any associated cash-in-lieu payment for the balance of required parkland is determined as the value of the land the day before draft plan of subdivision approval. This approach is also consistent with s.19.19.3(c) of the Mississauga Official Plan and s.7 of the City's Policy 07-07-01, *Dedication of Land or Cash in Lieu Thereof, for Public Open Space*.

Parks Planning is seeking input on the future Lakeview Village parkland. During phase 1 of the public engagement, residents completed over 1,300 surveys providing input on priorities and preferred amenities for the future parks. The engagement ran from November 20, 2020 to January 2, 2021. Phase 2 of the public engagement is planned for fall 2021 to validate the

conceptual park program plan and seek further feedback on the proposed amenities. The public engagement for the Lakeview Village future parkland is ongoing as the project progresses.

Given the long term nature of development build out, park construction will happen over a phased basis. Prior to subdivision registration, Lakeview Community Partners Limited will have to enter into a park development agreement with the City.

### **School Accommodation**

In comments, dated March 31, 2021, the Dufferin-Peel Catholic District School Board responded that it is satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to Bill 51 satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.

As indicated in the Information Report, attached as Appendix 1, the Peel District School Board has indicated the student population generated by the development would warrant the need for a new 850 pupil elementary school. An agreement has been reached in identifying a 1.6 ha (4.0 ac.) school block that will accommodate an elementary school that will be built to include urban elements that will enhance the built form of the school within the planned urban context, reduce surface paving and maximize the efficiency of land.

The school is envisioned as a three storey building with all staff parking being located underground. The school, combined with a linear park, will occupy the entirety of the development block which will permit lay-by parking to be accommodated within the right-of-way on all four surrounding streets. Parent pick up and drop off will be able to be accommodated within the right-of-way. The anticipated student population falls with the Peel Districts School Boards walking catchments area. Accordingly, school busing will be limited to field trips and special needs accommodations and will also be accommodated with the right-of-way. Prior to subdivision registration, satisfactory arrangements shall be made with the Peel District School Board for the acquisition, or reservation for acquisition, of the school block.

### **Waterfront Dedication**

The dedication of 27 ha (67 ac.) of waterfront land continues to form part of the commitment for the redevelopment of the site. The 27 ha (67 ac.) waterfront parcel consists of approximately 13.3 ha (33 ac.) of parkland including the 600 m (1,968 ft.) pier. While minor adjustments have been made to the right-of-way dimensions, and adjoining park blocks, the general configuration remains the same as presented at the Public Meeting which is contained in the Information Report (Appendix 1). The commitment and the details of the transfer of land and associated parkland credits are contained within a separate Municipal Lands Agreement which will be brought before Council as a separate item. The most up to date conveyance boundary can be found in Appendix 12.

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

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

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

The Public Meeting Report dated September 21, 2020 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

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

Section 1.2.6.2 of the PPS states where avoidance is not possible planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if adverse effects to the proposed sensitive land use are minimized and mitigated and potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

Section 1.3.1 of the PPS states that Planning authorities shall promote economic development and competitiveness by providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs and encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities.

Section 1.4.3 of the PPS states that Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans.

MOP has addressed this general PPS directives in the following chapters:

Chapter 5 – Direct Growth of Mississauga Official Plan (MOP) Indicates that Major Nodes will develop as city and regional centres and be a primary location for mixed use development and that they will provide a variety of higher density housing for people throughout the different phases of their lifecycle and for a variety of income groups.

Chapter 7 – Complete Communities contains policies that require developments to be compact in nature to support public health and be designed in a manner that is conducive to overall

health and safety. Developments shall provide a range of housing choices in terms of type, tenure and price.

Chapter 9 – Build A Desirable Urban Form of MOP indicates that Intensification Areas are a major building block of the city pattern and, as such, will be expected to exhibit high standards of urban design that will result in vibrant and memorable urban places.

The Lakeview Waterfront Major Node policies further refine the direction of the MOP noted above by indicating that affordable housing will be incorporated into the new community and that it will be designed to be a green sustainable community.

The proposal represents an opportunity to intensify and increase the range of housing in the area, including over 400 affordable residential units, introduce office employment opportunities, provide public access to the waterfront, establish a network of new parks while providing new cultural and recreational activities to the Lakeview community.

The Innovation District Activation Project will oversee the development of the over 5.7 ha (14 ac.) of land contained within the site for innovative technology and research uses which when fully realized can accommodate up to 139,350 m<sup>2</sup> (1.5 million ft<sup>2</sup>) of office and research space.

Land use compatibility has been reviewed extensively. Odour control measures have recently been put in place at G.E. Booth waste water treatment facility which greatly reduces the impacts to the site and allows for development on the majority of the

property. With additional planned improvements to the plant scheduled to 2027, the entirety of the development will be rendered compatible with all of the planned residential uses.

With the application of a Class 4 noise classification to the northern most blocks on the site, the abutting industrial uses will continue to be able to operate until such time as they redevelop to fulfill the full vision of the Lakeview Waterfront.

The proposed development represents efficient land use that avoids environmental health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

## 5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up

area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.

- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.
- Section 2.2.4.9 indicates that within all major transit station areas, development will be supported, where appropriate, by planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels

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

Section 9.2.1 Intensification Areas of MOP states that Intensification Areas are the principal location for future growth. They are planned areas within the municipality where the City has identified the appropriate type and scale of development. The subject site is an intensification area as it is both a Major Node and a planned Major Transit Station Area (MTSA) and contains policies for density, employment targets and built form which support an appropriate scale of intensification. Accordingly, the relevant MOP policies in this report conform to the Growth Plan for the Greater Golden Horseshoe.

The proposed development conforms to the Growth Plan as it is intensifying an unused high density site within a Major Node that is located along a planned Higher Order Transit Corridor (BRT) and a future Major Transit Station Area.

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

## 6. Region of Peel Official Plan

As summarized in the public meeting report dated September 21, 2020 (Appendix 1) the proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.2 direct redevelopment in the Urban System to establish healthy complete urban communities that contain living, working and recreational opportunities. Section 5.8.3 sets the objective of providing a range of housing types, densities, sizes and tenure to meet the projected housing needs of current and future residents of Peel as well increasing the supply of affordable rental and affordable ownership housing. Section 5.8.5 sets the objective to promote energy conservation and technologies that lead to energy efficient housing in new residential development.

The proposed development conforms to the ROP as it efficiently uses land to contribute to housing choices in the neighbourhood, achieves intensification through a compact form and a mix of land uses, promotes sustainability and accommodates density in a pedestrian friendly and transit supportive manner.

## 7. Mississauga Official Plan (MOP)

The proposal requires amendments to the Mississauga Official Plan Policies for the Lakeview Waterfront Major Node Character Area. The existing policies already permits a mixed use waterfront community containing residential, commercial employment, cultural, open space and parks uses. Amendments are required in order to address changes to the road and open space layout, recognize additional heights on specific blocks, recognize changes to the unit mix between townhomes, midrise and taller buildings, and allow a maximum residential unit count of 8,050 in accordance with the Lakeview Waterfront Development Master Plan.

Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good***

***planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

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

***Directing Growth***

The subject site is the former Lakeview Power Generating Station lands which is located within the Lakeview Waterfront Major Node Character Area. The site consists of the Cultural Waterfront, Ogden Green and part of the Innovation Corridor precincts.

The existing Lakeview Waterfront policies are derived from the Inspiration Lakeview Master Plan. The policies follow the vision of a vibrant, sustainable and mixed use community on the waterfront with generous open spaces, cultural and recreational amenities and employment opportunities.

As one of the three Major Nodes in the City, the area is intended to accommodate intensification, with a targeted gross density of 200-300 combined residents and jobs combined per hectare (81-121 per ac.) and a population to employment ratio of 2:1 across the entirety of the Node.

The policies permit up to 6,800 residential units for the subject site, however, through the Lakeview Waterfront Development Master Plan process, a review of the built form was undertaken including the strategic distribution of heights within blocks. This review was done in order to meet the objective of designing a predominantly mid-rise community which included both lower and taller buildings. Locations of taller building were selected where they enhanced the community by framing and defining the central north-south park thereby enhancing the sense of place or by being located on the planned transit route. This review in combination with an assessment of the traffic studies and infrastructure capacity led to an acceptance of a maximum permission of 8,050 residential units.

Based on household size statistics derived from census data, it is anticipated that the mix of the 8,050 units proposed will generate a population of approximately 17,800 people. When assessed over the gross area of 71.6 ha (177 ac.) this equates to 249 residents per hectare (100 residents per ac.). The development of the Innovation Corridor will add jobs to this number, however, it is anticipated that the securement of employment will happen over an extended period of time. While the ultimate success, and number of jobs that the Innovation Corridor will attract is unknown, it is the City's goal to achieve an employment level that would exceed 300 combined residents and jobs per hectare (121 ppj/ac.).

Coinciding with planned intensification, Lakeshore Road East is designated a Higher Order Transit Corridor. The *Lakeshore Connecting Communities Transportation Master Plan* has set out the vision for transit and corridor improvements along

Lakeshore Road East with an initial increase in local service and a Bus Rapid Transit (BRT) system planned with stations located to service this development at Lakefront Promenade and Haig Boulevard. On January 21, 2021 a joint announcement between the City and the federal and provincial governments was made committing to the funding for the construction of the Lakeshore BRT system. Preliminary work and the planning of the BRT system is underway including the commencement of the Environmental Assessment (EA) and Transit Project Assessment Process (TPAP) which are anticipated to be completed in 2022. It is anticipated that the BRT will be constructed by 2027.

#### *Land Use*

The subject site is designated, **Residential Medium Density, Employment, Institutional, Mixed Use, Public Open Space and Greenlands**. **Residential Medium Density** permits townhomes, low and mid-rise apartments as well as taller buildings within this Major Node. **Employment** permits various industrial, technology and office uses. **Institutional** permits university, college and hospital uses. **Mixed Use** permits a variety of commercial uses and residential uses when combined with those commercial uses. **Open Space** permits public park land and **Greenland** permits areas for conservation, flood management and erosion control.

The existing **Residential Medium Density** designation permits a very wide range of built forms and heights. Given the variety of heights being proposed, through this Official Plan Amendment, it is reasonable to provide further clarity as to

which blocks will accommodate increased heights. A **Residential High Density** designation is being introduced, in accordance with Appendix 4 on blocks, and parts of blocks, where heights greater than 12 storeys have been identified. The **Residential High Density** designation will not permit additional heights beyond what was identified through the Master Plan, it will simply recognize some of the taller buildings which are not suited to be included in a **Residential Medium Density** designation.

The existing **Institutional** designation covers the southern half of the Innovation Corridor (27.1 ha (67 ac.)) which will be dedicated to the City. In consultation with the Economic Development Office, and the work that is being undertaken through the *Innovation District Activation Project*, it has been determined that those lands should be able to accommodate a wider variety of uses than permitted under the **Institutional** designation. The entire Innovation Corridor should be able to accommodate a variety of office, research and technology employment opportunities. In order to allow for this change the **Institutional** designation must be replaced with the extension of the **Business Employment** designation without eliminating the permission for university and college uses.

#### *Building Heights and Design*

Lakeview Waterfront is intended to be a predominantly mid-rise built form community. However, some lower and taller buildings should be permitted in order to provide a variety of unit and building types. While the comments provided below speak to some areas where additional heights could be supported, a mid-



rise character will continue to be emphasized through the design of podiums that will distinguish themselves from the taller tower components through design articulation and stepbacks. Podiums will be of a mid-rise scale and will provide the interface to the streetscape and pedestrians.

The existing MOP policies permit a limited number of buildings with heights between 16 and 25 storeys in the Ogden Green precinct subject to a height study. The placement of built form was analysed through the Lakeview Waterfront Development Master Plan. Taller buildings within that height range were located along the transit route and framing the central north-south park, which contributed to defining the open space, particularly in light of its generous width. A location for a 28 storey was identified as being appropriate given its prominent location at the corner of the transit route and park, and given the limited shadow impacts it would have on the park and public spaces.

Policies for the Waterway District indicate that buildings in the area may exceed the permitted 25 storeys height limit subject to a Height Study. Through the Lakeview Waterfront Development Master Plan process, after community engagement and multiple alternatives to building configurations, the Waterway District Area was reconfigured to allow three towers. All of the towers are to be setback from the waterfront park by podiums which gradually increase in height from 4 to 8 storeys. The three towers, with heights of 24, 29 and 40 storeys, are deemed to be appropriate given their separation distance and transition to the waterfront park. The 40 storey building is the furthest away from the waterfront and located

such that it will have limited shadow impacts onto public spaces. In accordance with these changes the Waterway District delineation will be revised in the Official Plan to reflect this configuration (Figure 1).

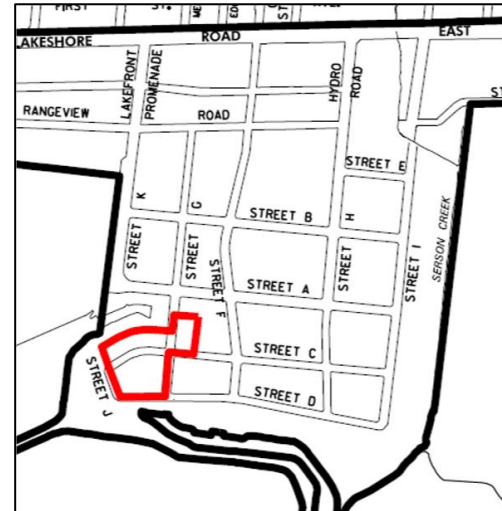


Figure 1. Revised Waterway District delineation in red

Notwithstanding the work and evaluation done through the Lakeview Waterfront Development Master Plan process, an architectural competition will be required for the Waterway District that will ensure that appropriate built form, sensitive integration and architectural excellence will be prioritized within the District. The requirement for the architectural competition will be included in the Subdivision Agreement.

The Cultural Waterfront Precinct is intended to permit a mid-rise form with a maximum height of 8 storeys. Of particular importance is limiting the heights of buildings closest to the

waterfront park. During the Lakeview Waterfront Development Master Plan process, it was determined that even lower heights should be encouraged closest to the waterfront. Maximum height permissions of 6 storeys with stepbacks at four storeys will further mitigate the feeling of bulk along the waterfront edge. Conversely, some modest additional height is supported away from the waterfront in order to provide variety in building form and also continue the theme of creating a sense of definition around the central north-south park.

The blocks in the Cultural Waterfront District will be designed to integrate publicly accessible pedestrian walkways bisecting the blocks in a north-south orientation. This will maximize permeability, mitigate bulk and massing and also prevent long continuous walls.

Additional density and modest height is also supportable around the Village Square to ensure the square remains vibrant and that the commercial uses at ground level are well used. Accordingly a maximum height of 12 storeys is supported for the buildings lining the square.

The east end of the central west-east park known as 'Waterway Common' presents an important visual terminus to the park as well as demarcating the entry point to the Village Square as a destination. This location warrants a building of architectural prominence. Like the Waterway District, an architectural competition will be required for this location to support a building of up to 22 storeys if justified through architectural excellence. The requirement for the architectural competition will be included in the Subdivision Agreement.

All the above mentioned heights are visually illustrated on the master plan concept in Appendix 9.

#### *Compatibility with the Neighbourhood*

The Lakeview Waterfront Major Node Character Area is one of three Major Nodes in the City and is designated an intensification area. As per Official Plan policies, it is planned to be a prominent centre for mixed use activity with a variety of employment opportunities and is intended to develop as a City and Regional centre. It is also intended to provide a variety of higher density housing. It is located along the planned Lakeshore Road higher order transit corridor which has funding commitments by all three levels of government.

The industrial lands directly abutting the subject site to the north, known as Rangeview Estates, are identified as the Rangeview Estates precinct in the Lakeview Waterfront policies. They also form part of the Major Node and share the same land use designations to create a comprehensive visions for the new waterfront community that spans from Lake Ontario to Lakeshore Road East. Rangeview Estates is currently under a Municipal Comprehensive Review by the Region of Peel which is expected to be completed by the summer of 2022 and cannot be subject to redevelopment applications until completed. An owners group has been formed within Rangeview Estates which currently represents approximately 70% of the land owners. It is their intention to bring forward plans for the redevelopment of their lands which will complement the subject development applications and fulfill the vision of the waterfront community.

The property represents a unique scenario as it does not directly abut any residential uses and, as such, does not share the immediate adjacency concerns that are typical of infill development in Mississauga. The closest homes are located on the north side of Lakeshore Road East, behind the mainstreet commercial uses. The closest dwellings to the west are located over 500 m (1,640 ft.) away beyond the Regions water treatment facility and Lakefront Promenade Park. The integration of the development into the broader Lakeview community remains an important consideration, particularly as it relates to accessibility, connectivity and traffic.

The parks and open space system represents a foundational community asset for residents across Mississauga. Attention has also been paid to the built form proposed for these areas and the siting of commercial uses. Once complete these spaces, including the Village Square, are intended to act as a destination and draw residents from beyond the immediate community to enjoy an urban waterfront experience. Park design, including community engagement will continue to evolve with the aim of achieving a high-quality public realm for all residents to enjoy.

#### *Built Form Guidelines*

Urban Design guidelines have been developed to assist in reviewing building proposals to help achieve the vision for Lakeview Village. The urban design guidelines can be found in Appendix 13. Since the majority of buildings for this development have not yet been designed, the guidelines will assist in forming the basis of the interface between buildings

and the public realm and will help to ensure that elements such as setbacks, stepbacks, podiums, heights and separation distances are integrated in such a manner to enhance both the private and public realm experience. These guidelines will be referenced in the Official Plan as the applicable design guidelines for the Cultural Waterfront and Ogden precincts.

#### *Air Quality Land Use Compatibility – Rangeview Estates*

Multiple air quality studies were submitted by RWDI Consulting Engineers and Scientists evaluating the land use compatibility from both an emissions and odour perspective between the existing industrial properties in Rangeview Estates and the planned community. The studies were prepared in accordance with the D-6 Guidelines for compatibility between industrial facilities issued through the Ministry of Environment, Conservation and Parks. The reports were based on a combination of instrument field testing, computer dispersion modelling and data collection through Environmental Compliance Approvals. Through the review of the development applications, the studies were peer reviewed for the City by Wood Environment and Infrastructure Solutions.

The studies determined that the industrial uses within the Rangeview Estates did not constitute a land use compatibility concern to the planned community with regards to air emissions. Predicted maximum concentrations of air contaminants fall well below provincial standards.

The studies did identify sources of odour within Rangeview Estates whose area of influence did encroach onto some of the

proposed development blocks. However, those odours were not present on the majority of days of field testing and were predominately modest when recorded. The three sources of odour impacting the development were identified as Long Branch Foundry (1062 Rangeview Road), Plaster Form Inc. (1180 Lakeshore Road East) and Filamat Composites Inc. (880 Rangeview Road). Given the modest nature and low frequency of the odours, the studies confirmed that the lands can be zoned for residential uses with some blocks potentially requiring receptor-based mitigation. The requirement for mitigation assessment will be required at the site plan approval process when building design is further evolved. Examples cited of mitigation measures include air conditioning systems with positive pressurization, gaseous filtering on HVAC systems and fresh air intakes for central air located on the side of the building facing away from the industrial properties. The areas which fall within the area of influence of odours will require warning clauses registered on title as well as odour mitigation assessments during the site plan process. They are identified as blocks 1, 3, 4, 6, 7 and 18 on the draft plan of Subdivision (Appendix 3).

*Air Quality Land Use Compatibility – G.E. Booth Wastewater Treatment Facility*

Lakeview Community Partners Limited retained the services of environmental engineering firm Ortech Consulting to conduct an air emissions compatibility study for the G.E. Booth wastewater treatment facility. The Region of Peel retained the services of WSP Consulting to conduct a peer review of this study. Several addendums were produced and peer reviewed in order to

correctly identify the parameters within which emission currently being produced, and expected to be produced, were classified and assessed relative to the proposed community. The analysis took into account G.E. Booth upgrades which are expected to be completed by 2027 and the capacity increase that is expected in keeping with regional population growth. The analysis by both environmental engineering consulting firms concluded that the emissions being produced, and forecasted, remain within appropriate and safe limits for compatibility to the planned residential uses.

In 2019, the Region of Peel undertook the *G.E. Booth Waste Water Treatment Plant Odour Management Strategy* with technical reports prepared by Jacobs Engineering Group. The strategy was undertaken in response to the Inspiration Lakeview Master Plan and the sale of the lands to Lakeview Community Partners Limited. The Strategy sought to provide the Region with information to identify mitigation measures required for odour. It also assessed the associated capital and operating costs required to manage odours from the site and minimize the risk of impacts to the adjacent communities in the near-term and long-term, following the ultimate expansion of the G.E. Booth plant. The studies used dispersion modelling that incorporated 5 years of meteorological data and local surface characteristics to evaluate how various mitigation measures and plant improvements would effect the area of influence of odours being emitted.

The unmitigated area of influence is depicted in Figure 2 by the 219 hour area shaded in light pink which is deemed to be the threshold of unfavourable odour exposure.

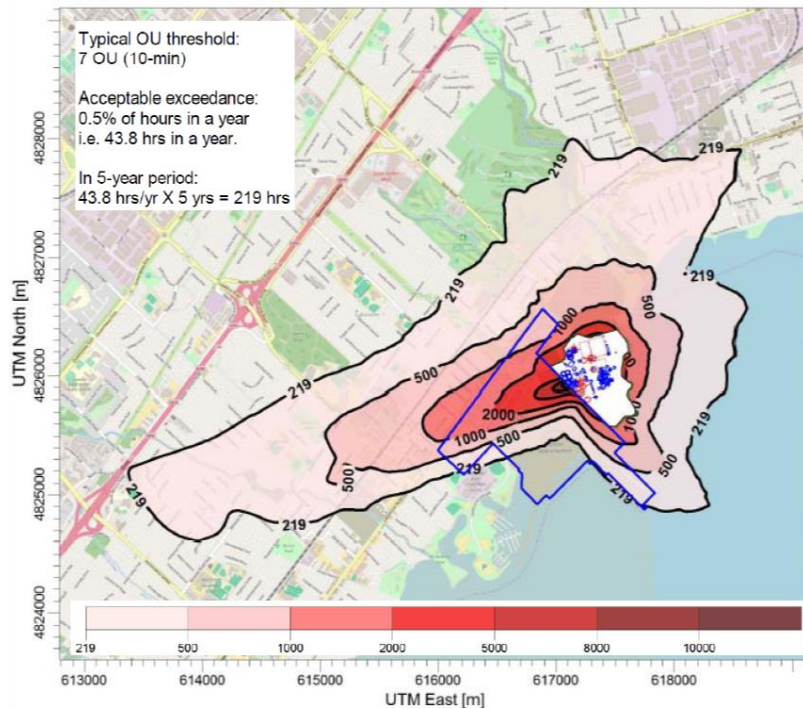


Figure 2. Pre-mitigation odour area of influence

On July 23, 2020, the Region of Peel Council approved an odour control strategy which would eliminate the area of influence from the property by introducing a number odour mitigating measures to coincide with the extensive improvements being undertaken to the plant. Improvements include the total replacement of portions of the facility dating from the 1960's. It is anticipated that these works will be completed by 2027. These improvements are anticipated to mitigate odours to a level where the entirety of the site will be

removed from of the 219 hour area, and be deemed to be compatible with adjacent residential uses.

In advance of the Region's odour control strategy being completed, interim odour control improvements have been identified and implemented with funding being provided by Lakeview Community Partners Limited. The interim measure include covering the existing Plant 1 primary clarifier effluent weirs, treating odorous air collected from the weirs and a series of other technical improvements. The installation of interim improvements were completed as of October 2021. While the interim measures greatly mitigate the unacceptable area of influence on the site, there remains a small area on the east side, as seen in Figure 3 that continues to fall within the 219 hour area. These lands will be placed under an 'H' Holding Symbol until such time that the Region's odour control strategy is fully implemented and the lands are no longer subject to unacceptable odour conditions.

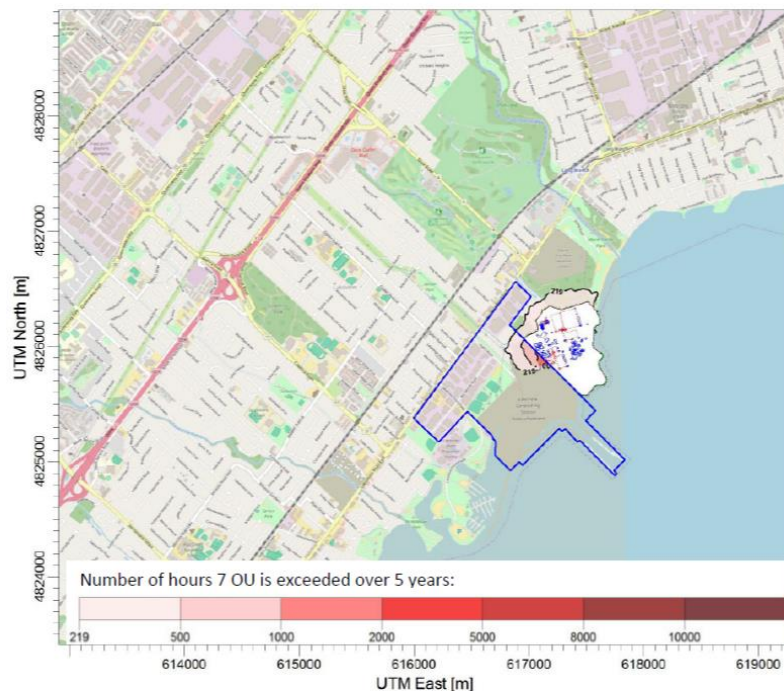


Figure 3. Existing interim measures odour area of influence

### Noise Land Use Compatibility

The applicable *Ministry of Environment, Conservation and Parks* (MECP) noise guideline is NPC-300, which is considered to follow the principles of land use compatibility contained within the *Provincial Policy Statement* (PPS). NPC-300 provides guidance and criteria with respect to environmental noise from transportation and stationary sources, for planning approval processes for noise sensitive land uses such as residential. NPC-300 contains provisions for a Class 4 Area classification which is meant for sensitive land uses, such as residential,

which are planned in proximity to existing, lawfully established stationary noise sources. The Class 4 Area classification allows for two main permissions: 1) it allows the existing noise sources to renew their Environmental Compliance Approvals and thereby allow operations to continue while in proximity to sensitive land uses, and 2) it permits new residential to be with a higher noise exposure than if under the standard Class 1 classification (55dBA vs 50dBA for outdoor amenity areas and 60dBA vs. 50dBA measured at plane of window).

A Noise Feasibility Report prepared by Valcoustics Canada Ltd. was submitted in support of the development applications. In addition to field testing, a 3-D acoustic model of the subject site was developed to predict the potential sound levels at the residential points of reception from the neighbouring industries. The City retained the services of Golder and Associates Limited to conduct a peer review of the report.

The studies concluded that there was some noise generated by the G.E. Booth wastewater treatment plant that fell within the Class 4 Area noise limits but did not traverse past the Innovation Corridor block into the future residential blocks.

The studies also assessed noise generated by the existing industrial facilities within Rangeview Estates and identified 6 facilities whose area of influence could potentially traverse onto the proposed residential blocks at the north side of the site which abuts the industrial properties. The 6 sites identified are:

- Interior Manufacturing Group (992 and 996 Rangeview Road)



- Xtreme Tire Garage (1044 Rangeview Road)
- Long Branch Foundry (1062 Rangeview Road)
- Plasterform Decorative Architectural Systems (1880 Lakeshore Road East)
- Construction Specialties (895 Lakefront Promenade)
- Allegion Security System Suppliers (1076 Lakeshore Road East)

Section 6.10 – Noise of MOP recognizes NPC-300 as the applicable provincial government environmental noise guideline for sound level limits. Section 6.10.1.6 states that the use of Class 4 Area classifications at the City's sole discretion. The introduction of a Class 4 Area classification will require Council approval. It will be considered only when:

- the development proposal is for a new noise sensitive land use in proximity to an existing, lawfully established stationary noise source;
- the development proposal for a new noise sensitive use does not impair the long term viability and operation of an employment use;
- it is in the strategic interest of the City, furthers the objectives of Mississauga Official Plan and supports community building goals; and
- all possible measures of noise attenuation have been assessed for both the proposed development site and the stationary noise source
- Notwithstanding the above, the use of Class 4 will receive more favourable consideration if the stationary noise source is a temporary situation and it is expected that the stationary noise source will be removed through future redevelopment.

Both Valcoustics Canada Ltd. and Golder and Associates Limited have recommended the application of a Class 4 Area classification in this instance. The area which is being recommended to be subject to the Class 4 Area classification are the blocks north of street B outlined in Appendix 11.

The Noise Feasibility Report also identified two areas of the site which would exceed the Class 4 Area limits unless further mitigation was undertaken (Figure 4). The exceedance is a result of the facilities located at 1880 Lakeshore Road East (exhaust fan and dust collector) and 1062 Rangeview Road (exhaust fan). The report indicated that the noise from these facilities can be mitigated, and has recommended that the most practical approach is to mitigate at the source by way of enclosures, silencers or equipment replacement. It will be incumbent upon Lakeview Community Partners Limited to reach an agreement with the two facilities to secure and implement the necessary mitigation measures. Until such time that this has happened, or the operation has ceased, the area in exceedance of the Class 4 Area noise limit will be placed under an 'H' Holding Symbol and will not be able to be developed for residential purposes.

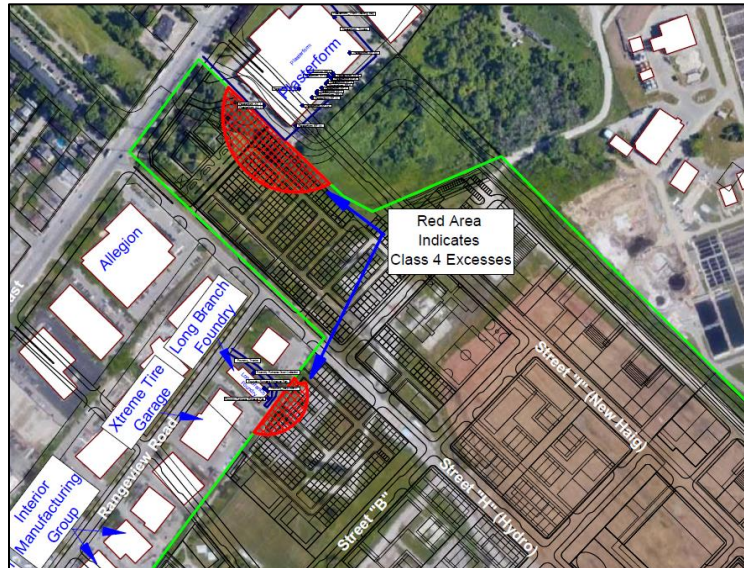


Figure 4. Areas of Class 4 noise exceedance

Staff have reviewed the analysis and recommendations and agree that a Class 4 Area classification would be appropriate for the blocks north of Street B given that the neighbouring industrial facilities do not constitute a continuous source of noise. Staff also considered the MOP policies that anticipate the redevelopment of Rangeview Estates into a continuation of the Lakeview Waterfront community.

This report includes a recommendation for Council to classify this area as a Class 4 Area in accordance with the NPC-300 regulations. The implementing zoning by-law will include an 'H' Holding Symbol over the two smaller areas which currently exceed the Class 4 noise limits.

### *Affordable Housing*

Official Plan policies require that affordable housing form part of the development in accordance with the City's housing strategy. Both the City and the Region of Peel have been actively working with the applicant to address how these housing objectives can be met over a long-term development. Lakeview Community Partners Limited has agreed to a minimum commitment of 5% affordable housing units spread out over the multiple phases of development which could include up to 150 market rental units. The intention is to integrate affordable units throughout the development rather than have them concentrated within a defined area. The 5% commitment is in keeping with other recent affordable housing commitments secured through other development applications in the City.

Given the long-term nature of the development, the exact mechanism or affiliated organization through which affordable housing will be delivered is not confirmed at this time. However, the commitment may be fulfilled through the following means:

- On-site third-party mortgage ownership units to fulfill 'missing middle' housing targets
- On-site affordable housing provided in partnership with third party organization
- On-site affordable housing units in partnership with Region of Peel
- Financial contribution
- 150 market rental units



A phasing schedule for the delivery of the 5% affordable housing commitment will be included within the Subdivision Agreement to ensure that affordable housing is provided amongst multiple blocks and across the span of development build out.

### *Transportation and Active Transportation*

The cycling network proposed represents one the strongest attributes of this community. All development blocks will have access to dedicated cycle lanes which will be raised and separated from vehicular traffic lanes. Over 5.5 km (3.4 mi) of new cycle lanes are being introduced through this development (Figure 5). Once the waterfront park construction is complete, the Waterfront Trail will be redirected from the north end of the site abutting Rangeview Estates to the waters edge and through to the Jim Tovey Conservation Area.

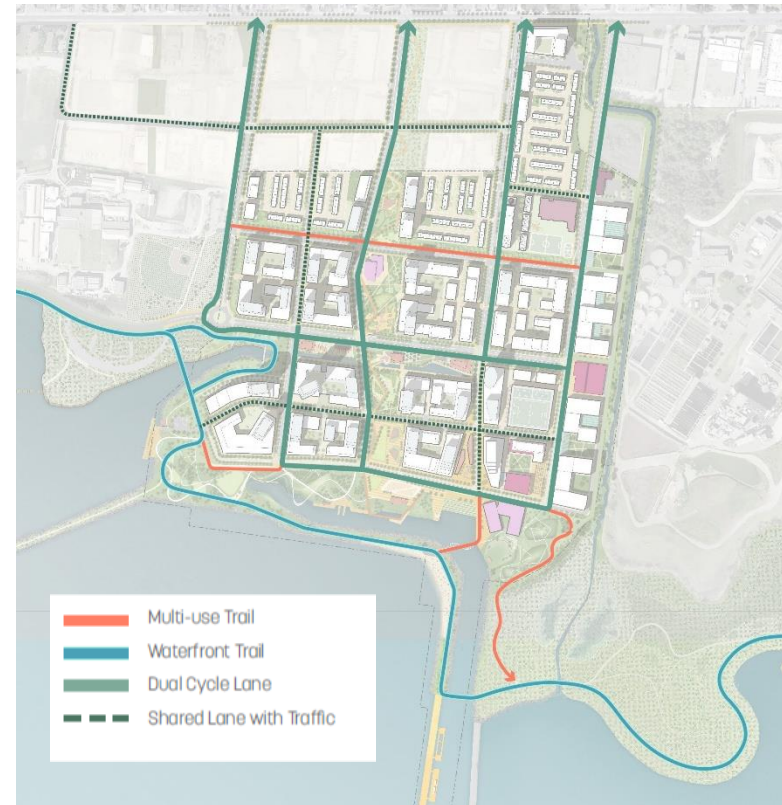


Figure 5. Cycling network concept

In addition to the strong cycling network, this proposal represents the City's first community or development with required bicycle parking spaces. Bicycle parking rates will be contained within the implementing zoning by-law and will apply to both residential and non-residential uses. Proposed bicycle parking rates can be found in Section 9, Zoning, of this report.

As the development begins to build out, staff will consider additional active transportation measures such as, but not limited to, car-share and bike share-programs. Partnership, timeframe and financial commitments would have to be evaluated for these programs which may contribute to a further reduction of parking rate requirements.

As the community builds out, the future Lakeshore BRT will provide an important role in providing residents and visitors with an alternative to personal vehicular transportation. With funding announced earlier this year, preparatory work for the BRT is already underway and construction is targeted to be substantially complete by 2027.

Through review of the multiple transportation studies submitted, it was been determined that certain traffic infrastructure improvements will have to be completed, including the construction and operation of the BRT, prior to the entirety of the development being built.

As an initial requirement for the first phases of development, a number of road improvements will have to be completed on Lakeshore Road, including intersection improvements at Lakeshore Road East and Cawthra Road, Lakefront Promenade, Hydro Road and Dixie Road as outlined in greater detail in the updated Transportation and Works comments.

Notwithstanding the completion of these road improvements, not all development will be able to proceed given the assessed traffic capacity. Development on Blocks 4 and 18 will need to be held back through the use of Holding Symbols and

development within the Innovation Corridor will need to be limited to 92 900 m<sup>2</sup> (1 million ft<sup>2</sup>). This limitation will also be achieved through the use of Holding Symbols. The limitation on the Innovation Corridor may be removed once the Lakeshore BRT becomes operational. At that time the Corridor will be able to be built to its estimated full development potential of 139 350 m<sup>2</sup> (1.5 million ft<sup>2</sup>).

Residential Blocks 4 and 18 will likely continue to have to be held back from developing after the BRT becomes operational subject to additional traffic capacity improvements which include the construction of Ogden Avenue and Haig Boulevard connections to Lakeshore Road East. Prior to the Holding Symbols being lifted, satisfactory traffic studies will be required that confirm that the necessary traffic improvements are in place and that they provide the necessary traffic capacity.

### *Parking*

All residential and non-residential parking on private lands is to be located underground parking with few exceptions. There may be instances, particularly in the Innovation Corridor, where above ground parking structures may be built as part of the building, however the structure will have to be screened from public view. Staff have recommended reductions in parking requirements as outlined in the Proposed Zoning Regulations section of this Report. The recommended parking rates were determined after careful review of the parking justification studies provided by the applicant. The study included analysis of proxy sites, analysis of comparable areas within the City and

analysis of standards within comparable areas of the Greater Toronto Area.

It is anticipated that once complete, this development will act as a destination within the City, attracting visitors to the waterfront parks, the pier, the Village Square and cultural uses. The City has retained the services of WSP to assist in undertaking the Lakeview Public Parking Strategy which is currently underway and is assessing the overall public parking demand that will be generated at the waterfront. The strategy includes assessing demand generated by the Jim Tovey Conservation Area, the feasibility of building a public parking structure on lands which form part of the 27.1 ha (67 ac) waterfront dedication, the operational or partnership models that could be required to realize such a structure, and the feasibility of integrating a permanent parks depot into such a structure. It is expected that the study will be completed by the end of the year. While the development of a public parking structure may not happen in the immediate future, interim surface public parking areas may provide a temporary parking solution until such time that sufficient demand is generated to warrant a public parking structure.

Public streets are being designed to accommodate on-street parking throughout the community to provide additional parking opportunities for visitors. While the final number of parking spaces being provided on-street will be confirmed at the detailed design stage, it is anticipated that close to 200 spaces could be accommodated.

### *Employment*

The Innovation Corridor on the east side of the site contains over 5.9 ha (14.5 ac.) of land, of which 2.5 ha (6.2 ac.) will be owned by the City. It is anticipated that the corridor will provide opportunities to accommodate office, technology, medical, research and other innovative professional jobs. An additional 1.4 ha (3.5 ac) of land within the cultural blocks (Blocks 19-21 in the draft plan of subdivision) will supplement these lands by providing additional space for those employment uses to be located. Should the Innovation Corridor materialize to its full potential, it is projected to accommodate up to 140 000 m<sup>2</sup> (1.5 million ft<sup>2</sup>) of employment space and 9,000 jobs. It is anticipated that activation of the entire Innovation Corridor may take several years with market dependencies playing a significant factor in the attraction of businesses and tenants.

The Economic Development Office in consultation with HR&A Advisors and Urban Strategies is currently undertaking the Innovation District Activation Project which seeks to develop an Innovation District Operation Plan that will outline a preferred land development scenario, operating model, governance structure, marketing positioning and funding and resource recommendations. The Activation Project will also seek to introduce development opportunities to the market to initiate investment attraction activities. The Innovation Activation Project is targeted to be complete by early 2022.

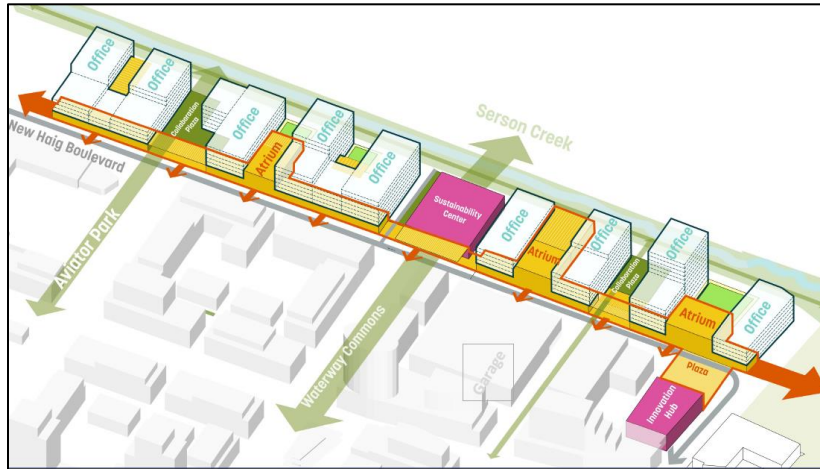


Figure 6. Innovation Corridor concept

### *Arts and Culture*

The City has identified Lakeview as a future Cultural District within the 2019 Culture Master Plan which supports the integration of arts, culture and heritage into the development.

Culture Division staff participated in preliminary discussions with Lakeview Community Partners Limited and Artscape from late 2018 to 2020 around the vision for public art and place making within the community. Notwithstanding these discussions, the City is planning to undertake a formal request for proposals to engage in a partnership with an arts organization in order to develop a strategy that would outline the incorporation of arts and culture into the community.

Blocks 19, 20 and 21 of the draft plan of subdivision (Appendix 3) have been identified as cultural blocks. These blocks form

part of the 27.1 ha (67 ac) of waterfront land being dedicated to the City and will be under the jurisdiction of the City and not private development. In collaboration with an arts organization, these blocks may be used as a central location for the production, showcasing, sale and special events associated with artistic and cultural endeavours. The blocks will be zoned to permit living units associated with a non-profit arts organization including live/works units where artists may produce, showcase and sell their creations. These blocks will also permit employment uses which will allow for creative and technology industry users to share the location. These blocks will not permit market residential units. The programming of these blocks will form part of the future Cultural District strategy for Lakeview Waterfront.

### *Mixed Use and Commercial*

In addition to the Innovation District, the commercial component of this proposal will provide assurances that the community is truly mixed use. Some of the commercial space will service the everyday needs of the residents of the community while other areas, particularly the commercial space contained in the Village Square, will contribute to the waterfront being a vibrant destination.

A Retail Demand Study prepared by the Spanier Group was submitted which assessed the retail demand generated by the development from both the perspective of serving local demand and from visitors. It also provided an analysis of where commercial should be located and projected a potential tenant mix.

Three main areas were identified for commercial uses. The Village Square represents the main commercial centre of the community with a planned 9 290 m<sup>2</sup> (100,000 ft<sup>2</sup>) of commercial space at the base of the buildings lining the Square (Figure 7). This area is intended to attract visitors as well as service the neighbouring residents and employees of the Innovation District. It is planned to have smaller scale commercial units and restaurant uses.



Figure 7. Village Square commercial configuration

The Lakeshore Road Mainstreet is the second area and is intended to serve neighbouring residents but also the broader Lakeview community (Figure 8). The planned 4 273 m<sup>2</sup> (46,000 ft<sup>2</sup>) of space is intended to accommodate neighbourhood convenience uses which typically locate on major thoroughfares such as a grocery stores, banks and other larger scale stores.



Figure 8. Lakeshore Road commercial configuration

The third location is located more central to the development across from the central north-south park on lands identified as Block 7 on the draft plan of subdivision (Figure 9). This area is intended to service neighbouring residents, particularly during the first years of development when the Village Square and Lakeshore Road Mainstreet have not yet been built. Commercial space at this location is planned to be 2 044 m<sup>2</sup> (22,000 ft<sup>2</sup>) and will be of a convenience and service nature to residents of the community.





Figure 9. Block 7 commercial configuration – 2e and 2b

Provisions will be included in the implementing zoning by-law to ensure that these three areas are dedicated for commercial uses. There may be additional areas where commercial may be accommodated, particularly on the west side along the waterfront where destination restaurants or waterfront related retail may be well served. In total, the development is anticipated to have approximately 16 700 m<sup>2</sup> (180,000 ft<sup>2</sup>) of commercial space.

#### *Environmental Remediation*

A Record of Site Condition (RSC) is typically filed with the Ministry of the Environment, Conservation and Parks' (MECP) Environmental Site Registry before approval of rezoning and draft plan approval of the subdivision. Due to the scale of the property and extent of contamination in soil and groundwater

resulting from the historical activities at the former Ontario Power Generation power plant, only certain portions of the property have been fully remediated to meet applicable site condition standards. It is the intention of Lakeview Community Partners Limited to apply a Risk Assessment (RA) and Risk Management Measure (RMM) strategy to address impacts on the property and to file RSCs on the remaining parcels of land in accordance with procedures prescribed under O. Reg. 153/04, made under the *Environmental Protection Act*, R.S.O. 1990. Staff have agreed to apply a RA/RMM approach to all public land dedications based on the Environmental Guiding Principles document, dated September 30, 2020.

To date, RSCs have been filed on 4 of eight 8 parcels of land (referred to as RSC Areas 1A, 1B, 2 and 4). The remaining 4 parcels of land (RSC Areas 3, 5A, 5B and 6) are pending RA report review and acceptance by City staff and MECP. The remaining RSC's are anticipated to be filed sometime after draft plan approval but prior to plan registration.

Consequently, staff and the applicant have agreed that the outstanding RSC filings can occur in phases subject to specific requirements. These include provisions in the Subdivision Agreement for when parks and roads will be conveyed to the City, their environmental status prior to conveyance, temporary easements and temporary access rights for City inspections to occur. Staff are satisfied that this modified rezoning and subdivision approval process will allow this significant brownfield site to redevelop in an orderly, safe and phased manner.

Agreement has also been reached on acceptable RMMs for lands that will be owned by the City (rights-of-ways and parks) as well as the privately developed lands, except for one specific RMM. Within RSC Areas 3 and 5A, a RMM proposed involves the use of wide trenches within public roads. This remains under active discussion with the City, Region of Peel, LCPL and their environmental consultant. Third-party utilities with underground services may also be impacted by this RMM. As a result, staff recommend that as a condition of draft plan approval, LCPL is to obtain written acknowledgement from all affected utility companies regarding the wide trench RMM and that the necessary health and safety requirements for workers to prevent potential exposure to impacted soil vapours. This issue will be addressed as a condition of draft plan approval.

#### *Parks*

The parks system continues to reflect the open space network introduced by Sasaki through the Lakeview Waterfront Development Master Plan and illustrated in the Information Report. Overall 19 ha (47 ac) of parkland will be integrated into the community. The park network has been designed to establish the theme of continuous north-south and east-west connections throughout the site. The central north-south park represents the strongest connector with a dimension of over 60 m (197 ft.) wide closest to the waterfront park and close to 80 m (262 ft.) at its widest. This park is intended to connect to Lakeshore Road East and act as a draw to Lake Ontario once the Rangeview Estates properties are redeveloped. It is also intended to act as a destination outdoor gathering space for the neighboring residents.

#### *Serson Creek*

Serson Creek has existed along the eastern perimeter of the site since at least the existence of the Lakeview Power Plant. The main volumes of the creek have flowed underneath the G.E. Booth wastewater treatment plant in a buried culvert. The exposed creek that has existed on the site has functioned primarily as an overflow channel. As a result of the major improvements being undertaken at G.E. Booth, the underground culvert is required to be removed. LCPL in cooperation with the City, Region and Credit Valley Conservation have gone through an extensive design analysis in order to re-engineer the creek and restore it to its natural ecological function as best possible. After the submission and review of numerous technical studies and contemplation of alternative scenarios, Credit Valley Conservation issued a permit for the reconstruction of Serson Creek in February 2021. LCPL carried out the engineering and construction works of the re-engineered channel through winter and spring and planted the channel in accordance with an ecology and planting plan in early summer. As of August 2021, the Serson Creek flow has been diverted from the culvert located beneath the G.E. Booth plant and now flows completely within the reconstructed and naturalized open channel Serson Creek.



Reconstruction and naturalization of Serson Creek

### *Services and Infrastructure*

LCPL have submitted a satisfactory Functional Servicing Report and plan which identifies new water and wastewater infrastructure to be built within the new public roads throughout the community as well as a new wastewater pumping station. LCPL have proposed to co-locate the future pumping station in a shared facility with district energy and vacuum waste infrastructure. The facility is being planned to contain all necessary infrastructure in a shared configuration in order to maximize space efficiency. Technical review and refinements are ongoing, however, it is anticipated that the facility will occupy approximately 0.40 ha (1.0 ac.) of land. Discussions continue between the City, the Region, Enwave Energy Corporation, Miller Waste and LCPL regarding the lease/ownership model for this facility.

Based on the comments received from the applicable City Departments and other external agencies, existing infrastructure is adequate to support the proposed development.

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

- Route 23 on Lakeshore Road East having direct access to the Long Branch GO station located 1km to the east and Port Credit GO station.
- Route 5 on Lakeshore Road East and Ogden Avenue having direct access to the both Long Branch GO station and Dixie GO station.

Transit stops are located along Lakeshore Road East at Hydro Road (at the site), Ogden Avenue, Strathy Avenue and Alexandra Avenue.

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

## **8. Revised Concept Plan and Parks Plan**

A revised concept plan with heights has been resubmitted based on the redistribution of units resulting from the expansion of the school block which can be found in Appendix 9.



A revised parks plan has been resubmitted resulting from the further refinement of blocks and rights-of-way dimensions which can be found in Appendix 10. The parks plan also illustrates the delineation of the 21.7 ha (67 ac.) of waterfront dedication to the City.

### Lakefront Promenade (road) and Parks Depot

Currently Lakefront Promenade exists as a public right-of-way from Lakeshore Road East until approximately 80 m (262 ft.) south of Rangeview Road. South of that the road exists as a driveway on regionally owned lands as it continues through Lakefront Promenade Park. As part of the development applications, it is proposed that Lakefront Promenade (road) be realigned and extended towards the lake as a proper right-of-way terminating in a roundabout as illustrated on the draft plan of subdivision and magnified in Figure 10. This requires the sale of approximately 0.4 ha (1 ac.) of land from the Region to LCPL. The land has been incorporated into the draft plan of subdivision by way of permission from the Region and the land transfer will be required to be completed prior to the servicing of the site. Once constructed, this section of road will be dedicated to the City as a public right-of-way through the subdivision process.

The incorporation of the Regional lands into the plan of subdivision required full public notice which has now been provided.

The realignment and extension of Lakefront Promenade (road) also requires the displacement of the existing Parks Depot which is located where the proposed roundabout is illustrated.

LCPL has agreed to pay for the demolition of the existing Parks Depot and the construction of a replacement.

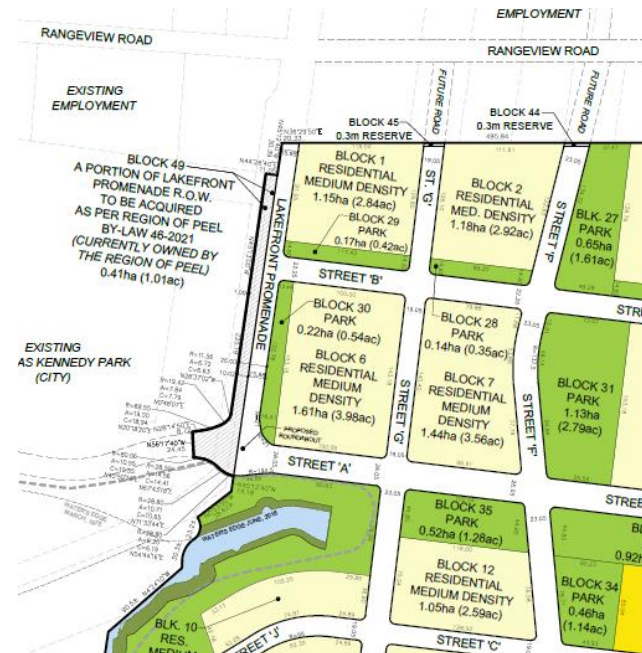


Figure 10. Regional lands to be acquired to facilitate extension of Lakefront Promenade

City staff have agreed that a new parks depot could be located at the north end of the Innovation Corridor on temporary basis on a 0.5 ha (1.2 ac.) parcel of land identified as Block 24 on the draft plan of subdivision. As the Innovation Corridor builds out, a permanent location will have to be identified. It is anticipated that the temporary depot may be in operation for 10 or more years.

The 0.5 ha (1.2 ac.) parcel will be dedicated to the City and its eventual sale could help fund the construction of a permanent parks depot. The land will be zoned **OS1** (Open Space) to recognize the new Parks Depot.

A site plan application has been submitted for the new parks depot under file SP 21/073 W1 which is currently under review by staff. The rendering associated with the site plan application is contained in Figure 11.



Figure 11. New Parks Depot rendering

## 9. Zoning

The proposed **RA5-Exception** (Apartments – Exception), **RM9-Exception** (Back to Back and Stacked Townhouses – Exception), **E1-Exception 1** (Employment – Exception), **E1-Exception 2** (Employment – Exception), **C4-Exception 1**

(Mainstreet Commercial – Exception), **C4-Exception 2** (Mainstreet Commercial – Exception), **C4-Exception 3** (Mainstreet Commercial – Exception), **OS2-Exception 1** (Open Space – City Park – Exception), **OS2-Exception 2** (Open Space – City Park – Exception) **G1-Exception** (Greenlands – Natural Hazards – Exception), **G2-Exception** (Greenlands – Natural Features – Exception) are appropriate to accommodate the proposed mixed use community.

The proposed heights schedule is found in Appendix 7.

The proposed FSI schedule is found in Appendix 8.

While the final implementing zoning by-law will be a document of substantive size, below is an updated summary of the pertinent proposed site specific zoning provisions

### Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
Use	Apartment, Retirement Building, Long term Care Building	Apartment, Retirement Building, Long term Care Building, Townhouse and stacked townhouse
Maximum Floor Space Index (FSI)	2.9	As per Appendix 8

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
Maximum <b>Height</b>	25 storeys and 77 m (252.6 ft.)	As per Appendix 7
Maximum podium <b>Height</b>	nil	6 storeys
Minimum <b>Front and Exterior Side Yard</b> for the portion of the dwelling with a height less than 13m	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)
Minimum <b>setback</b> for the portion of the dwelling above 4 storeys and fronting onto the waterfront street	nil	7.0 m (23.0 ft.)
Minimum <b>setback</b> for the portion of the dwelling above 6 storeys and fronting onto the waterfront street	nil	25.0 m (82.0 ft.)
Minimum separation between buildings for that portion above 26m	15.0 m (49.2 ft.)	30 m (98.4 ft.)

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Zone Regulations
Minimum <b>landscaped area</b>	40% of lot area	30% of lot area
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space zone	4.5 m (14.8 ft.)	2.0 m (6.6 ft.)

Zone Regulations	RM9 Zone Regulations	Proposed RM9 -Exception Zone Regulations
Permitted Use	Stacked townhouse	Stacked townhouse, Back-to-back townhouse on a condominium road, Back-to-back townhouse on a CEC road, Townhouse on a CEC road, Townhouse
Maximum <b>Floor Space Index (FSI)</b>	nil	As per Appendix 8
Maximum Dwelling <b>Height</b>	17m (55.8 ft.) and 4 storeys – slopped roof  13m ( 42.6 ft.) and 4 storeys – flat roof	17 m (55.8 ft.) and 4 storeys – slopped roof

Zone Regulations	RM9 Zone Regulations	Proposed RM9 - Exception Zone Regulations
		13m ( 42.6 ft.) and 4 storeys – flat roof
Minimum <b>Front</b> and <b>Exterior Side Yard</b>	7.5 m (24.6 ft.)	3.5 m (11.5 ft.) for townhouse and back to back townhouse on a condominium road  4.5 m (14.7 ft.) for townhouse on a CEC road, back to back townhouse on a CEC road, stacked townhouse
Minimum <b>Interior Side Yard</b>	4.5 m (14.8 ft.)	3.5 m (11.5 ft.)
Minimum <b>Rear Yard</b>	7.5 m (24.6 ft.)	6.0 m (19.7 ft.)
Minimum <b>landscaped area</b>	40% of lot area	30% of lot area

Zone Regulations	C4 Zone Regulations	Proposed C4-exception Zone Regulations (along Lakeshore Rd)
Permitted use	Various commercial uses	Additional permitted uses: retirement building,

Zone Regulations	C4 Zone Regulations	Proposed C4-exception Zone Regulations (along Lakeshore Rd)
	apartment	Long-term care building, Patio accessory to restaurant
Uses not permitted	nil	Funeral establishment, Private club, Recreational establishment University/college
Ground floor retail		First storey to be used for non-residential GFA
Maximum <b>Floor Space Index (FSI)</b>	nil	As per Appendix 8
Maximum <b>Height</b>	3 storeys 12.5 m (41.0 ft.) flat roof 16.0 m (52.5 ft.) sloped roof	As per Appendix 7
Minimum <b>Front</b> and <b>Exterior Side Yard</b>	0 m (0 ft.)	2.0 m (6.6 ft.)
Minimum setback from Lakeshore Road to portion of building above 8 storeys	nil	25.0 m (82.0 ft.)
Minimum setback to G2 lands	5.0 m (16.4 ft.)	5.0 m (16.4 ft.)

Zone Regulations	C4 Zone Regulations	Proposed C4-exception Zone Regulations (along Lakeshore Rd)
Minimum <b>Rear Yard</b> abutting residential	4.5 m (14.8 ft.)	7.5 m (24.6 ft.)

Zone Regulations	C4 Zone Regulations	Proposed C4-exception Zone Regulations (Village Square)
Permitted use	Various commercial uses apartment	Additional permitted uses: retirement building, Long-term care building, Patio accessory to restaurant Craft Brewery
Uses not permitted	nil	Funeral establishment, Private club, Recreational establishment
Ground floor retail	nil	First storey to be used for non-residential GFA
Maximum <b>Floor Space Index (FSI)</b>	nil	As per Appendix 8
Maximum <b>Height</b>	3 storeys 12.5 m (41.0 ft.) flat roof 16.0 m (52.5 ft.) sloped roof	As per Appendix 7

Zone Regulations	C4 Zone Regulations	Proposed C4-exception Zone Regulations (Village Square)
Minimum <b>Front and Exterior Side Yard</b> on the first floor	0.0 m (0.0 ft.)	3.0 m (13.1 ft.)
Minimum setback from waterfront road to portion of building above 6 storeys	nil	15 m (49.2 ft.)
Maximum gross floor area non-residential of a retail store	nil	250 m <sup>2</sup> (2,691 ft <sup>2</sup> )

Zone Regulations	C4 Zone Regulations	Proposed C4-exception Zone Regulations (Cultural City Blocks)
Permitted use	Various commercial uses apartment	Additional permitted uses: Science and Technology facility, Community Centre – public or private, Banquet/Conference/Convention Centre, apartment associated with non-profit organization, live/work units associated with non-profit organization, Patio accessory to restaurant Municipally operated parks yard

Zone Regulations	C4 Zone Regulations	Proposed C4-exception Zone Regulations (Cultural City Blocks)
Uses not permitted	nil	Funeral establishment, Private club, apartment
Maximum <b>Floor Space Index (FSI)</b>	nil	As per Appendix 8
Maximum <b>Height</b>	3 storeys 12.5 m (41.0 ft.) flat roof 16.0 m (52.5 ft.) sloped roof	As per Appendix 7
Maximum gross floor area non-residential of a retail store	nil	250 m <sup>2</sup> (2,691 ft <sup>2</sup> )

Zone Regulations	E1 Zone Regulations	Proposed E1-Exception Zones Regulations (City and LCPL Owned)
Permitted Use	Office, Science and Technology, University/College, commercial school, manufacturing, warehouse and distribution, overnight accommodation, ,financial institution, conference/convention	Office, Science and Technology, University/College, commercial school, manufacturing, broadcasting communication facility, other complementary uses  For City portion only:

Zone Regulations	E1 Zone Regulations	Proposed E1-Exception Zones Regulations (City and LCPL Owned)
	centre, various other complementary uses	district energy generating and distribution centre, vacuum waste collection centre
Permitted use in building up to 20% of GFA	nil	warehouse and distribution, conference/convention centre, financial institution
Minimum <b>Height</b>	nil	3 storeys
Minimum <b>Front Yard</b>	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Minimum setback to a G2 zone	5.0 m (16.4 ft.)	5.0 m (16.4 ft.)
Maximum amount of parking to be provided as surface parking	nil	10%

Zone Regulations	OS2 Zone Regulations	Proposed OS2- Expectation Zones Regulations (Parks and Village Square)
Permitted use	Passive and active recreational use,	Passive and active recreational use, stormwater management facility, restaurant, take-out

Zone Regulations	OS2 Zone Regulations	Proposed OS2- Expectation Zones Regulations (Parks and Village Square)
	stormwater management facility	restaurant, public or private community centre, retail, outdoor market, tent or stage, shade structure  Parks only: entertainment establishment, banquet/convention/conference centre

Zone Regulations	G1 Zone Regulations	Proposed OS2- Expectation Zones Regulations
Permitted use	Stormwater and erosion management, flood control, natural heritage features and areas conservation	Stormwater and erosion management, flood control, natural heritage features and areas conservation, outdoor market, tent/shade structure, washrooms

Zone Regulations	G2 Zone Regulations	Proposed OS2- Expectation Zones Regulations
Permitted use	natural heritage features and areas conservation,	natural heritage features and areas conservation, natural protection area, multi-use trail

Zone Regulations	G2 Zone Regulations	Proposed OS2- Expectation Zones Regulations
	natural protection area	

Parking Use	Parking Regulations	Proposed Parking Regulations
Apartment	1 space/ bachelor 1.25 space/ 1-bedroom 1.40 space/ 2-bedroom 1.75 space/ 3-bedroom 0.2 visitor space/ unit	1 space/ all units  0.15 visitor space/ unit
Townhouse, Townhouse on a CEC road, Back to back townhouse on a CEC road, Back to back and stacked townhouse without exclusive use of garage and driveway	1.10 spaces/ studio/one-bedroom unit  1.5 spaces/two-bedroom unit  1.75 spaces/three-bedroom unit  2.0 spaces/four-bedroom unit  0.25 visitor/unit	1.4 spaces/all units  0.15 visitor/unit
Townhouse, Townhouse on a CEC road, Back to back townhouse on a CEC road, Back to back and stacked townhouse with exclusive use	2.0 spaces/unit  0.25 visitor/unit	2.0 spaces/units  0.25 visitor/unit

Parking Use	Parking Regulations	Proposed Parking Regulations
of garage and driveway		
Retail Store	4.0 spaces/100 m <sup>2</sup> (1,076 ft <sup>2</sup> )	3.0 spaces/100 m <sup>2</sup> (1,076 ft <sup>2</sup> )
Service Establishment	4.0 spaces/100 m <sup>2</sup> (1,076 ft <sup>2</sup> )	3.0 spaces/100 m <sup>2</sup> (1,076 ft <sup>2</sup> )
Animal Care Establishment	4.0 spaces/100 m <sup>2</sup> (1,076 ft <sup>2</sup> )	3.0 spaces/100 m <sup>2</sup> (1,076 ft <sup>2</sup> )
Office	3.2 spaces/100 m <sup>2</sup> (1,076 ft <sup>2</sup> )	2.5 spaces/100 m <sup>2</sup> (1,076 ft <sup>2</sup> )
Medical Office	6.5 spaces/100 m <sup>2</sup> (1,076 ft <sup>2</sup> )	4.85 spaces/100 m <sup>2</sup> (1,076 ft <sup>2</sup> )
Restaurant	9.0 spaces/100 m <sup>2</sup> (1,076 ft <sup>2</sup> )	9.0 spaces/100 m <sup>2</sup> (1,076 ft <sup>2</sup> )
Take-out restaurant	6.0 spaces/100 m <sup>2</sup> (1,076 ft <sup>2</sup> )	4.85 spaces/100 m <sup>2</sup> (1,076 ft <sup>2</sup> )
Restaurant above 220m <sup>2</sup> in Village Square	9.0 spaces/100 m <sup>2</sup> (1,076 ft <sup>2</sup> )	6.0 spaces/100 m <sup>2</sup> (1,076 ft <sup>2</sup> )
Restaurant below 220m <sup>2</sup> in Village Square	9.0 spaces/100 m <sup>2</sup> (1,076 ft <sup>2</sup> )	3.0 spaces/100 m <sup>2</sup> (1,076 ft <sup>2</sup> )
Take-out restaurant in Village Square	6.0 spaces/100 m <sup>2</sup> (1,076 ft <sup>2</sup> )	3.0 spaces/100 m <sup>2</sup> (1,076 ft <sup>2</sup> )

Parking Use	Parking Regulations	Proposed Parking Regulations
Bicycle - apartment		0.6 spaces per unit - resident 0.05 spaces per unit – visitor
Bicycle – retirement building		0.3 spaces per unit - resident 0.03 spaces per unit – visitor
Retail, service establishment, restaurant, take-out restaurant		0.10 spaces per 100 m <sup>2</sup> (1,076 ft <sup>2</sup> ) GFA - employee 0.20 spaces per 100 m <sup>2</sup> (1,076 ft <sup>2</sup> ) GFA – visitor
Office, real estate office, medical office, medical office-restricted, community centre		0.10 spaces per 100 m <sup>2</sup> (1,076 ft <sup>2</sup> ) GFA - employee 0.10 spaces per 100 m <sup>2</sup> (1,076 ft <sup>2</sup> ) GFA – visitor
Science and technology facility, manufacturing, financial institution		0.10 spaces per 100 m <sup>2</sup> (1,076 ft <sup>2</sup> ) GFA - employee
In addition to the regulations in all categories listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the applications be approved.		



## 10. Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application.

Section 13.3.11.8 of the Lakeview Waterfront Character Area policies indicates that in exchange for increased height above 15 storeys or density permissions above 6,800 units, a community benefits contribution will be required.

Section 13.3.11.19 indicates that, notwithstanding the above provision, in the Waterway District Area, in exchange for increased height above 25 storeys, a community benefits contribution will be required.

Section 13.3.11.20 indicates that a community benefit contribution will not be applicable for lands designated Business Employment and Institutional within the Innovation Corridor and Cultural Waterfront Precinct.

The applicant's proposal for 8,050 residential units and heights exceeding the provisions mentioned above warrant the securing of community benefits. Should council approve these application staff will commence the process of evaluating the appropriate value and associated community benefits in accordance with Corporate Policy and Procedure 07-03-01 –

Bonus Zoning. A Community Benefits agreement will be required for Council's approval prior to the adoption of the implementing zoning by-law.

## 11. "H" Holding Symbol

Should this application be approved by Council, staff will request an 'H' Holding Symbol be applied to Blocks 4, 5, 18, 22, 23 and part of Block 3, which can be lifted upon:

- Confirmation from the Region of Peel that the necessary improvements have been made to the G.E. Booth wastewater retreatment plant so as to remove the area of influence of odours as depicted in the relevant technical studies from the site.
- Confirmation that noise sources from the properties 1062 Rangeview Road and 880 Lakeshore Road East have been appropriately mitigated to bring noise levels to within the limits established by the Class 4 Area classification of the NPC-300 guidelines.
- Confirmation that satisfactory traffic reports have been submitted which confirm that adequate capacity exists within the community through traffic infrastructure improvements which includes the operation of the Lakeshore Road East BRT service.

## 12. Site Plan

A site plan was approved in the summer of 2020 for the Discovery Centre located on-site fronting Lakeshore Road East. The Discovery Centre is mostly completed and is expected to be opened imminently. A site plan has also been submitted for the temporary parks depot located at the north end of the Innovation Corridor under file SP 21/073 W1. This application is currently under review by staff.

The future development of these lands will require the applicant to obtain site plan approval for each phase of development.

While the applicant has worked with City departments to address many broader conceptual issues through review of the rezoning concept plan, further revisions will be needed to address matters such as odour mitigation assessments for specific blocks, wind studies for specific building designs, shadow studies for specific building designs and additional noise studies.

Through the site plan process, apartment buildings will be brought forward to the Urban Design Panel for feedback and recommendations on good design. Further refinements are anticipated for the design of the apartment buildings.

Additionally, the entirety of the Waterway District and the 22 storey tower at the eastern terminus of the central east-west park will be subject to an architectural competition to ensure appropriate integration into their context and architectural excellence.

## 13. Green Development Initiatives

The redevelopment of the subject site represents the clean up of a 71.6 ha (177 ac.) contaminated site once used for a coal-fired power plant. As part of the clean up, 4,000 tonnes of steel rebar was recycled and 250,000 tonnes of concrete from the foundation of the power generating station was reused to help construct the Jim Tovey Conservation Area.

LCPL, along with the City and the Region, continue to pursue advanced discussions regarding the integration of both a District Energy System and a Vacuum Waste Collection system.

Initial discussions regarding the implementation of district energy system for heating and cooling using the thermal energy took place with Corix Utilities. Since the public meeting LCPL, the City and the Region have transitioned to furthering discussions with Enwave Energy Corporation. The district energy system is being considered as a privately constructed, owned and operated system with no costs incurred by the City.

The implementation of a district energy system with this development is anticipated to reduce CO<sup>2</sup> emissions by over 6,000 tonnes annually. The sewage effluent heat recovery would satisfy approximately 70% of the annual heating and domestic hot water energy demand and 50 percent of the annual cooling energy demand in the community. The result is a reduction of over 35% of carbon emissions over the initial 25-year life of the project. This initiative would contribute to the City achieving its goal of reducing greenhouse gas emissions 40% by 2030 and 80% by 2050 below 1990 levels.

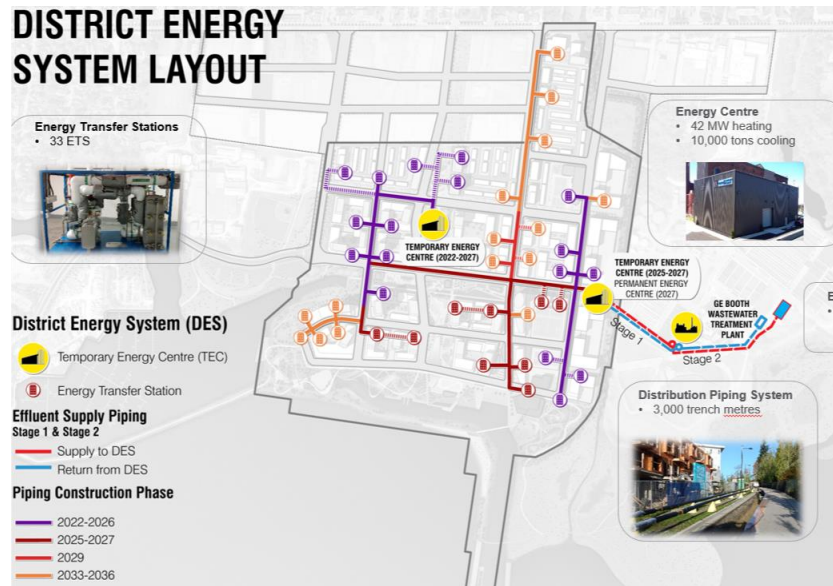


Figure 12. District energy network layout

The implementation of a vacuum waste system that transports waste to a centralised waste collection area via pneumatic tubes under the public streets will replace the traditional model of having garbage, recycling and compost trucks. This system is anticipated to reduce CO<sup>2</sup> emissions by over 175,000 kg annually, a reduction of 60% over traditional pick-up. This would also eliminate 125,000 km of garbage truck trips within the community each year. Additional benefits will include the elimination of garbage bins, garbage rooms, paved garbage bin pick up areas and errant pieces of garbage. The vacuum waste system being considered is also a private model with the design of the system be carried out by Envac and the completed system being managed and operated by Miller Waste.

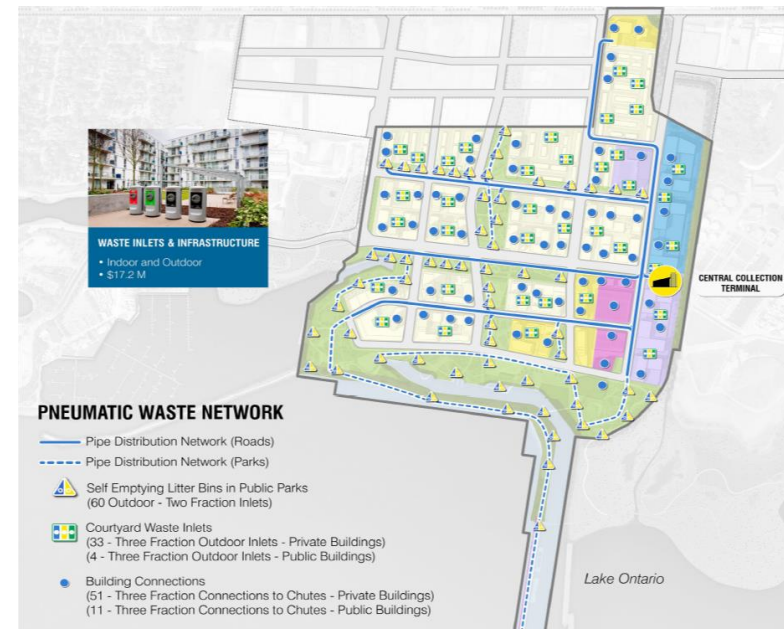


Figure 13. Vacuum waste network layout

Initial engineering drawings for the rights-of-ways have been designed to accommodate the infrastructure for both systems. Discussions between the City, the Region and all relevant parties regarding the governance and financial model and arrangements are ongoing, and future Council updates and decisions points are anticipated.

While discussion on these systems have been positive and productive, and staff are satisfied with the technical feasibility of implementing these systems, the approvals and agreements of the systems are not yet finalized. Matters relating to a municipal access agreement to permit infrastructure to be located within the municipal rights-of-way will have to be brought to Council in

a future Corporate Report. The details of a lease agreement for the use of City land to accommodate the Sustainability Centre which will house the facilities for district energy and vacuum waste will also have to be brought to Council in a future Report.

The community is being designed to incorporate over 3,000 m<sup>2</sup> (32, 293 ft<sup>2</sup>) of Low Impact Development (LID) retention and filtration areas located within the right of way for storm water run-off.

Over 5.5 km (3.4 mi.) of new bicycle lanes are being incorporated into the community with every block being accessible by bicycle. All bicycle paths within right-of-ways will have their own dedicated space separate from the travel lanes. In addition to bicycle accessibility, this will be Mississauga's first development with required bicycle parking standards. Required bicycle parking spaces will apply to both residential and non-residential uses.

In addition to the above LCPL has committed that the following green development features will be incorporated into the development as a minimum. Should the City bring forward more progressive green standards in the future, those standards will supersede the commitments in effect through these applications. The commitments of these features will be secured through the Subdivision Agreement and will include:

- 100% of parking spaces be designed to permit future electric vehicle supply equipment installation. Buildings to provide a minimum of 15% of parking spaces with

electric vehicle charging stations with minimum Level 2 charging capabilities

- All apartment buildings to implement rainwater reuse for non-potable uses such as irrigation. Achieve a minimum 60% reduction in all outdoor potable water reduction
- All residential apartment and non-residential roofs to be either green roofs, white roofs or solar roofs
- White roofs will be required to be supplemented with rooftop rainwater harvesting
- Minimum 85% of all glazing within the first 4 storeys of apartment and non-residential buildings is to be bird friendly including balcony railings
- Pollinator friendly species for at least 10% of the landscaped site area
- Minimum 80% of all landscape hardscape areas to have a minimum SRI reflective rating of 29 to mitigate heat sink effect
- Ornamental trees will require a minimum of 12m<sup>3</sup> (424 cubic ft.) of high quality soil volume
- Large tree will require a minimum of 30 m<sup>3</sup> (1059 cubic ft.) of high quality soil volume
- For groups of two or more large trees in a joint planting bed, a minimum volume of 15 m<sup>3</sup> (530 cubic ft.) of high quality soil is required per tree
- Minimum of 50% of plantings to be native species
- Minimum two electrical outlets for electric bicycle charging in bicycle storage areas
- Exterior lighting to be 'DarkSky' compliant in order to mitigate light pollution

- All new HVAC, mechanical equipment and other systems shall contain zero HCFC's and zero halons
- Private sidewalks, crosswalks and walkways to be continuous, universally accessible and barrier-free. Building entries are to connect to pedestrian paths, transit stops and parking areas for both cars and bicycles
- Evaluation of stormwater retention best management practices to accompany each site plan proposal in order to maximize retention
- When connected to district energy, townhomes are to be designed to meet or exceed ENERGY STAR for new homes, version 17 or R-2000 requirements
- When connected to district energy, buildings are to be designed to meet or exceed the following energy efficiency ratings:

	Energy Use Intensity (EUI)	Thermal Energy Demand Intensity (TEDI)	Greenhouse Gas Intensity (GHGI)
Apartment	135 kwh/m <sup>2</sup>	50 kwh/m <sup>2</sup>	15 kg/m <sup>2</sup>
Commercial	120 kwh/m <sup>2</sup>	40 kwh/m <sup>2</sup>	10 kg/m <sup>2</sup>
Office	130 kwh/m <sup>2</sup>	30 kwh/m <sup>2</sup>	15 kg/m <sup>2</sup>

## 14. Draft Plan of Subdivision

The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions attached as Appendix 1.

The lands are the subject of a Draft Plan of Subdivision. Development will be subject to the completion of services and registration of the plan.

## 15. Conclusions

In conclusion, City staff have evaluated the applications to permit a new waterfront community containing 8,050 residential units against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The proposal is in keeping with provincial targets of accommodating growth within Mississauga. Mississauga Official Plan outlines the vision of where and how intensification is to occur and the subject development represents the introduction of a mixed use, compact, walkable, cyclable community with a generous park network in a Major Node along a higher order transit corridor. New lakefront access will benefit the broader community and City. Heights and built form have been designed to respect the waterfront while allowing additional heights in appropriate strategic locations such as along the planned transit route and framing the large north-south central park. Commercial areas have been planned to continue and strengthen the Lakeshore mainstreet condition and also to create a new Village Square which will be a hub of vibrancy for the community. The square will contribute to this area of the waterfront being a regional draw for visitors. As part of the development 27.1 ha (67 ac) of waterfront land will come into public ownership. A large waterfront park containing a

600 m (1,970 ft.) pier will form part of that dedication and protect the waterfront for public access and resident enjoyment. Overall the development represents the realization of a rare opportunity to create an entirely new, vibrant, green, accessible waterfront community.