

**Detailed Information and Preliminary Planning Analysis**  
**Owner: Lightpoint (170 Lakeshore Road East Port Credit) Inc.**

**170 Lakeshore Road East**

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## 1. Proposed Development

The applicant proposes to develop the property with a 17 storey apartment building containing 148 residential units and ground floor commercial space. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: November 17, 2021 Deemed complete: December 15, 2021	
Developer/ Owner:	Lightpoint (170 Lakeshore Road East Port Credit) Inc.	
Applicant:	Glen Schnarr & Associates	
Number of units:	148 units (includes 1 guest suite for visitors)	
Proposed Gross Floor Area:	14 079 m <sup>2</sup> (151,545 ft <sup>2</sup> )	
Height:	17 storeys / 56.6 m (185.7 ft.) <sup>(1)</sup> - 6 storey podium / 20.5 m (67.3 ft.) - 11 storey tower / 36.1 m (118.4ft.)	
Lot Coverage:	58.5%	
Floor Space Index:	5.0	
Anticipated Population:	322 people* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Proposed
- resident spaces	185	148
- visitor spaces	29	22
- commercial <sup>(2)</sup>	25	0
Total	239	170

### Development Proposal

Green Initiatives:	A range of potential initiatives have been identified including: <ul style="list-style-type: none"> <li>• rainwater harvesting</li> <li>• green roofs</li> <li>• bird friendly window glazing</li> <li>• high efficiency plumbing fixtures</li> <li>• materials for roofs and surfaces will be selected for high reflectance in order to reduce heat island effect</li> </ul>
<p><sup>(1)</sup> Although the applicant has described the building as 15 storeys, their description did not include the mezzanine located above the ground floor as well as the enclosed amenity area that wraps around the rooftop mechanical penthouse. As per the City's Zoning By-law, each of these uses is considered a floor, resulting in two additional storeys (i.e. proposed building height of 17 storeys).</p> <p><sup>(2)</sup> Number of spaces may vary depending on type of commercial tenant and unit mix. Applicant is proposing that the visitor parking spaces for the residential units are shared with the commercial units.</p>	

### Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Site and Context Plan
- Planning Justification Report
- Draft Official Plan and Zoning By-law Amendments
- Transportation Impact Study
- Urban Design Brief and List of Low Impact Design Features

- Sun Shadow Study
- Landscape Plan
- Tree Protection and Preservation Plan and Arborist Report
- Floor and Parking Plans
- Building Elevations, Roof and Cross Section Plans
- Streetscape Feasibility Study
- Noise Feasibility Study
- Phase II Environmental Site Assessment
- Functional Servicing Report
- Geotechnical and Hydrogeological Assessment
- Site Servicing and Grading Plans

### **Application Status**

Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

A community meeting was held by Ward 1 Councillor, Stephen Dasko, on Wednesday February 2, 2022. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

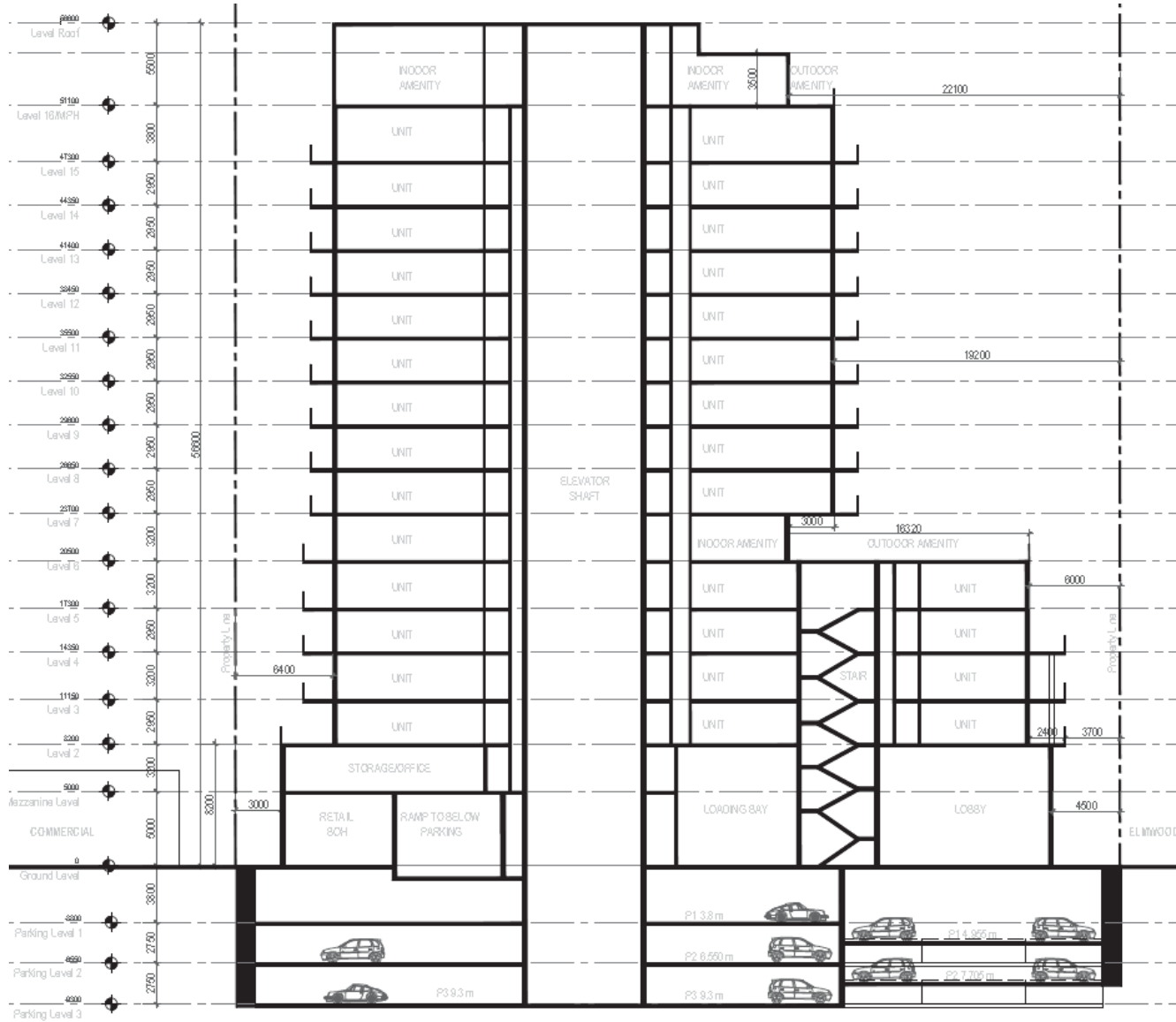
**Renderings Elevations and Concept Plan**



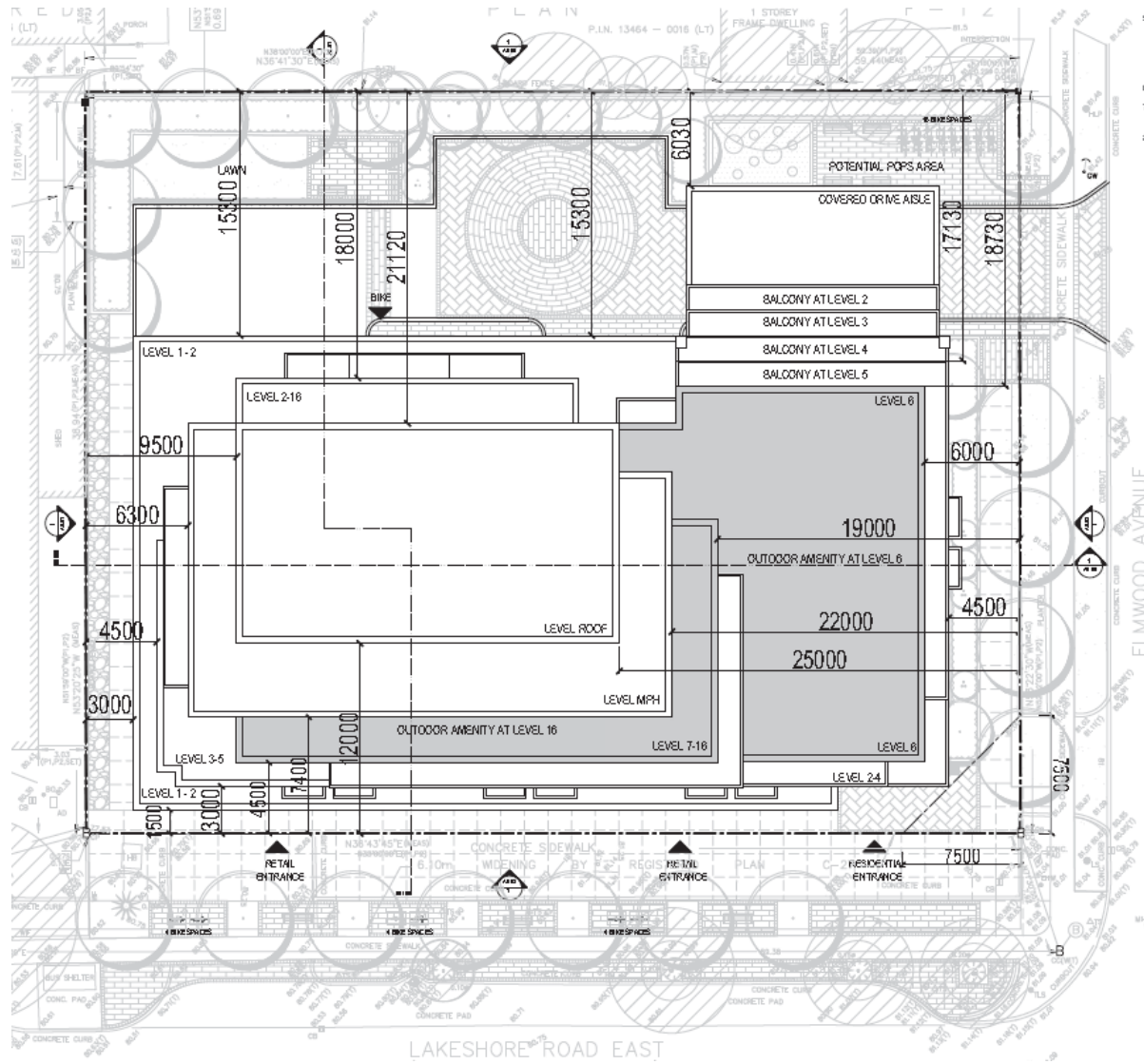
Rendering (facing northwest at Lakeshore Road East and Elmwood Avenue North)



Southern Elevation (facing Lakeshore Road East)



Cross Section of Building



Concept Plan

## 2. Site Description

### Site Information

The property is located at the northwest corner of Lakeshore Road East and Elmwood Avenue North, within the Port Credit Neighbourhood Character Area.

The site is relatively flat and is currently occupied by a predominately single storey commercial plaza which has a small second storey at the northwest corner of the property. Surface parking is located between the street and the plaza. Access to the site is provided from a driveway on Lakeshore Road East and a driveway on Elmwood Avenue North. There are traffic lights at the intersection of Elmwood Avenue and Lakeshore Road East

Property Size and Use	
Frontage – Lakeshore Road East:	59.5 m (195 ft.)
Frontage – Elmwood Avenue North:	47.3 m (155 ft.)
Gross Lot Area:	0.28 ha (0.7 ac.)
Existing Uses:	Commercial Plaza, tenanted by: <ul style="list-style-type: none"> <li>- Wingporium restaurant</li> <li>- Elmwood Meat Market and Deli</li> <li>- Vacant (formerly Planet Organic Market)</li> </ul>



Existing Conditions – facing north from Lakeshore Road East





Aerial Photo of 170 Lakeshore Road East

### Site History

- 1950s – Based on available aerial photography the site has been improved with a building since at least 1954
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **C4** (Mainstreet Commercial) which permits a range of uses including retail, service, office, apartments. Subsequently in 2015 and 2018, the zoning was amended to **C4-66** (Mainstreet Commercial Exception Zone) to permit accessory outdoor patios. The site has had a number of minor variances to permit restaurant uses in close proximity to a residential zone and to permit reduced parking standards.

- November 14, 2012 – Mississauga Official Plan (MOP) came into force which designated the lands **Mixed Use** in the Port Credit Neighbourhood Character Area
- December 21, 2015 – Port Credit Local Area Plan (LAP) came into force and replaced the previous LAP with updated policies. The LAP included new policies applicable to the site pertaining to urban form and also included a built form guide.

## 3. Site Context

### Surrounding Land Uses

The subject property is located within a planned commercial area on Lakeshore Road East that contains a range of low-rise built forms (e.g. plazas with parking in front, storefronts with residential uses above). In addition, this area includes a number of low-rise apartment buildings that are up to four storeys in height.

Immediately adjacent to the western side of the site is a single storey building containing a Midas Muffler shop and business involved in the creative arts (dance, circus, music, drama). To the east of the site is a municipal parking lot. On the south side of Lakeshore Road is a municipally owned woodlot along with a comprehensively planned brownfield redevelopment (former St. Lawrence Starch plant) which includes townhouses and live/work units where commercial units are located on the ground floor (fronting Lakeshore Road East) and residential uses above and behind.

To the north of the subject property there are a range of low density residential land uses such as detached, semi-detached and duplexes. Reinvestment is occurring as dwellings are renovated (e.g. second floors additions, new garages, etc.) or existing detached lots are redeveloped with semi-detached buildings. Forest Avenue Public School is also located in this area.

The surrounding land uses are:

North: low rise residential uses (detached, semi-detached and duplexes), Forest Avenue public school, railway

East: municipal parking lot, single storey LCBO, commercial uses with residential uses above, low-rise apartments

South: woodlot, stores with residential uses above, townhouses

West: Midas Muffler shop, commercial school, neighbourhood park (outdoor pool and playground), and commercial uses.

### **Neighbourhood Context**

The subject property is located within the Port Credit Neighbourhood Character Area as identified in MOP. The area developed predominately between the 1920s and 1950s with a low rise built form and has experienced reinvestment and gentle

intensification similar to what has occurred in the immediate vicinity of the subject site.

Lakeshore Road East is identified as a Corridor and Mainstreet Precinct within the Mississauga Official Plan (MOP) and the Local Area Plan (LAP). The area contains a range of commercial and residential built forms, including single use commercial buildings, commercial buildings with parking in front, retail stores with residential uses above and low rise apartment buildings. The built form generally ranges from one to four storeys. The area is intended to provide a mainstreet commercial environment and attractive public realm.

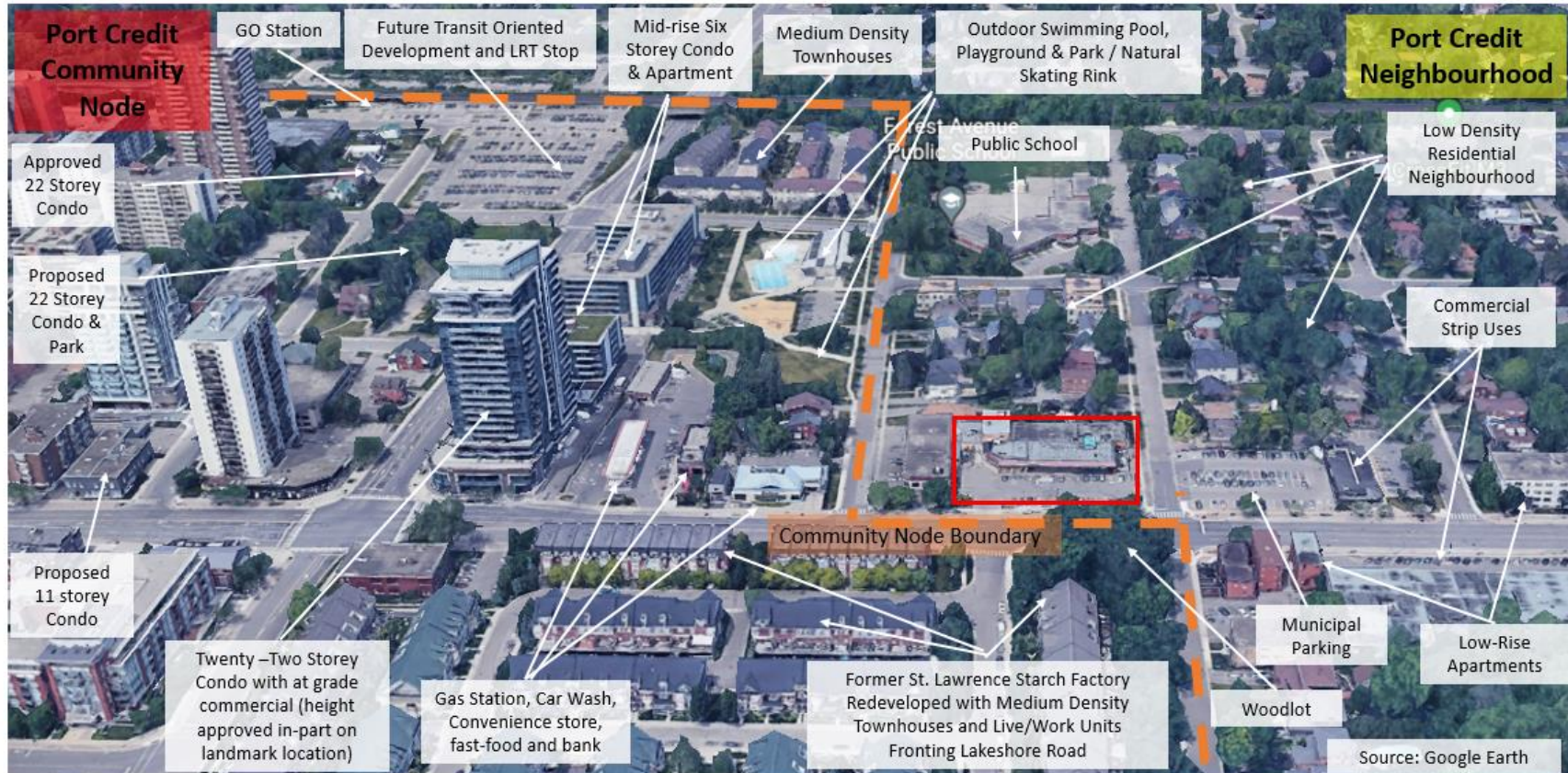
In immediate proximity of the subject site (to the west and south) is the Port Credit Community Node, which is identified as an intensification area in MOP. This area is intended to provide a greater range of uses and building heights as well as to act as a focus for the surrounding neighbourhoods.

In general, the greatest heights in the Community Node are located in the immediate vicinity of the existing GO Station and future LRT stop, with heights transitioning downwards towards the Lake Ontario waterfront, Credit River and residential neighbourhoods to the east and west. Lakeshore Road East is planned to provide a mainstreet commercial area. The existing 22 and six storey buildings on the east side of Hurontario Street between Lakeshore Road East and Park Street were approved in 2008. Planning policies for the site called for a built form that established a transition between taller buildings to the west and lower rise buildings to the east as well as permitting a tall building given the landmark location.

### Built Form In The Immediate Vicinity Is Predominately Low-Rise (Under Four Storeys)



Reinvestment is occurring within the planned low-rise built form (e.g. detached lots have been developed with semi-detached homes, detached homes have had second floor additions and new garages).



Subject Property is located within the Port Credit Low Density Residential Neighbourhood. The Port Credit Community Node is immediately to west and south; however, scale of development generally decreases towards the Community Node Boundary

## Demographics

Based on the 2016 census, the existing population of the Port Credit Neighbourhood (East) area is 2,360 with a median age of this area being 42 (compared to the City's median age of 40). 71% of the neighbourhood population are of working age (15 to 64 years of age), with 15% children (0-14 years) and 14% seniors (65 years and over). The average household size is 2 persons with 3% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 500 units (45%) owned and 605 units (55%) rented with a vacancy rate of approximately 0.8% (source CMHC). In addition, the number of jobs within this Character Area is 685.

## Other Development Applications

There are no active development applications in the immediate vicinity of the subject property; however, within the larger area, the following have recently been approved or are being processed:

- OZ 18/007 – Southeast corner of Port Street East and Helene Street (55 Port Street East). Official plan amendment and rezoning approved in 2019 to permit a 9 storey residential building.
- OZ 22/005 – Northwest corner of Lakeshore Road East and Ann Street (128 Lakeshore Road East). Official plan amendment and rezoning applications are being processed

to permit an 11 storey residential building with at grade retail uses.

- OZ 19/008 – 78 Park Street, 22-28 Ann Street, (across from GO Station). Official plan amendment and rezoning applications were approved in 2020 to permit a 22 storey condominium with at grade commercial uses.
- OZ 22/003 – Lands bound by Hurontario Street, Park Street, Ann Street and High Street (across the street from Hurontario LRT stop). Official plan amendment and rezoning applications are being processed to permit a 22 storey condominium with ground floor commercial uses, retention of two historic buildings to be used for residential and commercial purposes, and a park.
- OZ 22/010 – Lands bound by Hurontario Street, Park Street Ann Street and the railway. Official plan amendment and rezoning applications are being processed to permit two residential towers of 40 and 42 storeys, with ground floor commercial uses.

The above applications are located within the Port Credit Community Node which is an area intended to accommodate greater heights and densities than the Port Credit Neighbourhood where the subject site is located.

### **Community and Transportation Services**

This subject property is within 100 m (328 ft.) of Harold E Kennedy Park which provides neighbourhood recreational facilities such as an outdoor swimming pool, playground, and natural ice rink. Additional recreational facilities that are within a short walking distance include: St. Lawrence Park, Tall Oaks Park and the waterfront trail.

The surrounding area is well served by public transit. The subject site is within approximately 500 m (1,640 ft.) of the main entrance of the Port Credit GO Station which provides two-way all day train service. The future Hurontario Light Rapid Transit (LRT) stop is also located approximately 275 m (900 ft.) away. In addition, there are bus stops in close proximity to the subject property on Lakeshore Road East that are used by MiWay Bus Route 23. The following MiWay bus routes currently provide weekday service to the general area, which can be accessed at the GO station:

- Route 23 – Lakeshore Road East
- Route 2 – Hurontario Street
- Route 8 – Cawthra
- Route 14/14A - Lorne Park

### **Higher Order Transit, Mobility Hubs & Major Transit Station Areas**

As noted above, the subject property is within walking distance of the Port Credit GO Station and the Port Credit Hurontario Light Rail Transit stop. As these stops are located on higher order transit lines, they are considered to be Major Transit

Station Areas (MTSAs). Both the Lakeshore GO Train line and the Hurontario LRT line are considered priority transit corridors by the Province.

As required by Provincial policy, the boundary delineation of MTSAs is the responsibility of the Region of Peel. The draft boundary for the Port Credit MTSAs do not include the subject property.

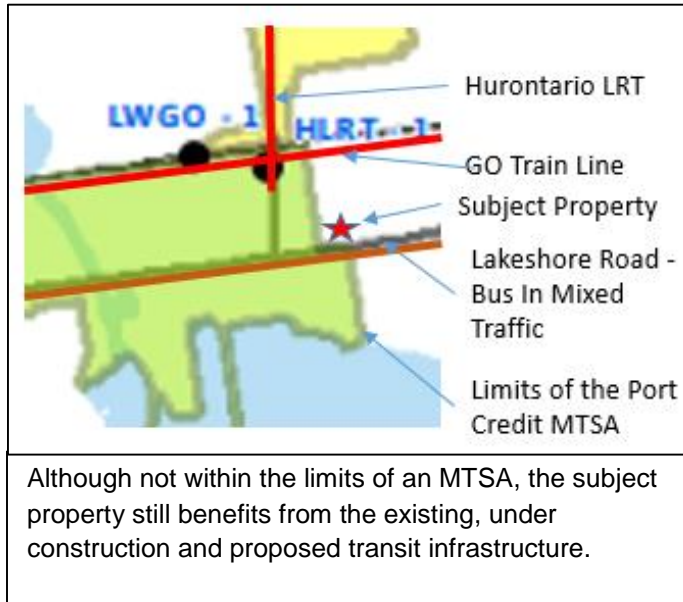
The City, in partnership with Metrolinx, undertook the Port Credit Mobility Hub Study during the planning for the Hurontario Light Rapid Transit line in 2011. This study also informed the preparation of the Port Credit Local Area Plan. The Mobility Hub study refined the limits to remove stable residential neighbourhoods to the north and east so that the eastern boundary of the Mobility Hub aligns with the Community Node boundary.

Lakeshore Road is identified as a Higher Order Transit Corridor in the Mississauga Official Plan Long Term Transit Network. In June 2019, Council endorsed the Lakeshore Connecting Communities Transportation Master Plan. The purpose of this study included determining the long term transportation needs and the associated timing of any infrastructure improvements.

The Master Plan recommended as part of the implementation strategy, Higher Order Transit (HOT) consisting of buses running in a dedicated transit lane for the eastern portion of the corridor with express bus servicing running in mixed transit for the remainder of the corridor. As transit will run in mixed traffic, the proposed development is not considered adjacent to HOT and is not located within a MTSA.

Community Node boundary do not require any changes.

Although the locational attributes of the site are taken into consideration when evaluating the application, the review of planning policies (Section 4 of this appendix) will focus on those primarily related to the Neighbourhood Character Area.



### Community Node Boundary

The subject property is located just outside the limits of the Port Credit Community Node. The applicant's planning report has recommended that the Community Node boundary be adjusted to include the subject site, so that it is no longer part of the Neighbourhood element of the MOP City structure.

MOP, however, states that adjustments to the urban structure can only occur through a municipal comprehensive review (MOP 5.3) and boundaries are to be confirmed or determined through local area reviews (MOP 5.3.3.2). Initial work done for the new MOP indicates that the existing City structure and

#### 4. Summary of Applicable Policies, Regulations and Proposed Amendments

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been

included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
<b><i>Planning Act</i></b>	<p>The Planning Act is provincial legislation that sets out the ground rules for land use planning in Ontario. It describes how land uses may be controlled, and who may control them.</p> <p>The purpose of the Act is to: provide for planning processes that are fair by making them open, accessible, timely and efficient.</p>	<p>The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as:</p> <ul style="list-style-type: none"> <li>(j) the adequate provision of a full range of housing, including affordable housing;</li> <li>(p) the appropriate location of growth and development;</li> <li>(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;</li> <li>(r) the promotion of built form that,                             <ul style="list-style-type: none"> <li>(i) is well-designed,</li> <li>(ii) encourages a sense of place, and</li> <li>(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;</li> </ul> </li> </ul>
<b><i>Provincial Policy Statement (PPS)</i></b>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p>	<p>The majority of relevant policies are found in Section 1. Building Strong Healthy Communities, including but not limited to the following:</p> <p>Healthy communities are sustained by:</p> <ul style="list-style-type: none"> <li>• promoting efficient development and land use patterns (PPS1.1.1a)</li> <li>• accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional</li> </ul>



Policy Document	Legislative Authority/Applicability	Key Policies
	<p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>residential units, multi-unit housing, affordable housing and housing for older persons (PPS 1.1.1b);</p> <ul style="list-style-type: none"> <li>• promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investment (PPS 1.1.1e)</li> </ul> <p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas shall be based on densities and a mix of uses which efficiently use land, resources, infrastructure, public service facilities, support active transportation and are transit-supportive. (PPS 1.1.3.2.a, b, e, and f)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (PPS 1.1.3.4)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Planning authorities shall facilitate all types of residential intensification by directing it to locations and promoting densities which efficiently use infrastructure as well as support active transportation and transit along corridors and at stations with compact form. (PPS 1.4.3 b, c, d, e, f)</p> <p>Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (PPS 1.5.1 a)</p> <p>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (PPS 1.6.7.4)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>Long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and conserving features that help define character (PPS 1.7.1 e)</p>
<p><b><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></b></p>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>The majority of relevant policies are found in Sections 2 Where and How to Grow, including but not limited to the following:</p> <p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 a and c)</p> <p>Applying the policies of this Plan will support the achievement of complete communities that: a) feature a diverse mix of land uses; b) improve social equity and overall quality of life, for people of all ages, abilities, and incomes; c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; d) expand convenient access to transportation options (including active transportation), public service facilities, open spaces / recreational facilities; e) provide for a more compact built form and a vibrant public realm; f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and g) integrate green infrastructure and appropriate low impact development (Growth Plan 2.2.1.4)</p> <p>Municipalities will develop a strategy to achieve minimum intensification targets which will encourage intensification generally throughout the delineated built-up area (Growth Plan 2.2.2.3 c)</p> <p>The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other uses to support the achievement of complete communities (Growth Plan 2.2.5.15)</p> <p>Municipalities will support the achievement of complete communities by considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify their overall housing stock across the municipality (Growth Plan 2.2.6.2).</p> <p>Priority transit corridors will be identified in official plans and the associated major transit station area (MTSA) boundaries will be identified by upper and</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>single tier municipalities. All MTSA will be planned to be transit supportive. (Growth Plan 2.2.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<p><b>Region of Peel Official Plan (ROP)</b></p>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p> <p>The Region of Peel is in the process of updating the Regional Official Plan; however, the policies are not yet in effect. The policies identified in this table reflect the September 2021 office consolidation.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System. The majority of relevant policies are found in Section 5 The Urban System including but not limited to the following:</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, to recognize the integrity and physical characteristics of existing communities, provide for the needs of Peel's changing age structure and allow opportunities to live in their own communities as they age, and achieving an urban form and densities that are pedestrian-friendly and transit supportive. (ROP 5.3.1)</p> <p>Direct urban development to the urban system and encourage a compact urban form so as to efficiently use existing services and infrastructure (ROP 5.3.2.2 and 5.3.2.3)</p> <p>Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plan that: support the Urban System objectives and policies, support pedestrian-friendly and transit supportive urban development, provide transit-supportive opportunities for redevelopment, intensification and mixed land use, and support Crime Prevention Through Environmental Design Principles (ROP 5.3.2.6)</p> <p>Direct a significant portion of growth to the built-up areas through intensification in appropriate areas (ROP 5.5.2.1 to 5.5.2.3)</p> <p>General intensification objectives include optimizing existing land supply, support complete communities, achieving compact and efficient forms, optimize existing infrastructure, intensify underutilized lands, reduce dependence on the automobile, achieve a diverse and compatible mix of land uses (ROP 5.5.1.1, 5.5.1.5, 5.5.1.6, 5.5.3.1.1 to 5.5.3.1.8)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>Intensification is to be facilitated and accommodated within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area (ROP 5.5.3.2.2, 5.5.3.2.3)</p> <p>Housing objectives are intended to provide an appropriate range and mix of housing and foster availability for all groups (ROP 5.8.1.1 and 5.8.1.2)            Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of affordable housing affordable to all households, including low and moderate income household (ROP 5.8.2.3)</p> <p>Support the initiatives of the area municipalities in the construction and retention of rental housing (ROP 5.8.2.5)</p> <p>Encourage community agencies and landowners of suitably sized sites to develop affordable housing (ROP 5.8.3.2.12)</p> <p>Transportation objectives include support and encourage transit supportive development (ROP 5.9.5.1.4)</p> <p>Support the implementation and protection of rapid transit corridors as shown on Schedule G (i.e. Hurontario and Lakeshore Road) (ROP 5.9.5.2.1)</p> <p>Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit services (ROP 5.9.5.2.10)</p> <p>Encourage area municipalities to promote land uses which foster and support the use of active transportation (ROP 5.9.10.2.4)</p>

## Mississauga Official Plan

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

### Existing Designation

The lands are located within the Port Credit Neighbourhood Character Area and are designated **Mixed Use**, which permits a range of commercial and service uses. Residential uses are permitted if they are combined with other permitted uses. Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation.

The subject property is located within 800 m (2,625 ft.) of the Port Credit GO Station and future Hurontario Light Rail Transit stop. As noted in the previous section of this report, the Region of Peel is currently in the process of delineating the boundary of this MTSAs. The draft boundary for the Port Credit MTSA currently does not include the subject property.

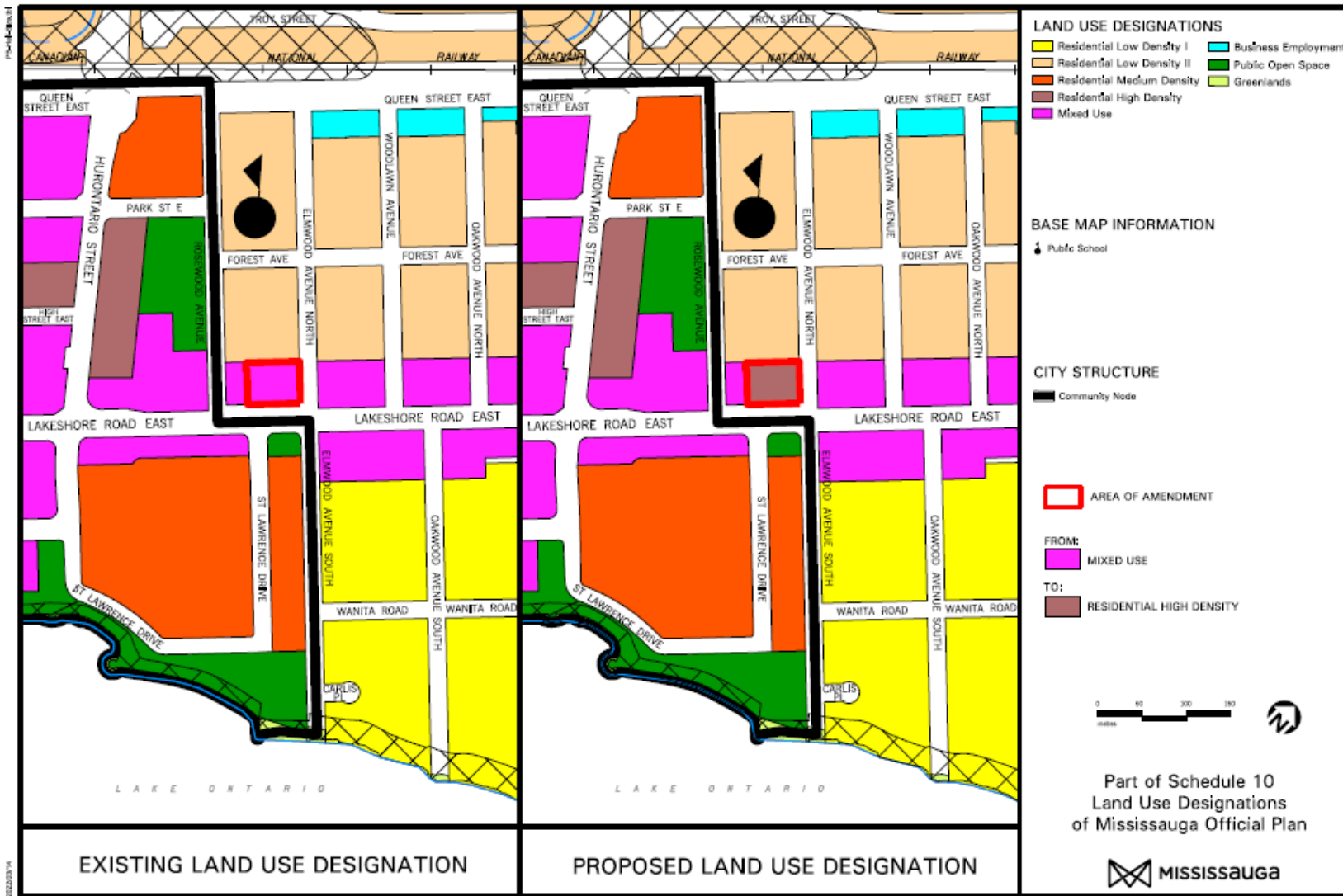
### Proposed Designation

The applicant is proposing to change the designation to **Residential High Density** and amend the height schedule to permit a 17 storey apartment building with ground floor

commercial uses, mezzanine and rooftop enclosed amenity space. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area. Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.

### Relevant Mississauga Official Plan Policies

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.



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	<b>General Intent</b>
<b>Chapter 4 Vision</b>	Mississauga Official Plan subscribes to key guiding principles, including preserving the character and livability of communities, providing a range of housing and the creation of distinct and vibrant communities. Mississauga Official Plan policies implement the guiding principles. (Sections: 4.4.3, 4.4.6, 4.4.7, and 4.5)
<b>Chapter 5 Direct Growth</b>	<p>Mississauga will ensure there is adequate land capacity to accommodate growth that will be directed to appropriate locations with most of the growth directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Sections: 5.1.2, 5.1.3, 5.1.4, 5.1.6)</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure. (Section: 5.1.9)</p> <p>Neighbourhoods are characterized as physically stable areas with a character that is to be protected. Therefore Mississauga's Neighbourhoods are not appropriate areas for significant intensification. This does not mean that they will remain static or that new development must imitate previous development patterns, but rather that when development does occur it should be sensitive to the Neighbourhood's existing and planned character. (Sections 5.3, 5.3.5)</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. (Section 5.3.5.1)</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas (Section 5.3.5.2)</p> <p>Where higher density uses are proposed, they should be located along Corridors or in conjunction with existing apartment sites or commercial centres. (Section 5.3.5.3)</p> <p>Redevelopment of Mixed Use sites that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained after redevelopment. (Section 5.3.5.4)</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. (Section 5.3.5.5)</p> <p>NOTE: MOP defines compatible as "development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area" (Chapter 1 – Policy 1.1.4)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and</p>

	<p><b>General Intent</b></p> <p>scale. (Section 5.3.5.6)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4)</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands. (Section 5.4.5)</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit. (Section 5.4.7)</p> <p>Major Transit Station Areas are identified on Schedule 2: Intensification Areas and the Light Rail Transit Stations are identified on Schedule 6: Long Term Transit Network (Section 5.4.15). It should be noted that the Region is currently delineating Major Transit Station Areas and the Transportation Study Lakeshore Connecting Communities determined Lakeshore Road would not have higher order transit beyond East Avenue.</p> <p>The focus for intensification will be Intensification Areas as shown on Schedule 2: Intensification Areas (Section 5.5.1)</p> <p>Local Area reviews will determine appropriate locations for intensification within these areas. Planning studies will delineate boundaries of Major Transit Station Areas and identify appropriate densities, land uses and building heights. Intensification Areas will be planned to reflect their role in the City Structure Hierarchy (Sections 5.5.2, 5.5.3, 5.5.4)</p>
<p><b>Chapter 6 Value The Environment</b></p>	<p>As intensification occurs, road noise will increasingly be of concern. Careful attention must be paid to site planning and building design techniques to mitigate noise levels. A detailed noise impact will be required. (Section 6.10.3)</p> <p>Where residential uses are proposed in close proximity to rail lines, it may be necessary to mitigate noise impact, (6.10.4)</p>
<p><b>Chapter 7 Complete Communities</b></p>	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ol style="list-style-type: none"> <li>a. the development of a range of housing choices in terms of type, tenure and price;</li> <li>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> <li>c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2)</li> </ol> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p>



	<b>General Intent</b>
<b>Chapter 8            Create a Multi-Modal City</b>	Consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage and encouraging the use of transit. Mississauga will encourage Transportation Demand Management strategies. (Sections 8.4.3 and 8.5)
<b>Chapter 9            Build A Desirable Urban Form.</b>	<p>It is important that infill “fits” within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment must also be sensitive to the existing urban context and minimize undue impacts on adjacent properties. (Section 9.1)</p> <p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5)</p> <p>Urban form will support the creation of an efficient multi-modal transportation system.(Section 9.1.9)</p> <p>The city vision will be supported by site development that: a. respects the urban hierarchy, b. utilizes best sustainable practices, c. demonstrates context sensitivity, d. promotes universal accessibility and public safety, and c. employs design excellence (Section 9.1.10)</p> <p>A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements. (Section 9.1.11)</p> <p>Non-intensification areas will have lower densities, lower building heights and more homogeneous land uses than Intensification Areas. Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2)</p> <p>Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context can be achieved (Section 9.2.2.1)</p> <p>Tall buildings will generally not be permitted (Section 9.2.2.2)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ol style="list-style-type: none"> <li>a. Respect existing lotting patterns;</li> <li>b. Respect the continuity of front, rear and side yard setbacks;</li> <li>c. Respect the scale and character of the surrounding area;</li> <li>d. Minimize overshadowing and overlook on adjacent neighbours;</li> <li>e. Incorporate stormwater best management practices;</li> <li>f. Preserve mature high quality trees and ensure replacement of the tree canopy; and</li> <li>g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3)</li> </ol>

	<b>General Intent</b>
	<p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> <li>a. Assemble small land parcels to create efficient development parcels;</li> <li>b. Face the street, except where predominate development patterns dictate otherwise;</li> <li>c. Not locate parking between the building and the street;</li> <li>d. Site buildings to frame the street;</li> <li>f. Support transit and active transportation modes;</li> <li>h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6)</li> </ul> <p>Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage (Section 9.3.1.7)</p> <p>Mississauga will encourage public art on public and private lands. Development proponents are encouraged to incorporate public art into their developments, that contribute to the animation of public spaces. (Sections 9.3.4.2, 9.3.4.5, 9.3.4.7c)</p> <p>Development will support transit and active transportation by addressing a number of issues including ensuring buildings respect the scale of the street, ensuring appropriate massing for the context, providing bicycle parking (Section 9.4.1.3)</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character. (Section 9.5.1.1)</p> <p>Development should be compatible and provide appropriate transition to existing and planned development by having regard to a number of items including the size and distribution of building mass and height. Site design will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. (Section 9.5.1.2, 9.5.1.3, 9.5.1.5)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.11 and 9.5.1.12)</p> <p>Site development should contribute to achieving the City's vision and the intended character for the area. (Section 9.5.2)</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways. (Section 9.5.2.4)</p> <p>Buildings should be designed to incorporate sustainable technologies (Section 9.5.3)</p> <p>Along corridors where an urban character is appropriate buildings should be located close to the street and aligned with the street to enclose the street. Built form will relate to the width of the street right-of-way (Section 9.5.4)</p> <p>Parking should be located underground, internal to the building or to the rear of the building. (Section 9.5.5)</p>

	<p><b>General Intent</b></p> <p>Active building frontages should be designed to face public spaces including entries and windows to ensure natural surveillance opportunities. (Section 9.5.6.2)</p>
<p><b>Chapter 11 General Land Use Designations</b></p>	<p>The development application proposes to redesignate the subject site to Residential High Density which will permit the following use: a. apartment dwelling; b. uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and c. uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities. (Section 11.2.5.6)</p> <p>The subject site is currently designate Mixed Use. In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses: a. commercial parking facility; b. financial institution; c. funeral establishment; d. makerspaces e. motor vehicle rental; f. motor vehicle sales; g. overnight accommodation; h. personal service establishment; i. post-secondary educational facility; j. residential, in conjunction with other permitted uses; k. restaurant; l. retail store; and m. secondary office. (Section 11.2.6.1)</p> <p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses. (Section 11.2.6.2)</p>
<p><b>Chapter 16 Neighbourhoods</b></p>	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)</p> <p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that: a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan. (Section 16.1.1.2)</p>
<p><b>Chapter 19 Implementation</b></p>	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>• the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>• that a municipal comprehensive review of the land use designation or a five year review is not required;</li> <li>• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>• 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 has been provided by the applicant. (Section 19.5.1)</li> </ul>

### Relevant Port Credit Local Area Plan Policies

	<b>General Intent</b>
<b>Chapter 1.0 How to Read the Plan</b>	The policies of this Area Plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of parts two and three of the principal document. In the event of a conflict, the policies of this Area Plan take precedence. Included in the appendices is the Lakeview Built Form Standards (Appendix I) which will be used during the review of development applications. This document demonstrates how the urban form policies can be achieved. The Built Form Standards document is not considered part of this Area Plan. (Section 1.0)
<b>Chapter 5.0 Vision</b>	<p>The Vision for Port Credit is based on:</p> <ul style="list-style-type: none"> <li>• Protect and enhance the urban village character recognizing heritage resources, the mainstreet environment, compatibility in scale, design, mixture of uses and creating focal points and landmarks (Section 5.1.1)</li> <li>• Balance growth with existing character by directing intensification to the Community node, along Lakeshore Road (east and west), brownfield sites and away from stable neighbourhoods. Intensification and development will respect the experience, identity and character of the surrounding context and Vision.(Section 5.1.5)</li> <li>• Although Neighbourhoods are stable, some change is anticipated. New development does not necessarily have to mirror existing development types and densities, however, it will respect the character of the area (Section 5.2.3)</li> </ul>
<b>Chapter 6.0 Direct Growth</b>	Intensification will occur through modest infilling or redevelopment along Lakeshore Road Corridor, commercial plazas and will be sensitive to the existing character of the residential areas and the planned context of Lakeshore Road Corridor (Section 6.2.1 and 6.2.2)
<b>Chapter 7.0 Value The Environment</b>	<p>Opportunities to enhance the tree canopy and health of the urban forest in the public right-of-ways and adjacent privately owned land will be considered in conjunction with new development.(Section 7.2.2)</p> <p>Opportunities to improve the tree canopy and promote a healthy urban forest will be reviewed when considering improvements to the streetscape along public roads with particular attention to Lakeshore Road Corridor (Section 7.2.3)</p>
<b>Chapter 8 Complete Communities</b>	<p>The Community Node and Lakeshore Road Corridor are encouraged to develop with a range of housing choices in terms of type, tenure and price. (Section 8.1.1)</p> <p>The provision of additional affordable housing, with a focus on rental housing units, is encouraged in the Community Node and Lakeshore Road Corridor (Section 8.1.2)</p> <p>Mississauga will encourage investment in new rental housing and, in particular, affordable rental housing that meets the needs of young adults, older adults and families in the Community Node and along the Lakeshore Road Corridor.(Section 8.1.4)</p> <p>Lakeshore Road (east and west) is a key location for the promotion of Port Credit as a place for vibrant cultural activities and providing a “sense of place”. The mainstreet environment, including the built form, public realm, street furniture, lighting, cycling amenities, trees, gathering places are to be protected and, where possible, enhanced. (Section 8.4.2)</p>
<b>Chapter 9 Multi-Modal City</b>	During the review of development applications, consideration will be given to eliminating and/or consolidating vehicular turning movements to and from Lakeshore Road (east and west) and direct traffic towards signalized intersections, where appropriate. Vehicular access to redevelopment opportunities should be considered from existing north-south side streets or existing or proposed laneways parallel to Lakeshore Road (east and west). (Section 9.1.7)

	<p><b>General Intent</b></p>
	<p>Development applications will be accompanied by transportation and traffic studies. Studies will address, amongst other matters, strategies for limiting impacts on the transportation network, where appropriate, including measures such as: reduced parking standards; transportation demand management; transit oriented design of the development; pedestrian/cycling connections; and access management plan. (Section 9.1.14)</p> <p>Due to capacity constraints on the Port Credit transportation network, development applications requesting increases in density and height, over and above what is currently permitted in the Port Credit Local Area Plan will be discouraged unless it can be demonstrated, to the City's satisfaction, that the proposed development has included measures to limit the amount of additional vehicular demand.(Section 9.1.15)</p> <p>Reduced parking requirements and maximum parking standards may be considered within the Mainstreet Neighbourhood Precinct. Section 9.2.1)</p> <p>Port Credit exhibits many of the attributes of a successful mobility hub. The focus for future development is to support the planned character of the area and the functioning of the mobility hub. (Section 9.3)</p> <p>Investment in infrastructure, building and site design that supports the function of the mobility hub will be a priority. This includes, among other things: a. a vibrant, mixed use environment, providing additional employment opportunities and a greater range of commercial establishments; b. a built form that respects the planned character of the area; h.strategic parking management (Section 9.3.1)</p>
<p><b>Chapter 10: Desirable urban Form</b></p>	<p>The desirable urban form policies reflect the planned function and local context (Section 10.0)</p> <p>Development will be in accordance with the minimum and maximum height limits as shown on Schedule 2A, 2B and 2C. The appropriate height within this range will be determined by the other policies of this Area Plan. (Section 10.1.1)</p>
	<p>Heights in excess of the limits identified on Schedules 2A and 2B within the Community Node precincts and Mainstreet Neighbourhood precinct may be considered through a site specific Official Plan Amendment application, subject to demonstrating, among other matters, the following: a. The achievement of the overall intent, goals, objectives of this Plan; b. Appropriate site size and configuration; c. Appropriate built form that is compatible with the immediate context and planned character of the area; d. Appropriate transition to adjacent land uses and buildings, including built form design that will maximize sky views and minimize visual impact, overall massing, shadow and overlook; e. Particular design sensitivity in relation to adjacent heritage buildings; and f. Measures to limit the amount of additional vehicular and traffic impacts on the Port Credit transportation network.(Section 10.1.2)</p> <p>Neighbourhood policies are intended to reflect a number of objectives including: to ensure development is sensitive to the existing low rise context and to reinforce the planned character of the area; to ensure Lakeshore Road will undergo appropriate development that reinforces its planned role as a location that helps connect the community and fosters an active pedestrian and cycling environment (Section 10.3)</p> <p>Streetscapes along Lakeshore Road will address matters including a. minimize vehicular access points; b. orient entrances and buildings towards the street; and c. create an attractive public realm (Section 10.3.1)</p> <p>The Mainstreet Neighbourhood Precinct will contain a mixture of uses that help meet the day-to-day needs of residents. This precinct represents an extension of the Mainstreet Node Precinct. (10.3.6)</p>
<p><b>SCHEDULES</b></p>	<p>Subject Property is located within the Mainstreet Neighbourhood Precinct with a permitted height range of 2 – 4 storeys (Schedule 2A)</p>
<p><b>BUILT FORM GUIDE</b></p>	<p>The Built Form Guide (the Guide) is to be read in conjunction with the policies in the Mississauga Official Plan (the Plan) and the Port Credit Local Area Plan (Area Plan). The Guide is to be used during the design and review of development applications. This Guide</p>

	<p><b>General Intent</b></p>
	<p>demonstrates how the urban form policies in the Plan can be achieved. The Guide is not considered a part of the Area Plan; however, selected content from the Guide has been incorporated into the Area Plan and represents policy (Section 1.1)</p> <p>The Guide is intended to assist in understanding and implementing the Desirable Urban Form policies in the Mississauga Official Plan and the Port Credit Local Area Plan. The Guide establishes and illustrates general requirements necessary to achieve a high quality urban form, site development and public realm. (Section 1.2)</p> <p>Neighbourhood Mainstreet Precincts: a. Heights will be a minimum of 2 storeys and a maximum of 4 storeys; b..Developments will have street-related retail commercial uses and a rhythm of closely spaced storefronts lining the street c. Developments will be close to the street and have a setback of 0.6 m to 3.0 m. The appropriate setback will be determined through a detailed analysis of the public realm and streetscape requirements. Additional setbacks may be required to ensure an appropriate pedestrian realm; d. Main entrances of buildings will be located along the Lakeshore Road frontage; Parking will be provided at the rear of the building through laneways. It is critical that parking facilities be located and designed to be compatible with the mainstreet character of the area by including measures such as landscape space, planters or other elements which activate the street wall and enhance public amenity; f. Parking, loading and service areas will be located behind the buildings fronting Lakeshore Road and will be screened from view from residential properties to the north and south; g. New access points along Lakeshore Road East and West will be strongly discouraged. Where alternatives are not feasible, access will be consolidated between properties and preferably located where a traffic signal opportunity is feasible; h. Where development is proposed adjacent to residential neighbourhoods, attention should be given to ensuring appropriate transition; i. The assembly of adjacent low density residential land to enlarge properties fronting the Mainstreet Precinct is discouraged. However, should assembly occur, the primary purpose of these lands should be for buffering the adjacent residential uses and for amenity space and/or parking if required through the development; j. Developments should maintain existing view corridors to the lake, such as along Oakwood Avenue South, and create new view corridors, such as, along the north/south public roads; and k. Future development will recognize the character of adjacent land uses.(Section 3.2.3)</p> <p>The built form guide also provides additional direction on issues such as parking, access points, streetscape, micro-climate, materiality, and sustainability.</p>

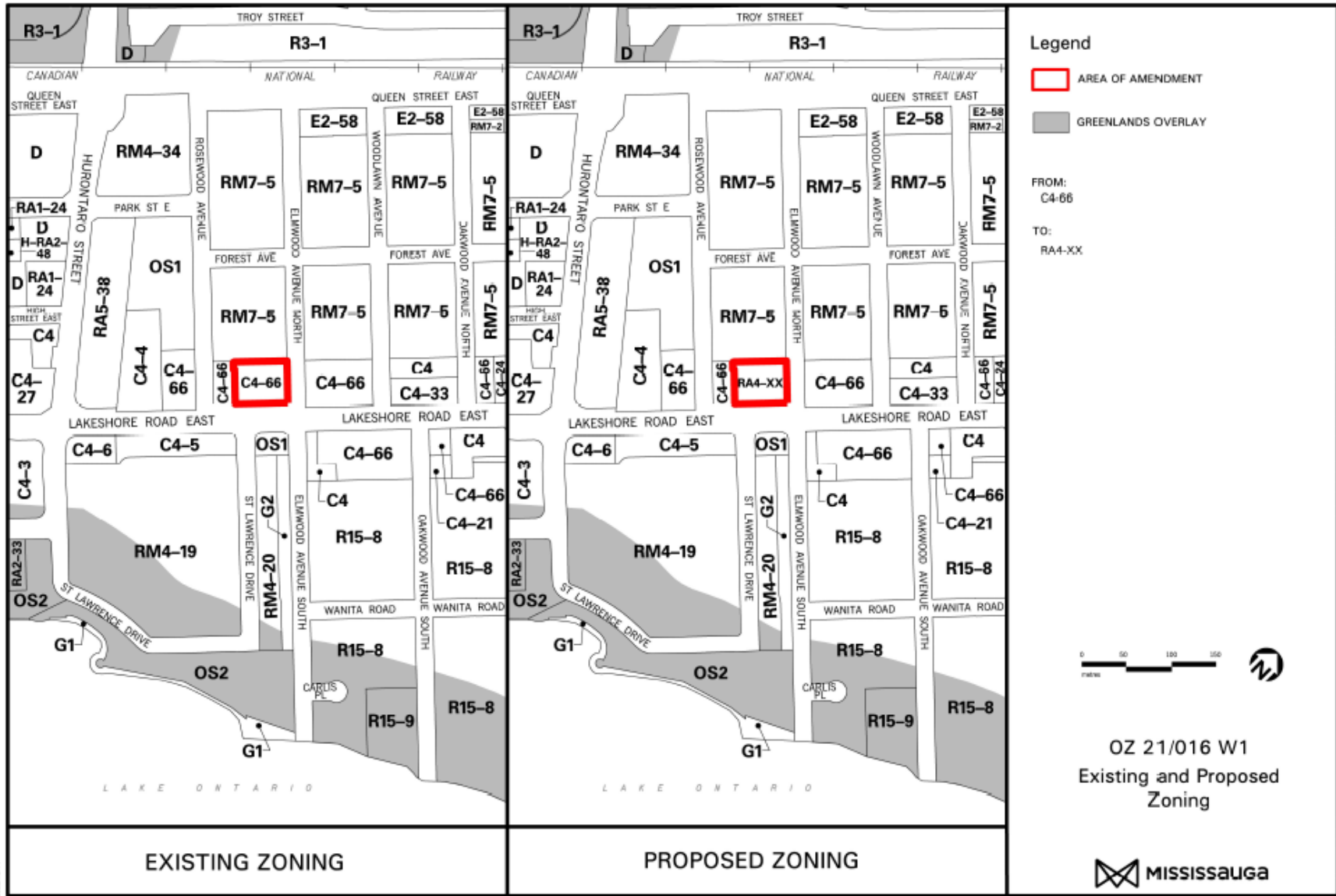
**Mississauga Zoning By-law**

**Existing Zoning**

The subject property is currently zoned **C4-66** (Mainstreet Commercial), which allows building heights up to three storeys and permits a wide range of commercial uses including restaurants, take out restaurants, office and retail, as well as dwelling units above the first storey of a commercial building. This exception zone also permits an apartment building.

**Proposed Zoning**

The applicant is proposing to zone the property **RA4 – Exception** (Apartments – Exception) to permit a 17 storey (includes mezzanine and enclosed roof-top amenity space), apartment building with 148 units and ground floor commercial space. Through the processing of the applications staff may recommend a more appropriate zone category for the development in the Recommendation Report.



### Proposed Zoning Regulations

Zone Regulations	Existing C4-66 Zone Regulations	RA4 - Base Zone Regulations	Proposed RA4 – Exception Zone Regulations
Permitted Uses	<p>A wide range of commercial uses are permitted including:  <b>Retail</b>  <b>Personal Service</b>  <b>Financial Institution</b>  <b>Office &amp; Medical Office</b>  <b>Restaurant &amp; Take-out</b></p> <p>The zoning also permits  <b>Apartment Dwelling Unit</b> located above the <b>first story</b> of a commercial <b>building</b></p>	<p><b>Apartment</b>  <b>Long-Term Care Building</b>  <b>Retirement Building</b></p> <p><u><b>Accessory Uses<sup>1</sup></b></u>  <b>Retail Store</b>  <b>Personal Service</b>  <b>Financial Institution</b>  <b>Office</b>  <b>Medical Office - restricted</b></p>	<p><b>Apartment</b>  <b>Long-Term Care Building</b>  <b>Retirement Building</b></p> <p><u><b>Accessory Uses<sup>1</sup></b></u>  <b>Retail Store</b>  <b>Personal Service</b>  <b>Financial Institution</b>  <b>Office</b>  <b>Medical Office</b>  <b>Restaurant</b>  <b>Take-out Restaurant</b>  <b>Artist Studio</b>  <b>Art gallery / Museum</b></p>
Additional provisions regulating <b>Accessory Uses<sup>1</sup></b> :	n/a	<ul style="list-style-type: none"> <li>- Entrance shall be only from within the dwelling</li> <li>- The use shall not be located above first storey</li> <li>- Maximum <b>gross floor area</b> of 186 m<sup>2</sup></li> <li>- On-site parking for <b>accessory</b> uses is not <b>required</b></li> </ul>	Applicant has requested provisions be deleted
Maximum <b>Floor Space Index (FSI)</b>	None	1.8	5.0
Maximum <b>Gross Floor Area – Apartment Zone</b> per <b>Storey</b> above <b>12 Storeys</b>	n/a	1 000 m <sup>2</sup> (10,764 ft <sup>2</sup> .)	Applicant has requested provision be deleted



Zone Regulations	Existing C4-66 Zone Regulations	RA4 - Base Zone Regulations	Proposed RA4 – Exception Zone Regulations
Maximum <b>Height</b>	12.5 m (41 ft.) and 3 <b>storeys</b> (flat roof)	56.0 m (183.7 ft.) and 18 <b>storeys</b>	56.6 m (185.7 ft.) and 17 <b>storeys</b> <sup>2</sup>
Minimum <b>Front<sup>3</sup> Yard</b>	0.0 m (0.0 ft.)	Depending on building <b>height</b> setbacks range from 7.5 m (24.6 ft.) to 10.5 m (34.4 ft.)	Minimum setback to Elmwood Avenue Lot Line: - 4.3 m (14.1 ft.) for Floor 1 - 5.8 m (19.0 ft.) for Floor 2-5 - 18.8 m (61.6 ft.) for Floors 6-15 - 21.8 m (71.5 ft.) for Floor 16 <sup>3</sup>
Minimum <b>Exterior Side Yards</b>	0.0 m (0.0 ft.)	Depending on building <b>height</b> setbacks range from 7.5 m (24.6 ft.) to 10.5 m (34.4 ft.)	Minimum setback to Lakeshore Road lot line: - 1.2 m (3.9 ft.) for Floor 1 - 2.8 m (9.2 ft.) for Floors 2-5 - 4.2 m (13.8 ft.) for Floors 6-15 - 7.2 m (23.6 ft.) Floor 16 <sup>3</sup>
Minimum <b>Interior Side Yard</b> abutting a zone permitting <b>detached and/or semi-detached</b>	4.5 m (14.8 ft.)	Depending on building <b>height</b> setbacks range from 7.5 m (24.6 ft.) to 25.5 m (83.7 ft.)	Applicant has requested provision be deleted
Minimum <b>Rear Yard</b> abutting a Commercial Zone	0.0 m (0.0 ft.)	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Maximum encroachment of a <b>balcony</b> located above the <b>first storey</b> , sunroom, window, <b>chimney</b> , pilaster, cornice, balustrade or roof eaves into a required <b>yard</b>	n/a	1.0 m (3.3 ft.)	1.0 m (3.3 ft.)  Applicant has not yet clarified what additional structural elements they expect will encroach into a yard

Zone Regulations	Existing C4-66 Zone Regulations	RA4 - Base Zone Regulations	Proposed RA4 – Exception Zone Regulations
Maximum Projection of a <b>balcony</b> located above the <b>first storey</b> measured from the outermost face or faces of the building from which the <b>balcony</b> projects	n/a	1.0 m (3.3 ft.)	2.0 m (6.6 ft.)
Minimum setback from a <b>parking structure</b> completely below finished grade, inclusive of external access stairwells, to any lot line.	n/a	3.0 m (9.8 ft.)	0.0 m (0.0 ft.) Applicant has requested 0.0 m (0.0 ft.) setback for all four sides of the property
Minimum <b>landscaped area</b>	n/a	40% of the <b>lot area</b>	Applicant has requested provision be deleted
Minimum depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> and/or abutting lands with a residential zone, Open Space or Greenlands	0.0 m (0.0 ft.) along a <b>street line</b>  0.0 m (0.0 ft.) adjacent to another C4 zone  4.5 m (14.8 ft.) for any other <b>lot line</b>	4.5 m (14.8 ft.)	- 0.0 m (0.0 ft.) along Lakeshore Road East - 3.0 m (9.8 ft.) along northern property line - 3.0 m (9.8 ft.) along Elmwood Avenue
Minimum amenity area	n/a	The greater of 5.6 m <sup>2</sup> (60.3 ft <sup>2</sup> .) per dwelling unit or 10% of the site area	Applicant has requested provision be deleted
Minimum percentage of total required <b>amenity area</b> to be provided in one contiguous area	n/a	50%	Applicant has requested provision be deleted

Zone Regulations	Existing C4-66 Zone Regulations	RA4 - Base Zone Regulations	Proposed RA4 – Exception Zone Regulations
Minimum <b>amenity area</b> to be provided outside at grade	n/a	55.0 m <sup>2</sup> (592 ft <sup>2</sup> )	Applicant has requested provision be deleted
Accessible Parking Space Size	Spaces are to be provided in two specified sizes and maintain wide access aisle abutting the space.	Spaces are to be provided in two specified sizes and maintain wide access aisle abutting the space.	Applicant has requested provision be deleted
Required Parking Spaces <b>Rental Apartment</b>	1.25 spaces per unit <sup>4,5</sup>	Ranges from 1.0 spaces per studio unit to 1.5 spaces per three bedroom unit <sup>5</sup> 0.20 visitor spaces per unit <sup>5</sup>	0.8 spaces per dwelling unit and 0.15 visitor spaces per dwelling unit
Required Parking Spaces <b>Non-Residential Uses</b>	Ranges depending on the use from 3.6 spaces per 100 m <sup>2</sup> (1,076 ft <sup>2</sup> ) of <b>art gallery</b> space to 16.0 spaces per 100 m <sup>2</sup> (1,076 ft <sup>2</sup> ) of <b>restaurant space</b>	Ranges depending on the use from 3.6 spaces per 100 m <sup>2</sup> (1,076 ft <sup>2</sup> ) of <b>art gallery</b> space to 16.0 spaces per 100 m <sup>2</sup> (1,076 ft <sup>2</sup> ) of <b>restaurant space</b> <sup>5</sup>	Parking spaces for residential visitors are to be shared with non-residential uses
Minimum <b>loading spaces</b> where the <b>gross floor area non-residential</b> of the building is greater than 250 m <sup>2</sup> (2,690 ft <sup>2</sup> ) but less than or equal to 2 350 m <sup>2</sup> (25,295 ft <sup>2</sup> )	1 space	1 space	1 loading space to be shared between non-residential and residential uses.

Zone Regulations	Existing C4-66 Zone Regulations	RA4 - Base Zone Regulations	Proposed RA4 – Exception Zone Regulations
Required <b>loading spaces</b> for <b>Apartment</b> building containing a minimum of 30 units	n/a	1 space	1 loading space to be shared between non-residential and residential uses.
Minimum Separation Distance from Residential Zone to <b>Restaurant and Take-out Restaurant</b>	60.0 m (196.9 ft.)	60.0 m (196.9 ft.)	Applicant has requested provision be deleted
Centreline Setback for a <b>building</b> located on a 26 m (ft.) right-of-way width	13.0 m (42.7 ft.) + required <b>yard/setback</b>	13.0 m (42.7 ft.) + required <b>yard/setback</b>	Applicant has requested provision be deleted
Rooftop <b>balcony</b>	<p>Shall be setback of 1.2 m (3.9 ft.) from all exterior edges off a <b>building</b>.</p> <p>A setback for a rooftop <b>balcony</b> may be 0.0 m (0.0 ft.) where</p> <ul style="list-style-type: none"> <li>- the exterior edge of the <b>building</b> faces a <b>street</b> and the <b>building</b> is in a non-residential zone</li> <li>- the exterior edge of the rooftop <b>balcony</b> does not abut a Residential zone and the building is located in a non-residential zone</li> </ul>	<p>Shall be setback of 1.2 m (3.9 ft.) from all exterior edges of a <b>building</b>.</p> <p>A setback for a rooftop <b>balcony</b> may be 0.0 m (0.0 ft.) where</p> <ul style="list-style-type: none"> <li>- the exterior edge of the <b>building</b> faces a <b>street</b> and the <b>building</b> is in a non-residential zone</li> <li>- the exterior edge of the rooftop <b>balcony</b> does not abut a Residential zone and the building is located in a non-residential zone</li> </ul>	Applicant has requested provision be deleted

Zone Regulations	Existing C4-66 Zone Regulations	RA4 - Base Zone Regulations	Proposed RA4 – Exception Zone Regulations
<p>Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved. The table focuses primarily on regulations where the proposed zoning is requesting an exception from the base zoning.</p> <ol style="list-style-type: none"> <li>1) Provisions are found in regulations 4.1.15.1 (e.g. 4.1.15.1.3 – 4.1.15.1.5, 4.1.15.1.7)</li> <li>2) Appears enclosed roof-top amenity space or mezzanine space has not been included in proposed regulations as maximum height identified by applicant is 15 storeys, whereas City zoning by-law considers building to be 17 storeys (subject to further discussion)</li> <li>3) For a corner lot, the zoning by-law defines the front lot line to be the shorter of the two lot lines (i.e. Elmwood Avenue is the front lot line, Lakeshore Road East is the exterior lot line, the north property limit is an interior lot line and the west property limit is the rear property line)</li> <li>4) Parking rate for C4 zoning applies to dwellings located above a commercial development with a maximum height of 3 storeys.</li> <li>5) Council endorsed on May 4, 2022 new parking rates which are not yet in effect. The subject site is within Precinct 3 which has the following rates: Apartment Condo 1.0 spaces per unit; Apartment Condo Visitor Parking 0.2 spaces per unit; shared parking is permitted between residential visitors and non-residential uses for mixed use developments; and a dwelling unit above commercial space with a maximum height of 3 storeys (e.g. C4 zone) requires 1.0 spaces per unit.</li> </ol>			

**Affordable Housing**

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement (2020)*, Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of

incomes and household sizes. The proposed development will provide 147 rental housing units plus one guest suite, with a range of unit sizes.

Proposed Unit Mix	
Type of Unit	Number of Units
Studios	4 units
One-Bedroom	91 units
Two-Bedrooms	37 units
Three-Bedrooms	16 units

## 5. School Accommodation

### The Peel District School Board

Student Yield	School Accommodation		
14 Kindergarten to Grade 6	Forest Avenue Public School	Riverside Public School	Port Credit Secondary School
3 Grade 7 to Grade 8	Enrolment: 180	Enrolment: 273	Enrolment: 1,333
3 Grade 9 to Grade 12	Capacity: 199 Portables: 0	Capacity: 438 Portables: 0	Capacity: 1,203 Portables: 1

### The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
3 Kindergarten to Grade 8	St. Dominic Catholic Elementary School	St. Paul Catholic Secondary School
2 Grade 9 to Grade 12	Enrolment: 287 Capacity: 271 Portables: 2	Enrolment: 538 Capacity: 807 Portables: 0

## 6. Community Questions and Comments

A community meeting was held by Ward 1 Councillor, Stephen Dasko, on February 2, 2022. The virtual meeting had approximately 90 people in attendance. In addition, staff have had additional discussions with interested members of the public and received over 35 emails. The following provides a general summary of comments. These comments along with any others subsequently raised, will be addressed in the

Recommendation Report, which will come at a later date.

- The proposed development does not respect the existing planning permissions in the official plan, local area plan and zoning by-law. People moved to the area expecting new development will follow current planning permissions. New development should adhere to existing rules.
- The height of the proposed development is more than four times current permissions and represents too significant a departure from existing policies and regulations and does

not reflect the existing and planned character of the neighbourhood.

- Concern was raised that the proposed height and built form will create an unacceptable precedent, and will have a domino effect on other sites. Approving the proposed development will transform Lakeshore Road into a corridor of high-rise buildings that will destroy the "village charm".
- The proposed development, in addition with other developments in the area, will increase traffic problems. Elmwood Avenue is a narrow local road and cannot accommodate the additional traffic. Speeding on local roads is increasingly a problem as traffic cuts through the neighbourhood. Forest Avenue Public School is located just to the north and there are concerns about the safety of children walking to and from the school with additional cars and trucks. Concerns were also raised regarding methodology, statistics and analysis used in the traffic impact study submitted by the applicant.
- The proposed building will have a negative impact on people's privacy by allowing unacceptable overlook into neighbouring backyards. Some of the proposed zoning amendments (e.g. zero setback from the edge of a building for a rooftop balcony) will increase overlook and represent a greater intrusion.
- Unacceptable noise impacts from the garage, service areas, and amenity spaces will be generated by the development.
- Lighting from the proposed development will negatively affect the use and enjoyment of surrounding properties.
- The proposed development will cast significant shadows on surrounding properties that will impact enjoyment of outdoor amenity space and future plans for solar panels as a renewable energy source. Concern was also raised regarding the methodology used in the analysis.
- There is insufficient parking proposed which will have a negative impact on the neighbourhood.
- Concern was raised that the underground parking will have a 0.0 m (0.0 ft.) setback to the north property line that could impact the structural integrity of adjacent homes.
- Concern was raised that the proposed building will have a negative impact on the groundwater table and cause stormwater problems. There is concern that with three levels of underground parking and potential groundwater issues their could be negative impacts on the foundations of neighbouring properties.
- Concern was raised that the existing infrastructure cannot accommodate the cumulative impacts from all the development in the area.
- The proposed development will result in a devaluation of property values in the area.
- Construction activity will have a negative impact on the community.

## 7. Development Issues

The following is a summary of comments from agencies and departments regarding the applications:

Agency / Comment Date	Comments
Region of Peel (February & April 2022)	<p>The proposed amendment is exempt from Regional approval and a Regional Official Plan Amendment is not required.</p> <p>An existing 300 mm (11.8 in.) diameter water main is located on Lakeshore Road East. An existing 200 mm (7.87 in.) diameter water main is located on Elmwood Avenue South. This proposal requires connection to a minimum municipal watermain size of 300mm (11.8 in.). An existing 300 mm (11.8 in.) diameter sanitary sewer is located on Hurontario Street. An existing 250 mm (9.84 in.) diameter sanitary sewer is located on Elmwood Avenue South</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicants expense. The applicant will also be responsible for the payment of applicable fees, development charges, legal costs and all other costs associated with the development of this site.</p> <p>Waste collection for commercial units will be through a private waste hauler. The Region will provide waste collection for residential units using front-end collection. A Waste Management Plan acceptable to the Region is required prior to approval of the Official Plan Amendment and Zoning By-law Amendment.</p> <p>In support of the Region's Healthy Development Framework, please ensure the proposed building is well connected to the streetscape and surrounding land uses; pedestrian amenities, such as benches, are included along pathways and it is suggested that parking spaces be leased separately from units.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (December 2021 & January 2022)	<p>The Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding adequate provision and distribution of educational facilities need not be applied to this development application.</p> <p>The Peel District School Board has advised that prior to final approval, the City shall be advised that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the applicant and the School Board. In addition, if approved the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to applicable Development Agreement and sales agreement.</p>
City Community Services Department – Park Planning Section (January 2022)	<p>The proposed development is within walking distance of Harold E Kennedy Park, P-110 which is 100 m (328 ft.) from the subject property. This 0.93 ha (2.3 ac.) park provides neighbourhood recreational facilities such as an accessible play site, outdoor pool, parking lot, natural ice rink and public shelter. The park is located at Rosewood Avenue and Park Street East just north and west of the subject site.</p>



Agency / Comment Date	Comments
	Street tree contributions to cover the cost of planting street trees, up to 60 mm caliper, will be required for every 10 m (32.8 ft.) of frontage on Lakeshore Road East in accordance with current City standards. Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P.13, as amended) and in accordance with City's Policies and By-laws.
City Community Services Department – Arborist (Public & Private Lands), Streetscape & Public Art (January 2022, March 2022 )	There are 4 Honey Locust Trees within the municipal right of way. The trees are in good health and conditions for preservation will be addressed through site plan approval. Tree removal permission is required on private lands. Streetscape plans for frontages on Lakeshore Road are required, including cost estimates and schedule for improvements and a utility plan. The applicant is strongly encouraged to include public art or contribute to the City's Public Art Reserve. Public art should be considered for inclusion in the proposed privately owned publicly accessible space.
City Community Services Department – Fire Prevention (January 2022)	The main entrance to the building is required to be within 15 m (49.2 ft.) of the street.
City Planning Strategies – Parking (January 2022)	The applicant needs to address discrepancies in the proposed parking rates between the draft zoning by-law and the Transportation Impact Study. Additional information is required for the non-residential uses. Parking reductions are appropriate, however, parking requirements should distinguish between residential and visitor rates. A parking utilization study, including surveys is required for rates lower than the following: 1 space per studio unit; 1 space per 1 bedroom unit; 1 space per 2 bedroom unit; 1.3 spaces per 3 bedroom unit; and 0.15 spaces per unit for visitor parking. A shared parking arrangement based on the greater of the calculated visitor and non-residential parking spaces may be considered. Minimum bike parking requirements and other TDM measures (car share, Presto cards) are encouraged. Please note that subsequent to these comments, City Council endorsed new parking standards applicable to the site.
City Transportation and Works Department (March 2022)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><b><u>Stormwater</u></b>  A Functional Servicing Report dated October 15th, 2021, and prepared by Skira &amp; Associates Ltd. 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.</p> <p>The applicant is proposing to construct a new internal storm sewer to service the development lands, with an outlet to the City's storm sewer infrastructure on Lakeshore Rd E, as well as on-site stormwater management controls for the post-development discharge.</p>

Agency / Comment Date	Comments
	<p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> <li>• demonstrate the feasibility of the proposed storm sewer; and</li> <li>• demonstrate that the 5 mm water balance through Low Impact Development (LID) will be achieved; and</li> <li>• demonstrate that there will be no impact on the City’s existing drainage system including how groundwater will be managed on-site.</li> </ul> <p><b><u>Traffic</u></b>                      A traffic impact study (TIS), prepared by Nextrans Consulting Engineers dated October 2021, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> <li>• Provide an updated Traffic Impact Study addressing all staff comments;</li> <li>• Provide turning movement diagrams to evaluate the internal site circulation and access points;</li> <li>• Review the driveway access to ensure Elmwood Avenue North and the internal driveway can operate efficiently;</li> <li>• Provide the future property line due to the required daylight triangle; and,</li> <li>• Address any traffic concerns from the Community related to the proposed development.</li> </ul> <p><b><u>Environmental Compliance</u></b>                      A Summary of the Phase I and II Environmental Site Assessment (ESA) letter report, dated June 19, 2019 and prepared by Hemmera Envirochem Inc., was submitted in support of the proposed development. The letter report indicates that petroleum hydrocarbon impacted soil is present within the backfill area of the former gasoline underground storage tank nest. The applicant is required to provide the following for further review:</p> <ul style="list-style-type: none"> <li>• A letter of reliance for the Summary of the Phase I and II ESA letter report;</li> <li>• A written document, prepared by a Professional Engineer and includes a plan to decommission the wells or proof of decommissioning;</li> <li>• A Temporary Discharge to Storm Sewer Commitment Letter; and</li> <li>• A letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use.</li> </ul> <p>As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the rezoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks.</p> <p><b><u>Noise</u></b>                      The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic. Noise mitigation will be required. The applicant is required to update the report should the building massing or configuration change with additional information to further evaluate the feasibility of any proposed mitigation measures to address noise</p>

Agency / Comment Date	Comments
	<p>and in accordance with City and MECP Standards. The details of mitigation measures will be confirmed through the Site Plan and building permit process.</p> <p><b><u>Engineering Plans/Drawings</u></b>            The applicant has submitted a number of technical plans/drawings (i.e. Grading Plan with City benchmark, Servicing Plan, FSR, etc.), which need to be revised in accordance with City Standards as part of subsequent submissions.</p>
Alectra Utilities (January 2022)	Additional information is requested including (but not limited to) location of the electrical room, confirmation if the development will include electrical vehicle charging stations and, if so, what will be the load breakdown.
GO Transit / Metrolinx (March 2022)	The subject property is located within 300 m (984 ft.) of the Lakeshore West GO line. Warning clauses for noise are required for development agreements, Offers to Purchase, and Agreements of Purchase and Sale or Lease. The owner shall grant Metrolinx an environmental easement for operational emissions which is to be registered on title.
Mississauga Transit	The existing transit stop with concrete bus pad is to be maintained. All drawings shall be amended to clearly depict the location of this bus stop.
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Canada Post</li> <li>- CS Viamonde</li> <li>- Enbridge</li> <li>- Greater Toronto Airport Authority</li> <li>- Rogers Cable</li> <li>- Trillium Health</li> </ul>

### Development Requirements

There are engineering matters including: grading, environmental, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will

require the submission and review of an application for site plan approval.

## 8. Section 37 Community Benefits (Bonus Zoning)

Bill 197, an amendment to the *Planning Act*, has replaced the Section 37 Bonus provisions with a new Community Benefit Charge (CBC), which will be applied to certain high density developments whether or not there is an increase in permitted height or density. The City will be implementing a new CBC by-law to meet the provincial implementation timeline of September 2022. If a section 37 agreement or requirement in an "H" holding provision for one has not been obtained by the time the CBC by-law comes into effect, the latter will apply.

## 9. Next Steps

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, and building height?
- Have the supporting technical studies (traffic, servicing, etc.) adequately addressed all concerns?
- Are the proposed zoning by-law exception standards appropriate?

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.