

Detailed Information and Preliminary Planning Analysis

Owner: 1407 Lakeshore Developments Inc

1407 Lakeshore Road East

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1. Proposed Development

The applicant proposes to develop the property for a 9 storey apartment building 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: April 27, 2022 Deemed complete: May 24, 2022	
Developer/Owner:	1407 Lakeshore Developments Inc	
Applicant:	Urban Strategies Inc	
Number of units:	84 units	
Proposed Gross Floor Area:	6,427 m ² (69,182 ft ²)	
Height:	9 storeys / 28.8 m (94.3 ft.)	
Floor Space Index:	3.52	
Anticipated Population:	160* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	113	61
commercial/visitor spaces	13	15
Total	126	76
Green Initiatives:	<ul style="list-style-type: none"> • Rainwater collection through storm water tank • Bioswale located in landscape buffer 	

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>:

- Concept Plan and Elevations
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Functional Servicing Report
- Phase 1 and 2 ESA
- Planning Justification Report
- Urban Design Brief
- Geotechnical Report
- Stormwater Management Report
- Noise and Vibration Feasibility Study
- Wind Study
- Rail Safety Report
- Traffic Impact Study
- Shadow Study
- Environmental Reliance Letter
- Tree Inventory and Preservation Plan
- Waste Management Study Report

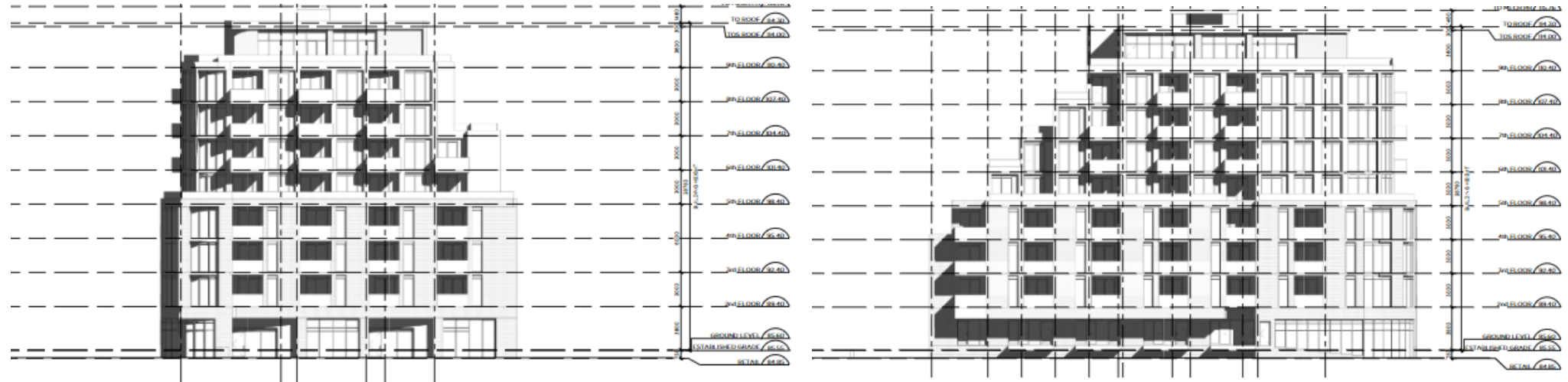
Application Status

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 June 28, 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.

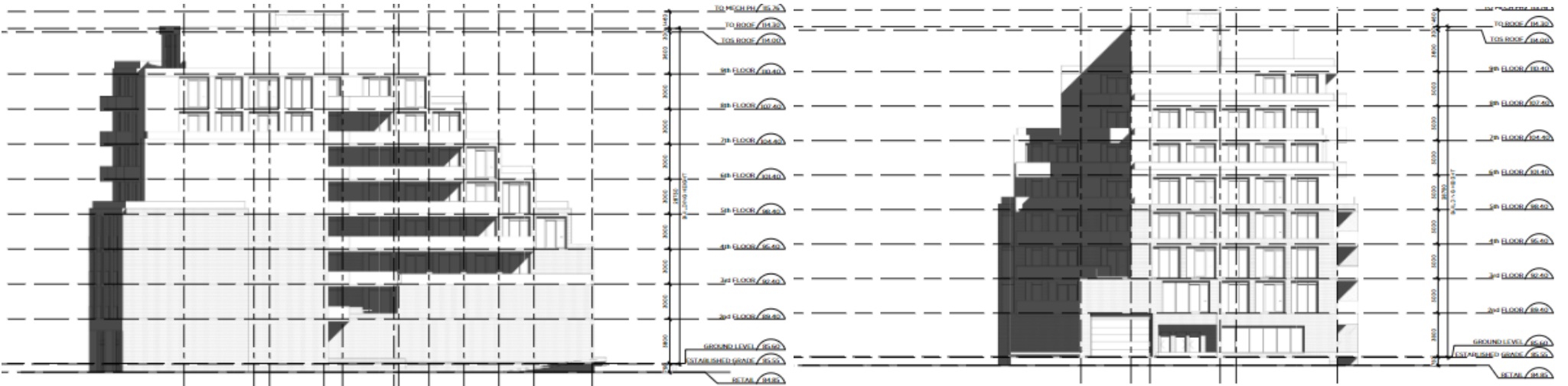
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Elevations



1 SOUTH EAST ELEVATION
 1/10/22

2 SOUTH WEST ELEVATION
 1/10/22



1 NORTH EAST ELEVATION
 1/10/22

2 NORTH WEST ELEVATION
 1/10/22

The image displays a proposed 14-story residential building at the intersection of Lakeshore Rd E and Cherribelle Rd. The main rendering shows a modern building with stone cladding, large windows, and balconies. A site plan inset shows the building footprint with dimensions (e.g., 11.5m, 12m, 12.8m) and a 44.5m Designated ROW Width. Three smaller renderings show different perspectives of the building.

2. Site Description

Site Information

The property is located at north-east corner of Cherriebell Road and Lakeshore Road East, within the Lakeview Neighbourhood Character Area. The site is currently vacant, however, prior to the demolition of the previous building, the site had a restaurant operation, with parking facing both public streets. The site previously enjoyed access onto Lakeshore Road East and Cherriebell Road.



Aerial Photo of 1407 Lakeshore Road East

Property Size and Use

Frontages: Lakeshore Road E	36.5 m (119.8 ft.)
Cherriebell Road	55.0 m (180.4 ft.)
Gross Lot Area:	0.18 ha (0.45 ac.)
Existing Uses:	vacant



Image of existing conditions – facing north
 (Source: Google Maps 2021)

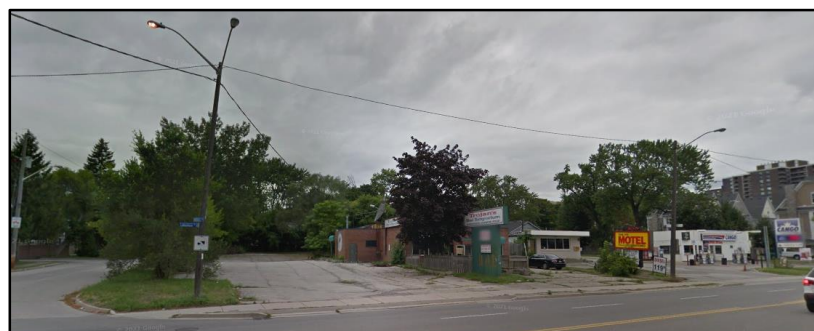


Image of previous conditions – facing north
 (Source: Google Maps 2009)

Site History

- 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, apartment, and dwelling unit located above the first storey of a commercial building.
- November 28, 2011 – Site Plan Application received by 1407 Lakeshore Inc. for a 20 stacked townhouse units with ground floor commercial space proposal, under file SP 11/174 W1.
- September 13, 2012 – variances obtained at the Committee of Adjustment related to height (4 storeys) and other technical aspects of the proposal.
- August 28, 2013 – Ownership of the parcel changes from 1407 Lakeshore Inc. to Dunsire Developments Inc.
- November 14, 2012 – Mississauga Official Plan came into force which designated the lands Mixed Use in the Lakeview Neighbourhood Character Area.
- October 14, 2015 – Lakeview 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. The LAP also included built form standards as an appendix.
- November 19, 2015 – further variances obtained at the Committee of Adjustment to reflect a change in concept plan that included an increase in units to 24.
- July 19, 2017 – Dunsire Developments Inc informs the City and the Ward One Councillor's Office that the proposal will not be proceeding.
- March 28, 2022 – Planning and Development Committee endorse the staff recommendation in relation to the proposed Official Plan Amendments to implement the Lakeshore Corridor Study.
- April 20, 2022 – Official Plan Amendment adopted to implement the Lakeshore Corridor Study. The Official Plan Amendment is subsequently appealed by 1407 Lakeshore Developments Inc.
- April 26, 2022 – Official Plan Amendment and Rezoning application received for a 10 storey apartment building and ground floor commercial by 1407 Lakeshore Developments Inc.

3. Site Context

Surrounding Land Uses

The subject property is located within the Lakeshore Corridor – Outer Core Precinct of the Lakeview Local Area Plan.

Immediately north of the subject property are older bungalow and two storey detached dwellings that front onto Cherriebell Road and are apart of the Creekside Neighbourhood Precinct of the Lakeview Local Area Plan.

The easterly property adjacent to the subject site along the north side of Lakeshore Road East currently contains a motel and gas station.

Directly south of the subject site, on the southerly side of Lakeshore Road East, is Lakeshore Park. Further south east within the limits of the City of Toronto is Marie Curtis Park and the Etobicoke Creek.

South west of the subject site is the Small Arms Inspection Building, Applewood Creek, Lakeview Wastewater Treatment Plant and the Lakefront Promenade.

West of the site, on the other side of Cherriebell Road, is a vacant site that is subject to a development application for an apartment building. Previously the site contained a commercial plaza, however, that has been recently demolished.

The surrounding land uses are:

North: Residential Low Density II
 East: Mixed Use
 South: Public Open Space
 West: Mixed Use

Neighbourhood Context

The subject property is located along the southern edge of an established residential neighbourhood that is currently experiencing an infilling and redevelopment of low density housing.

The subject property fronts onto Lakeshore Road East, which is designated as a Corridor in Mississauga Official Plan and Lakeview Local Area Plan. The Corridor is experiencing a transition from industrial and commercial strip plazas to a mid-rise and pedestrian oriented Corridor that reinforces the mainstreet intention of the local area plan and takes advantage of the existing and future transit investments.

A few blocks west of the subject property, on the south side of Lakeshore Road is the Lakeview Waterfront Major Node Character Area. This Major Node has recently undergone and continues to follow through on an extensive visioning and masterplan process that has resulted in Council approving an Official Plan Amendment (OPA) to implement a mid to high rise mixed use community that anticipates approximately 11,750 residential dwelling units, known as the Lakeview Village on the former OPG lands portion of the Major Node. The Rangeview Estates Precinct of Lakeview Waterfront Major Node Character Area fronts the south side of Lakeshore Road East. This area is subject to the Region of Peel's Municipal Comprehensive

Review (MCR) work that is anticipated to be completed by the end of 2022. OPA 125 was recently approved by Council in December 2021 that introduced comprehensive built form policies that envision a mixed use, mid-rise environment along the Lakeshore Corridor.

The following are some images (Google Maps) of recent infill development projects completed along the Lakeshore Road East Corridor:



403 Lakeshore Road East



760 Lakeshore Road East



507-515 Lakeshore Road East



425 Lakeshore Road East



551 Lakeshore Road East

The following are renderings of some recently approved and not yet constructed infill developments along the Lakeshore Road East Corridor:



1345 Lakeshore Road East



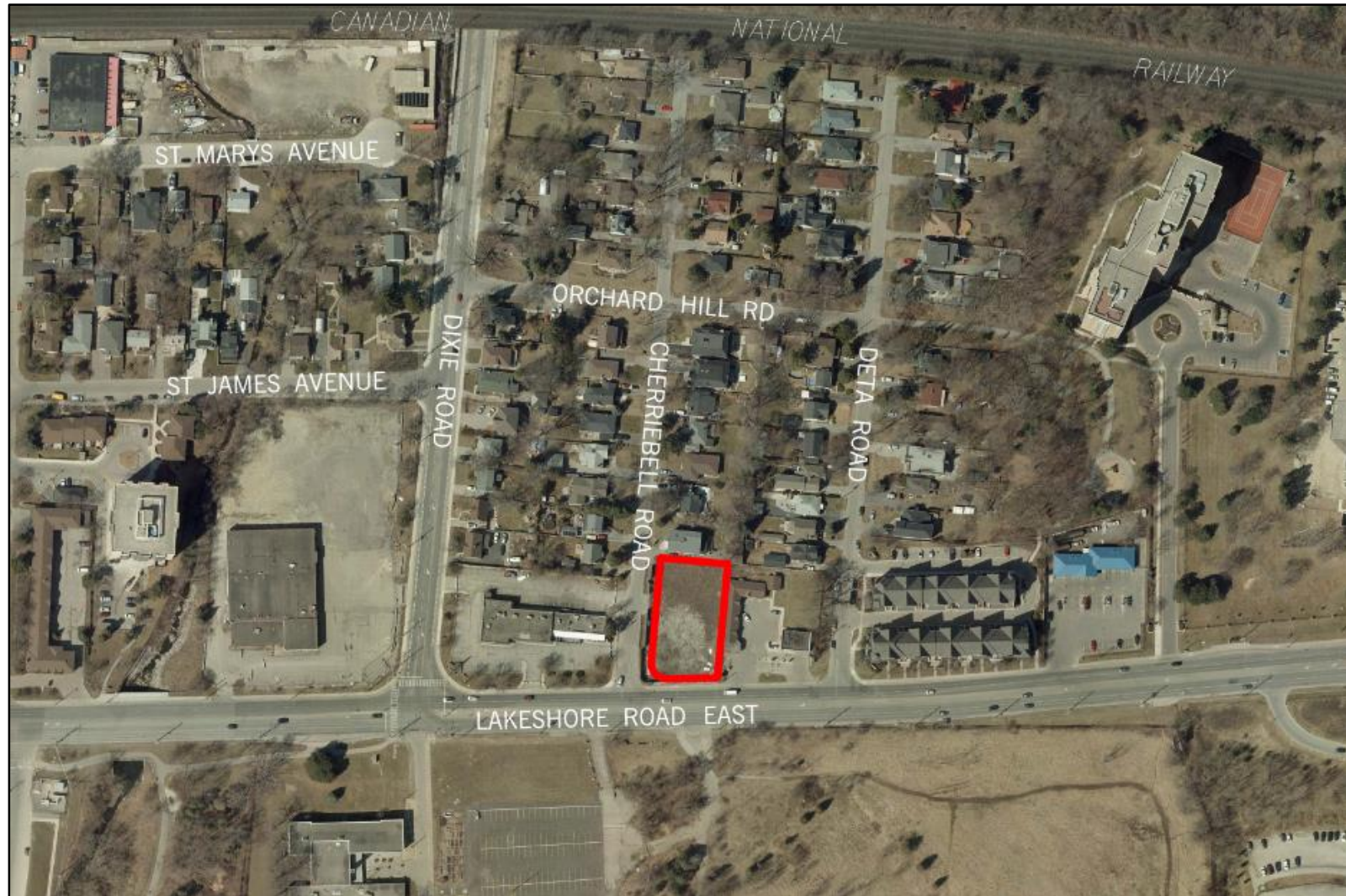
950-968 East Avenue

Other Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- OZ/OPA 20/005 W1 – 958-960 East Avenue – applications were approved for a 7 storey rental apartment building containing 151 residential units in June 2021.
- OZ/OPA 21/020 W1 – 1303 Lakeshore Road East – applications in process for a 10 storey residential apartment building containing 169 units.
- OZ/OPA 20/018 W1 – 1381 Lakeshore Road East – applications refused for a 15 storey apartment building with ground floor commercial in May 2021. The application has been appealed by the applicant.
- OZ/OPA 19/021 W1 – 800 and 985 Hydro Road, 1082 Lakeshore Road East – applications approved and still in process for the redevelopment of the former Ontario Power Generation lands into a master planned, mixed use community containing 8050 dwelling units. Project is known as the “Lakeview Village”.
- OZ/OPA 20/009 W1 – 420 Lakeshore Road East – application refused for an 11 storey apartment building with ground floor commercial space containing 166 units. The application has been appealed by the applicant.

- OZ/OPA 22/012 W1 – 1041 Lakeshore Road East – applications in process for a 10 storey apartment building with ground floor commercial space.
- OZ/OPA 18/009, HOZ 20/006 W1 & SP 21/187 W1 – 1345 Lakeshore Road East – official plan amendment and zoning by-law for a 12 storey apartment building with ground floor commercial approved in December 2019. City currently processing Lifting of the H and Site Plan applications.
- SP 19/068 W1 – 425 Lakeshore Road East – application approved for a 4 storey apartment building with ground floor commercial containing 68 units in May 2021.



Aerial Photo of 1407 Lakeshore Road East

Demographics

Based on the 2016 census, the existing population of the Lakeview Neighbourhood Character Area was 21,520 people with a median age of 45 (compared to the City's median age of 40). 67% of the neighbourhood population are of working age (15 to 64 years of age), with 14% children (0-14 years) and 18% seniors (65 years and over). The average household size is 2 persons with 32% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 6,395 units (72%) owned and 2,440 units (28%) rented with a vacancy rate of approximately 0.8% 5.5 (source CMHC).

Community and Transportation Services

The area is well served by City parks including Lakeshore Park, Marie Curtis Park (City of Toronto), Lakeview Park and the Lakefront Promenade, all of which are in an approximately one kilometre radius of the subject property. Further north of the subject property is the Lakeview Golf Course and Toronto Golf Club.

The following MiWay bus route services the subject property:

- Route 23 – running east/west along Lakeshore Road East, in front of the subject property, this route provides access to the Long Branch GO station and the Port Credit GO Station and future Hurontario LRT.
- Route 5 – running north/south along Dixie Road, making a loop around Dixie Mall to go south on Ogden Avenue and

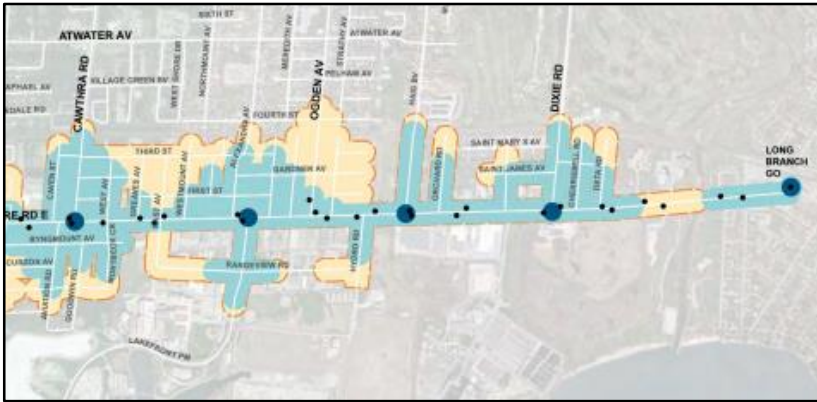
connect with Long Branch GO Station.

Lakeshore Road Transportation Corridor

Lakeshore Road is identified as a Corridor in the Mississauga Official Plan Urban System and as Higher Order Transit Corridor in the Mississauga Official Plan Long Term Transit Network.

The Lakeshore Connecting Communities Transportation Master Plan (Master Plan), was endorsed by Council in June 2019. 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, in which the subject property is located in. The City is currently conducting its implementation strategy to realize the vision of the Master Plan.

In the immediate vicinity of the subject property, the Master Plan for this section of the Lakeshore Corridor recommends a separated cycle lane and exclusive transit within the median of the right-of-way. The Master Plan proposes a stop at the Dixie Road and Lakeshore Road intersection, which is immediately west of the subject site.



Lakeshore Connecting Communities Proposed BRT Stops

On January 21, 2021, federal and provincial funding was announced for transit infrastructure in Mississauga, including construction of a new Bus Rapid Transit (BRT) Corridor along Lakeshore Road in Mississauga, with three new stations located at Alexandra Road, Haig Boulevard and Dixie Road, aligning with the express stops identified in the Lakeshore Road Connecting Communities Master Plan.

The Provincial Growth Plan introduced new direction to align transit investment and land use planning by directing growth to locations with existing or planned transit, with a priority on higher order transit, as well as ensuring transit-supportive densities are developed around Major Transit Station Areas (MTSA), particularly those on transit priority corridors. While the above noted new stations are MTSA's, as it will enjoy Bus Rapid Transit that is exclusive to its own lane, the Alexandra Road, Haig Boulevard and Dixie Road MTSA's are not on a Priority Transit Corridor.

Lakeshore Corridor Study – Building Heights

Council has recently approved an Official Plan Amendment to the Lakeview Local Area Plan that implements new and refined policies regarding building heights and overall built form on the Lakeshore Road East Corridor, between Seneca Avenue and the easterly City border. The subject property falls within this study area. The following are some highlights to changes that have been applied to this section of the corridor:

- An increase in overall building height from 4 storeys to 8 storeys, provided that appropriate transition is maintained.
- Up to 30 m in height can be obtained for properties that have an overall depth of 60 m or more.
- Step back from the 4th storey streetwall on Lakeshore Road must be provided.
- Overall mainstreet character is to be retained and reinforced.

The property owner has appealed the Lakeshore Corridor Study implementing Official Plan Amendment as it pertains to the subject property.

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
Provincial Policy Statement (PPS)	<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 Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>The majority of relevant policies are found in Sections 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"> • accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons (PPS 1.1.1b); • 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) <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>

Policy Document	Legislative Authority/Applicability	Key Policies
		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)
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	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>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 encourage intensification generally throughout the delineated built up area (2.2.2.3 c)</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>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</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>
Region of Peel Official Plan (ROP)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed	The ROP identifies the subject lands as being located within Peel's Urban System.

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>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>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.</p> <p>The majority of relevant policies are found in Section 5 The Urban System including but not limited to the following:</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 (ROP 5.5.2.2)</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, Greenbelt Plan, PBWP 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 Lakeview Neighbourhood Character Area and are designated **Mixed Use**. The **Mixed Use** designation permits a combination of residential and commercial uses.

The subject property is within 100 m (2,625 ft.) of the planned Dixie-Lakeshore BRT Station, which is considered a non-priority transit corridor MTSA. The boundaries for the Dixie-Lakeshore BRT Station MTSA will be delineated through a future municipal comprehensive review process, to be undertaken by the Region of Peel.

<https://mississauga.maps.arcgis.com/apps/dashboards/dc8aa0db74ef49949e76a3330fe77016>

In addition, the property is within 800 m (2, 624.8 ft.) of the Long Branch GO Station, which is identified as a Priority Transit Corridor MTSA in the Growth Plan. Current draft City of Toronto delineation boundary lines do not cross over into the jurisdiction

of the City of Mississauga and therefore, the subject property is not located within the boundaries of that MTSA.

Proposed Designation

The applicant is proposing to change the designation to **Residential High Density** to permit a 9 storey apartment building with ground floor commercial space. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for 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.



Excerpt of Lakeview Neighbourhood Character Area

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.

	General Intent
Chapter 5 Direct Growth	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>Mississauga will establish strategies that protect, enhance and expand the Green System. (Section 5.2.1)</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>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres. (Section 5.3.5.3)</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>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and 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>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas. (Section 5.4.8)</p>

	General Intent
Chapter 7 Complete Communities	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; (Section 7.1.1)</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. Mississauga will provide opportunities for: a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.1.3a)</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> <ul style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) <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>
Chapter 9 Build A Desirable Urban Form	<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. 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)</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 that encourages a greater utilization of transit and active transportation modes. (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, including the public realm; d. promotes universal accessibility and public safety; and e. employs design</p>

	General Intent
	<p>excellence (Section 9.1.10)</p> <p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities. (Section 9.1.15)</p> <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> a. Assemble small land parcels to create efficient development parcels; b. Face the street, except where predominate development patterns dictate otherwise; c. Not locate parking between the building and the street; d. Site buildings to frame the street; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6) <p>Development will create distinctive places and locales. Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. (Section 9.2.1.1)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (Section 9.2.1.8)</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. (Section 9.5.1.5)</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 9.5.1.12)</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>
Chapter 11 General Land Use Designations	<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</p>

	<p>General Intent</p> <p>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>Lands designated Mixed Use where developments are proposed 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. (Section 11.2.6.3)</p> <p>The Mixed Use designation will permit residential uses in the same building with another permitted use but dwelling units will not be permitted on the ground floor. Residential uses permitted within the Mixed Use designation will not include detached, semi-detached or duplex dwellings. (Section 11.2.6.4)</p> <p>Within the Mixed Use designation, if a development application includes buildings that are considered Residential High Density and are not combined with other permitted uses, a development master plan is required. (Section 11.2.6.5)</p>
Chapter 16 Neighbourhoods	<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>
Chapter 19 Implementation	<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"> • 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; • that a municipal comprehensive review of the land use designation or a five year review is not required; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • 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)

Relevant Lakeview Local Area Plan Policies

	General Intent
Chapter 1.0 How To Read The Plan	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)
Chapter 5.0 Vision	<p>The Vision for Lakeview is based on:</p> <ul style="list-style-type: none"> • Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development. • Support complete communities through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities. <p>Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Lakeshore Road East is an important corridor in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the corridor which are appropriate for intensification. (Section 5.2.2)</p> <p>Lakeshore Road East is an important corridor in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods. This Area Plan identifies Lakeshore Road East (also referred to as the Lakeshore Corridor), as the Lakeshore Corridor Precinct. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the corridor which are appropriate for intensification. (Section 5.2.3)</p>
Chapter 6.0 Direct Growth	<p>Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites. (Section 6.1.1)</p> <p>Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types. (Section 6.1.2)</p> <p>Intensification will be sensitive to the existing character of the residential areas and planned context. (Section 6.1.3)</p> <p>Intensification will occur through infilling or redevelopment. (Section 6.2.1)</p> <p>Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses. (Section 6.2.2)</p> <p>Intensification will address matters such as: a. contribution to a complete community; b. contribution to the mainstreet character; c. respecting heritage; and d. protecting views to the waterfront. (Section 6.2.3)</p>
Chapter 8 Complete Communities	The Lakeshore Corridor is encouraged to develop using a range of housing choices in terms of type, tenure and price. Mississauga will encourage the provision of affordable housing, including rental housing and seniors' housing within the Lakeshore Corridor. (Section 8.1.2)

Chapter 10 Build A Desirable Urban Form	<p>General Intent</p> <p>Development will be in accordance with the minimum and maximum height limits as shown on Map 3. The appropriate height within this range will be determined by the other policies of this Area Plan. (Section 10.0)</p> <p>Development along Lakeshore Road East is encouraged to be two to four storeys in height; however, some sites will be permitted building heights greater than four storeys as shown on Map 3. Appropriate transition to adjacent low density residential will be required.</p> <p>The Lakeshore Corridor Precinct is intended to be the primary area for street related commercial development, with a mixture of uses and pedestrian oriented built form. To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items: a. maintaining an appropriate average lot depth for mainstreet commercial; b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage; c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk. (Section 10.2)</p>
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Mississauga Zoning By-law

Existing Zoning

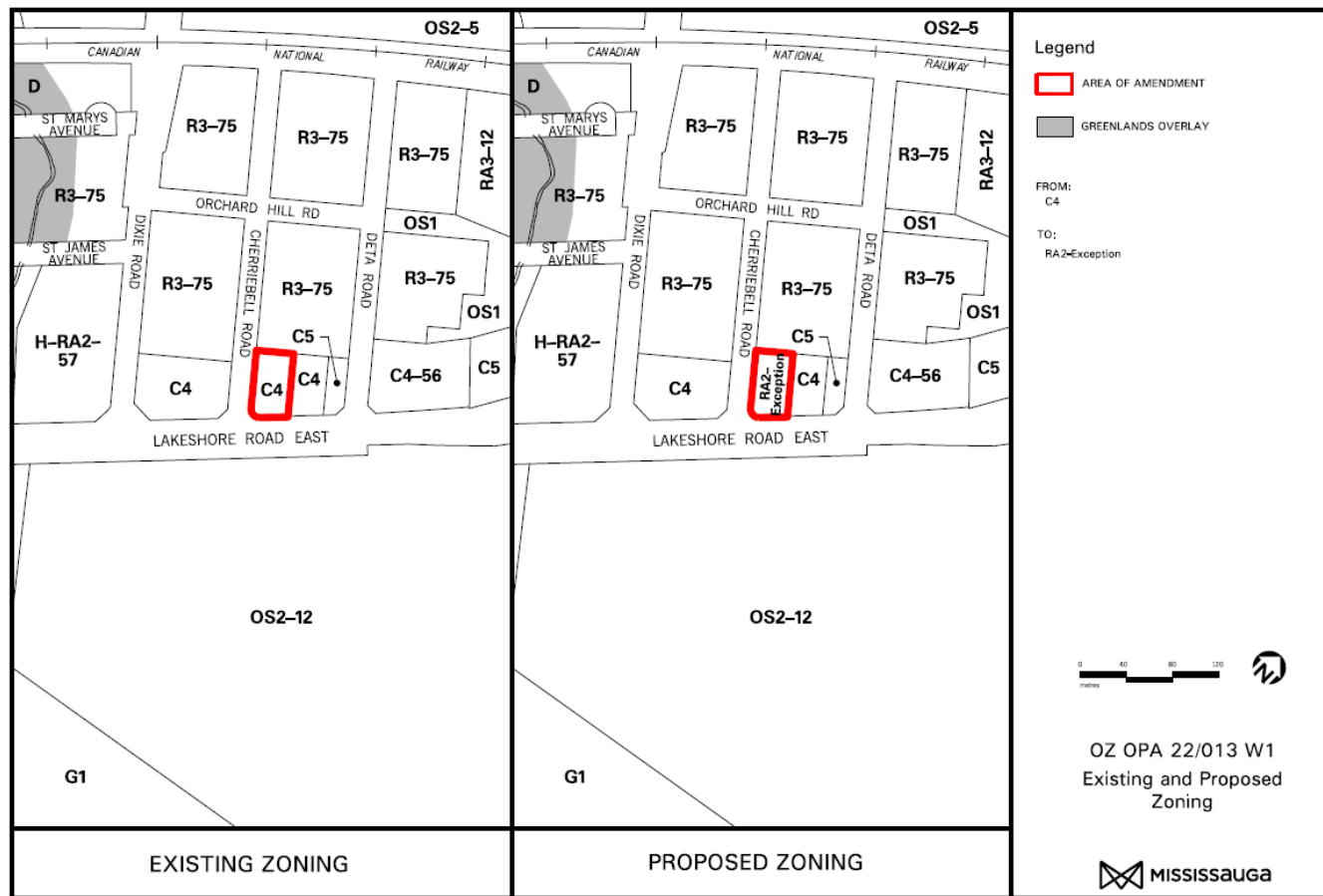
The subject property is currently zoned **C4** (Mainstreet Commercial) which permits a combination of residential and commercial uses.

Proposed Zoning

The applicant is proposing to zone the property **RA2 - Exception**

(Apartments) to permit a 9 storey apartment building with ground floor commercial.

Through the processing of the applications staff may recommend a more appropriate zone category for the development in the Recommendation Report.



Excerpt of Zoning Map 5

Proposed Zoning Regulations

Zone Regulations	Proposed RA2 Base Zone Regulations	Proposed RA2-Exception Amended Zone Regulations
Permitted Uses	Apartment, Long-Term Care Building, Retirement Building	Apartment, Long-Term Care Building, Retirement Building, C4 – Mainstreet Commercial Uses
Maximum Floor Space Index (FSI)	1.0	3.35
Maximum height	26.0 m (85.3 ft.) and 8 storeys	30.0 m (98.43 ft.) and 9 storeys
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	1.0 m (3.3 ft.)	2.0 m (6.6 ft.)
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone	4.5 m (14.8 ft.)	3.0 m (9.84 ft.)
Minimum exterior side yard	Portion of a building that is: less than 13.0 m (42.65 ft.) in height : 7.5 m (24.61 ft.) 13.0 m to 20.0 m (42.65 ft. to 65.62 ft.) in height : 8.5 m (27.89 ft.) 20.0 m to 26.0 m (65.62 ft. to 85.3 ft.) in height : 9.5 m (31.17 ft.) greater than 26.0 m (85.3 ft.) in height : 10.5 m (34.45 ft.)	3.0 m (9.84 ft.)

Zone Regulations	Proposed RA2 Base Zone Regulations	Proposed RA2-Exception Amended Zone Regulations
Minimum interior side yard	Portion of a building that is: less than 13.0 m (42.65 ft.) in height : 4.5 m (14.76 ft.) 13.0 m to 20.0 m (42.65 ft. to 65.62 ft.) in height : 6.0 m (19.69 ft.) 20.0 m to 26.0 m (65.62 ft. to 85.3 ft.) in height : 7.5 m (24.61 ft.) greater than 26.0 m (85.3 ft.) in height : 9.0 m (29.53 ft.)	Portion of a building that is: less than 12.5 m (41.01 ft.) in height : 0.00 m (0.00 ft.) 12.5 m to 18.5 m (41.01 ft. to 60.7 ft.) in height : 1.4 m (4.59 ft.) greater than 18.5 m (60.7 ft.) in height : 5.5 m (18.04 ft.)
Minimum loading spaces	2 loading spaces , 1 for residential uses and 1 for non-residential uses	1 loading space for residential and non-residential uses
Minimum amenity area to be provided outside at grade	55.0 m ² (53.8 ft ²)	Amenity area to be wholly contained within the 10 th storey
Required parking spaces Condominium Apartment	1 parking space per studio unit 1.25 parking spaces per one bedroom unit 1.40 parking spaces per two bedroom unit 1.75 parking spaces per three bedroom unit 0.20 visitor parking spaces per unit	0.73 resident spaces per unit 0.18 commercial and visitor spaces
Required parking spaces non-residential uses	Ranges depending on the use from 5.4 spaces per 100 m ² (1,076 ft ²) of retail space to 16.0 parking spaces per 100 m ² (1,076 ft ²) of restaurant space	Parking spaces for residential visitors are to be shared with non-residential uses
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications		

Zone Regulations	Proposed RA2 Base Zone Regulations	Proposed RA2-Exception Amended Zone Regulations
	<p>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.</p> <p>The applicant has not completed a draft exception schedule that is required in order to depict buildable area and provide clarity to the setbacks required. The concept plan shown in Section 1.0 of the Appendix gives an outline as to the proposed layout of the site plan that would roughly be reflected in any draft exception schedule.</p> <p>Council endorsed on May 4, 2022 new parking rates which are not yet in effect as of the date of this report. The subject site is within Precinct 2 which has the following rates: Apartment Condo, 1.0 spaces per unit, Apartment Condo Visitor 0.2 spaces per unit, shared parking is permitted between residential visitors and non-residential uses for mixed use developments.</p>	

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.

Applicants proposing non-rental residential developments of 50 units or more requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028 <https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

The submitted Housing Report is still under review by staff.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
8 Kindergarten to Grade 5	Janet I. McDougald PS	Allan A. Martin Sr. PS	Cawthra Park SS
3 Grade 6 to Grade 8	Enrolment: 496	Enrolment: 448	Enrolment: 1285
2 Grade 9 to Grade 12	Capacity: 552	Capacity: 524	Capacity: 1044
	Portables: 0	Portables: 0	Portables: 5

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
3 Kindergarten to Grade 8	Queen of Heaven Elementary School	St. Paul Catholic Secondary School
3 Grade 9 to Grade 12	Enrolment: 361	Enrolment: 538
	Capacity: 579	Capacity: 807
	Portables: 0	Portables: 0

6. Community Questions and Comments

A community meeting was held by Ward 1 Councillor, Stephen Dasko on June 28, 2022. 15 residents attended the meeting.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- Concern with the potential traffic impacts that may be experienced by patrons accessing the site and the potential to utilize the local residential streets as a cut through route
- The applicant should consider the recommendations of the Lakeshore Corridor Study with respect to height and 5th floor setback along the Lakeshore Road East
- The 45 degree angular plane emphasized in the Lakeshore Corridor Study should be implemented
- Concern with the ratio of parking spaces provided
- The ground floor commercial space should be well thought out and should aim to serve the community at large

- The applicant should ensure the unit mix of the building considers all types of resident users, including families

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (June 27, 2022)	<p>The Region of Peel will provide Front-End collection of Garbage and Recyclable Materials subject to Section 2.0 and 4.0 of the Waste Collection Design Standards Manual and the following conditions being met and labelled on the Site Plan:</p> <p>Internal roadways must be constructed of a hard surface material, such as asphalt, concrete or lockstone, and designed to support a minimum of 35 tonnes, the weight of a fully loaded waste collection vehicle.</p> <p>If the waste collection vehicle is required to drive onto or over a supported structure (such as an air grate, transformer cover, or underground parking garage) the Region must be provided with a letter from a professional engineer (licensed by Professional Engineers Ontario) certifying that the structure can safely support a fully loaded Waste Collection Vehicle weighing 35 tonnes. The Turning Radius from the centre line must be a minimum of 13 m on all turns. This includes the turning radii to the entrance and exit of the site. Please label on the Waste Management Plan.</p> <p>An existing 300 mm diameter water main is located on Lakeshore Rd E. An existing 400 mm diameter water main is located on Lakeshore Rd E. An existing 150 mm diameter water main is located on Cherriebell Rd. Due to the size and function of the 400 mm watermain on Lakeshore Rd E, connection will not be permitted (Watermain Design Criteria 6.1). This proposal requires connection to a minimum municipal watermain size of 300mm (Watermain Design Criteria 2.1).</p> <p>An existing 250 mm diameter sanitary sewer is located on Cherriebell Rd. An existing 250 mm diameter sanitary sewer is located on Lakeshore Rd E. An existing 1500mm diameter sanitary sewer is located on Lakeshore Rd E. Due to the size and function of the 1500mm diameter sanitary sewer on Lakeshore Rd E, connection will not be permitted (Sanitary Sewer Design Criteria 8.4). All works associated with the servicing of this site will be at the applicants expense.</p>
Peel District School Board (May 31)	<p>The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Development Agreement:</p> <ol style="list-style-type: none"> 1. Prior to final approval, the City of Mississauga shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan. 2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement: <ol style="list-style-type: none"> a) Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Boards Transportation Policy #39. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools.

Agency / Comment Date	Comments
	<p>b) The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Regions Bus Stop Assessment procedure and process (STOPR012).</p> <p>3. The developer shall agree to erect and maintain signs at the entrances to this development which shall advise prospective purchases that due to present school facilities, some of the children from this development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District School Boards Transportation Policy.</p>
Dufferin-Peel Catholic District School Board (May 25, 2022)	<p>Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.</p> <p>The applicant shall agree in the Development and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots:</p> <p>(a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.", and</p> <p>(b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."</p>
City Community Services Department – Park Planning Section (May 25, 2022)	<p>The proposed development is within walking distance of Orchard Hill Park, P-145 which is 210.0 m from the subject property. This .57 ha (1.4 ac) park provides an accessible play site. The park is zoned OS1 (Open Space - Community Park) and is located on the east side of Delta Road in Lakeview neighbourhood east of the subject site. 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 Planning Act (R.S.O. 1990, c.P.13, as amended) and in accordance with City's Policies and Bylaws.</p>
City Transportation and Works Department (July 13, 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>Stormwater</p>

Agency / Comment Date	Comments
	<p>A Functional Servicing & Stormwater Management Report prepared by C.F. Crozier & Associates Inc. and dated April, 2022 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 storm sewer to service the development lands, with an outlet to the existing storm sewer on Lakeshore Road East, as well as on-site stormwater management controls for the post development discharge.</p> <ul style="list-style-type: none"> • The applicant is proposing to construct a new storm sewer to service the development lands, with an outlet to the existing storm sewer on Lakeshore Road East, as well as on-site stormwater management controls for the post-development discharge. Further technical information to be provided by the applicant under the 'H' provision and associated Development Agreement. <p>Traffic</p> <p>A traffic impact study (TIS), prepared by LEA Consulting Ltd. dated April 2022, 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 as it does not consider the Lakeshore Connecting Communities Transportation Master Plan 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"> • Provide an updated Traffic Impact Study addressing all staff comments; • Review the driveway access to ensure both Cherriebell Road and the internal driveway can operate efficiently; • Provide the future property line due to the required daylight triangle; and, • Address any traffic concerns from the Community related to the proposed development. <p>Environmental Compliance</p> <p>A Phase One Environmental Site Assessment (ESA) Update report, dated February 18, 2021, and a Groundwater Monitoring and Sampling Letter, dated February 28, 2022, both prepared by EXP Services Inc., were submitted in support of the proposed development. The documents indicate no further subsurface investigation is required; however, the following documents are to be submitted for further review:</p> <ul style="list-style-type: none"> • a letter of reliance for the Phase One ESA Update report and the Groundwater Monitoring and Sampling Letter; • a written document, prepared by a Professional Engineer that includes a plan to decommission the wells or proof of decommissioning; • a Temporary Discharge to Storm Sewer Commitment Letter; and, • a letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use.

Agency / Comment Date	Comments
	<p>Noise</p> <p>A Noise Feasibility Study prepared by S.S. Wilson Associates dated April 5, 2022, was received for review. The study evaluates the potential impact of environmental noise 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 and rail traffic and offsite stationary noise. Noise mitigation will be required in the form of upgraded building components and acoustic barriers. A revised noise study is required as part of the next submission to address staff comments.</p> <p>Engineering Plans/Drawings</p> <p>The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which are to be revised as part of subsequent submissions, in accordance with City standards.</p>
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"> - Fire - Forestry - Enbridge - Heritage Planning - GTAA - Canada Post - Peel Regional Police - Alectra - CS Viamonde - Metrolinx
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Bell Canada - Rogers - THP

Development Requirements

There are engineering matters including: grading, environmental, engineering, 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. Community Benefits Charge

Schedule 17 of Bill 197, COVID-19 Economic Recovery Act, 2020, amended the Planning Act. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the Planning Act now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

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

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

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 the project?
- Is the proposal compatible with the character of the area given the project's height, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- Are there opportunities for the proposed development to contribute towards the City's affordable housing initiatives?

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.