

**Recommendation Report**  
**Detailed Planning Analysis**

**Owner: Lightpoint (170 Lakeshore Road East Port Credit) Inc.**

**170 Lakeshore Road East**

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## 1. Community Comments

Comments from the public at the community meeting and public meeting were generally directed towards built form, traffic and stormwater management.

The following represents an overview of the issues identified by the community summarized along key themes. A general response has been provided for each issue, with subsequent sections of this report addressing issues in more detail where appropriate.

### Comment

The proposed development does not respect existing planning permissions and does not fit with the character of the area.

### Response

The Mississauga Official Plan (MOP) identifies the subject property as being located within the Port Credit Neighbourhood Character Area. The MOP indicates that neighbourhoods are not intended for significant intensification; however, existing commercial sites along corridors may accommodate higher density uses.

New development is required to be sensitive to neighbourhood character, provide appropriate transitions and be consistent with the policies of the MOP. Staff are of the opinion that the proposed development, in its current form, does not achieve this direction. Subsequent sections of this report discuss this issue.

### Comment

The proposed development's built form will have negative impacts on the surrounding area (e.g. sun/shadow, overlook) and will set an unacceptable precedent on other area sites.

### Response

Staff agree with the concern regarding unacceptable precedent and negative impacts from the proposed built form. Subsequent sections of this report discuss these issues.

### Comment

The underground parking structure should be setback from the northern property line.

### Response

Staff agree that the underground parking structure should be setback a minimum 3.0 m (9.8 ft.) from the northern property line. This setback will provide an unencumbered landscaped buffer to allow for mature trees to help buffer the proposed development to the adjacent neighbourhood and protect existing trees on adjacent properties. Subsequent sections of this report discuss the appropriate buffer to adjacent properties.

### Comment

The proposed development, in combination with other proposed developments, will increase traffic problems. Additional concerns were raised with the method and statistics used in the analysis. Residents were also concerned with potential safety risks to children walking to the Forest Avenue Public School which is located to the north of the subject property.

### **Response**

A Transportation Impact Study, prepared by Nextrans Consulting Engineers, has been submitted in support of the application. The Transportation and Works Department advises that, based on the information provided to date, they are not satisfied with the study and required further clarification and information.

### **Comment**

Insufficient on-site parking is provided for the proposed uses which could result in negative impacts including cars parking on neighbouring streets.

### **Response**

Staff have reviewed the overall number of proposed parking spaces (170 spaces) provided in the architectural drawings and advise that this number is likely sufficient to accommodate the City's parking requirements, subject to the type of non-residential uses and reallocation of spaces between residential units and visitor parking. However, the parking rates proposed in the applicant's zoning by-law do not match the parking analysis and result in a lower number of required parking spaces for the site (i.e. 140 spaces).

The City's current zoning standards for parking which were recently adopted in June 2022 should be used to regulate minimum parking requirement on the subject property or a satisfactory Parking Utilization Study is required. Subsequent sections of this report discuss this issue.

### **Comment**

The proposed development will create stormwater management problems.

### **Response**

The applicant is proposing to construct a new internal storm sewer to service the development with a connection to the City's infrastructure on Lakeshore Road East as well as on-site stormwater management controls. The Transportation and Works Department advises that the applicant is required to provide further technical information that demonstrates the feasibility of the proposal.

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

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

The applications were circulated to all City departments and commenting agencies on December 15, 2021. The applicant has not submitted revised drawings and studies. The summary of comments attached as Appendix 1 in the Information Report remain applicable; however, particular departments and agencies have provided the following supplemental comments:

#### **Region of Peel**

Comments dated January 13, 2022 incorporated into Appendix 1 of this Recommendation Report are still applicable. In addition to these comments, the Region of Peel advised on November 15, 2022 that modelling for the Functional Servicing Report was

unsatisfactory and that a hydrant flow test and fire flow calculations needed to be complete.

### **Peel District School Board**

Comments dated January 13, 2022 incorporated into Appendix 1 of this Recommendation Report are still applicable. In addition to these comments, the Peel District School Board advised on May 20, 2022 that Forest Avenue Public School has concerns about pedestrian safety and traffic given the school's proximity to the proposed development (located approximately one block away).

### **Mississauga Parking Group**

Comments dated January 25, 2022 incorporated into Appendix 1 of this Recommendation report are revised to incorporate the following comments.

The City passed new parking regulations on June 8, 2022, which updated parking requirements in Mississauga. Staff have reviewed the subject property's proposed development statistics, zoning by-law amendment parking rates and the parking analysis provided in the Nextrans Transportation Impact Study and note the following:

- The proposed parking standard of 0.8 spaces per unit for residential apartments is lower than the City zoning standard of 0.9 spaces per unit and is also lower than the standard identified in the architectural development statistics of 1.0 spaces per unit.
- The proposed parking rate of 0.15 spaces per unit for visitor parking is lower than the new parking regulation of 0.2 spaces per unit.
- The use of shared parking for residential visitors and commercial uses is appropriate; however, the number of spaces provided must be the greater of the two individual requirements. Additional information is required on the potential future commercial uses in order to determine whether there is a need to place a limit on the size of certain uses (e.g. restaurants greater than 220 m<sup>2</sup> / 2,368 ft<sup>2</sup> cannot share parking spaces with residential visitor parking).
- Based on the development statistics of 170 spaces, the applicant should be able to redistribute parking spaces to meet the minimum requirements of the zoning by-law.
- The draft zoning by-law parking standards should be revised to utilize the City's new parking standards of:
  - 0.9 spaces per unit for residential apartments
  - 0.2 spaces per unit for visitor parking
  - 3.0 spaces per 100 m<sup>2</sup> non-residential gross floor area for permitted uses except restaurants greater than 220 m<sup>2</sup> / 2,368 ft<sup>2</sup>
  - Permit shared parking between commercial uses and visitor parking, in accordance with zoning stipulations (e.g. limit on certain commercial uses)
  - Electric vehicle ready parking spaces are required as per the new zoning by-law requirements.

- Should the applicant wish to pursue a reduction in parking spaces beyond new zoning standards, a satisfactory parking utilization study is required.

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

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

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans". Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

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

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

The Public Meeting Report dated May 13, 2022 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including the following (policies are paraphrased):

Section 1.1.1 of the PPS states that a number of factors sustain healthy communities, including: an appropriate affordable and market-based range and mix of residential types, and promoting the integration of land use planning, growth management, transit supportive development, intensification and infrastructure planning.

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

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

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

Section 1.7.1 e) of the PPS states that prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning and by conserving features that help define character.

The proposed redevelopment of the subject site is consistent with the PPS policies associated with accommodating a market-based range of residential housing types (1.1.1), and the efficient use of land that is transit supportive (1.1.3.2). However, the proposed development as currently configured is not considered consistent with the PPS policies below:

- It is not in an appropriate location identified by the Planning Authority (as specified in the official plan) for the proposed level of intensification (PPS 1.1.3.3)
- It does not reflect appropriate development standards for intensification (as outlined in the policies of the official plan) (PPS 1.1.3.4)
- It does not encourage a sense of place and disregards the defined character of the area as outlined in the Mississauga Official Plan and Port Credit Local Area Plan (PPS 1.7.1e)

Additional explanation from the MOP perspective is contained in Section 7 of this Appendix.

## 5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that

addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing.

The Public Meeting Report dated May 13, 2022 (Appendix 1) provides an overview of relevant policies found in the Growth Plan. Policies relevant to the applications include (but are not limited to), the following (policies are paraphrased):

- The Vision for the Growth Plan includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.1.2 c) within settlement areas growth will be focused in delineated growth areas, strategic growth areas, locations with existing or planned transit
- Section 2.2.2.3 b) directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.
- Section 2.2.2.3 c) requires municipalities to encourage intensification generally throughout the delineated built-up area.
- Section 2.2.4.2 the boundaries for major transit station areas on priority transit corridors will be delineated by upper- and single-tier municipalities, in consultation with lower-tier municipalities

- Section 2.2.4.10 lands adjacent to or near to or near existing and planned frequent transit should be planned to be transit-supportive.
- Section 5.2.5.6 directs municipalities to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high quality public realm and compact built form.

The proposed development conforms to the Growth Plan direction pertaining to accommodating intensification within the built-up area and sites in proximity to transit as well as increasing the housing supply. The degree of proposed intensification; however, is not commensurate with the location and the City's strategy to achieve intensification targets, as discussed in subsequent sections of this report.

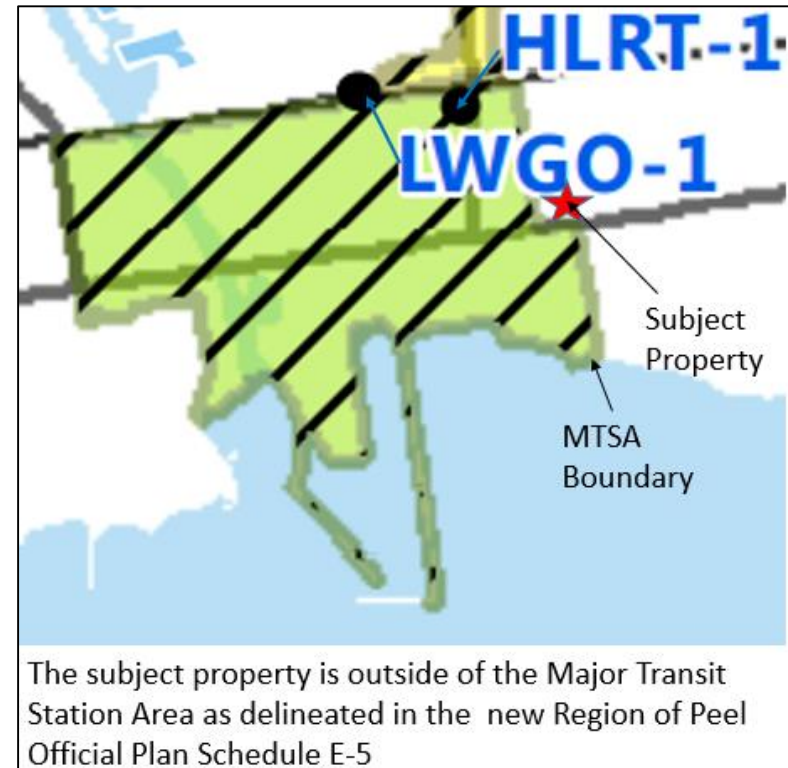
#### *Major Transit Station Area & Community Node Boundary*

The subject property is within an approximately 500 m (1,640 ft.) radius of the main entrance of the Port Credit GO Station and the future Hurontario Light Rapid Transit (LRT) stop. These stops are located along Priority Transit Corridors within the Provincial Growth Plan and are delineated as an MTSA in the Region of Peel Official Plan.

The applicant has requested that the MTSA boundary and corresponding Community Node boundary be expanded to the east of Hurontario Street to include the subject property and all lands that are within 800 m (2,625 ft.) of a Major Transit Station.

It is inappropriate to expand the boundary to accommodate the proposed 17 storey building as:

- It is the responsibility of the Region of Peel to delineate the boundaries of MTSA's and not individual applications;
- The Region identified the limits of the Port Credit MTSA in their new Official Plan which was approved by the Ministry of Municipal Affairs and Housing on November 4, 2022. The subject property is not within the defined limits of the MTSA.



- As required by the Regional Official Plan, the City has prepared detailed policies for lands within delineated Protected MTSA's related to land uses, heights and densities. These policies were implemented through MOP Amendments 143 and 144 (adopted by City Council on August 10, 2022 and sent to the Region of Peel for approval). The City permits a range of heights throughout the MTSA with heights transitioning downward towards low-rise neighbourhoods. Being located within an MTSA does not necessarily require significant height and density taking into account local context. The Mississauga City Planning Strategies Division has confirmed that the Port Credit MTSA is projected to achieve required targets as infill development continues in accordance with the LAP and a boundary expansion is not required.
- The Port Credit MTSA boundary and Port Credit Community Node boundary are the same. The MOP states that adjustments to the urban structure (e.g. Node Boundary) can only occur through a municipal comprehensive review (policy 5.3) and boundaries are to be confirmed or determined through local area reviews (policy 5.3.3.2). It is not appropriate to amend the boundary of the Community Node through an individual development application as the process requires a comprehensive review.
- The subject property still benefits from its proximity to existing, under construction and proposed transit infrastructure. Additional intensification that is sensitive to the existing and planned context and character with appropriate transition and built form may be appropriate.

## 6. Region of Peel Official Plan

On April 28, 2022 Regional Council passed By-law 20-2022 to adopt a new official plan, which was approved with modifications by the Province on November 4, 2022. The new Regional Official Plan includes policies related to MTSA's, including directing municipalities to delineate boundaries in their local official plans.

As summarized in the public meeting report dated May 13, 2022 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The proposed development is located within the Urban System and achieves many of the objectives and policies of the ROP, including: directing redevelopment to the urban system, efficient use of existing services and infrastructure, encouraging a pattern of compact forms, providing an appropriate range of housing, support pedestrian-friendly and transit-supportive opportunities for intensification and mixed land uses (Section 5.3).

The ROP, however, does include references to respecting, recognizing, and taking into account the characteristics of existing communities (e.g. policies 5.3.1.3, 5.3.1.4, 5.3.1.7, and 5.3.2.6). This general policy direction remains in the new ROP. The primary instrument used to assess character is MOP and an assessment of the proposed development is provided in Section 7 of this Appendix.



## 7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Port Credit Neighbourhood Character Area, to permit a 17 storey apartment building with ground floor commercial uses. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

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

The proposal is also subject to the policies and guidelines of the Port Credit Local Area Plan (LAP), which forms part of MOP and elaborates on the policies of the principal document. The subject site is located within the Mainstreet Neighbourhood precinct which permits heights between 2 and 4 storeys. The

LAP states that heights in excess of the limits permitted may be considered through site specific Official Plan Amendments, subject to the following criteria:

- 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. Measures to limit the amount of additional vehicular and traffic impacts on the Port Credit transportation network.

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan, MOP and the Port Credit Local Area Plan. The following is an analysis of the key policies (which have been paraphrased) and criteria.

*Does the proposal fit the City's planned urban structure and approach for directing intensification and growth?*

MOP includes a city structure that recognizes that various areas of the City (i.e. elements) perform different roles and functions in accommodating growth and development. These policies create an urban hierarchy which direct the greatest development intensity to the Downtown, with a decreasing gradation of heights and densities towards Major Nodes, Community Nodes and Neighbourhoods. The following is an

analysis of the key policies relevant to the proposed development, which includes the following:

- The subject site is located in a Neighbourhood which is intended to accommodate the lowest building heights and densities in the City (MOP 5.3).
- Neighbourhoods are not appropriate areas for significant intensification and they will not be the focus for intensification (MOP 5.3.5 and 5.3.5.1).
- Although not appropriate for significant intensification, this does not mean neighbourhoods will remain static or that new development must imitate previous development, but when it does occur, it should be sensitive to existing and planned character (MOP 5.3.5).
- The subject site is located within a Corridor along Lakeshore Road. MOP indicates that within Neighbourhoods, intensification will generally occur through infilling of existing commercial sites and along corridors as mixed use areas (MOP 5.3.5.2, and 5.3.5.3).
- Intensification 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 policies of this Plan (MOP 5.3.5.5).
- Where high density uses within Neighbourhoods are directed to Corridors, development will be required to have

regard for the character of the Neighbourhoods and provide appropriate transition in height, built form and density to the surrounding lands (MOP 5.4.5).

- The subject property is located within a corridor along Lakeshore Road East; however, it is not within the Hurontario Street Intensification Corridor, nor is it part of any areas where significant intensification is to be directed (e.g. the Port Credit Community Node or Port Credit Mobility Hub). The site is not within the MTSA boundary as defined in the new Region of Peel Official Plan.
- The subject site is within 500 m (1,640 ft.) of an MTSA; however, MOP states that MTSA's will be subject to the heights specified in the City's structural element or Character Area policies (MOP 5.5.13). In this case, the subject property is located in a Neighbourhood element of the City structure and the Port Credit Local Area Plan has a height limit of 4 storeys along Lakeshore Road East. Development on the subject site should respect the Local Area Plan policies.

MOP policies allow for some intensification on the subject site as it is located on a corridor and is an under-utilized commercial plaza. The intensity of development, however, should reflect the City's urban structure where Neighbourhoods are considered non-intensification areas (MOP 9.2.2). Where intensification occurs, it should be sensitive to the existing and planned surrounding character and built form. As discussed below, the proposal requires modifications in order to satisfy this direction

*Does the proposal “fit” the character of the area?*

MOP states that it is important that infill “fits” within the existing urban context and minimizes undue impacts on adjacent properties (MOP 9.1). Key policies that speak to the planned character of the area include the following:

- The guiding principles for the Port Credit LAP include protecting and enhancing the urban village character recognizing the mainstreet environment, compatibility in scale, design, and mixture of uses (LAP 5.1.1).
- Growth is to be balanced with existing character by directing intensification to the Community Node, along Lakeshore Road and away from stable neighbourhoods. Intensification and development will respect the experience, identity and character of the surrounding context and vision (LAP 5.1.5).
- Intensification will occur through modest infilling or redevelopment along the Lakeshore Road Corridor, commercial plaza (LAP 6.2.1) and will be sensitive to the existing character of the residential areas and the planned context of the Lakeshore Road Corridor (LAP 6.2.2). The envisioned mainstreet environment along Lakeshore Road, including built form is to be protected and, where possible, enhanced (LAP 8.4.2) and represents and extension of the Mainstreet Node Precinct (LAP 10.3.6).
- The subject property is identified with a maximum height of 2 to 4 storeys (MOP 10.1.1 and Schedule 2A). Lands in the surrounding neighbourhood have a maximum height of 1 to 3

storeys (Schedule 2A & 2B).

The existing character of the residential neighbourhood immediately to the north consists of low density residential land uses such as detached, semi-detached and duplexes. Reinvestment is occurring as dwellings are renovated (e.g. second floor additions, new garages, etc.) or existing detached lots are redeveloped with semi-detached buildings.

The subject property is located within the Port Credit Neighbourhood Mainstreet Precinct which is envisioned as a relatively low-rise mixed-use commercial mainstreet environment similar to the buildings redeveloped across the street on the former St. Lawrence Starch Factory site. While the proposed residential and ground floor commercial uses are suitable, the proposed 17 storey building height and massing is a significant departure and is not reflective of the existing and planned context and is inappropriate for the area.



Proposal is a significant departure from heights within the neighbourhood and immediate vicinity

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



On lands to the north, reinvestment is occurring within the 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). Lakeshore Road is envisioned as a low-rise mainstreet environment an example of which can be found across the street and to the west on the redeveloped former St.Lawrence Starch Factory site.



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 boundary

*Does the proposal help reinforce planned heights?*

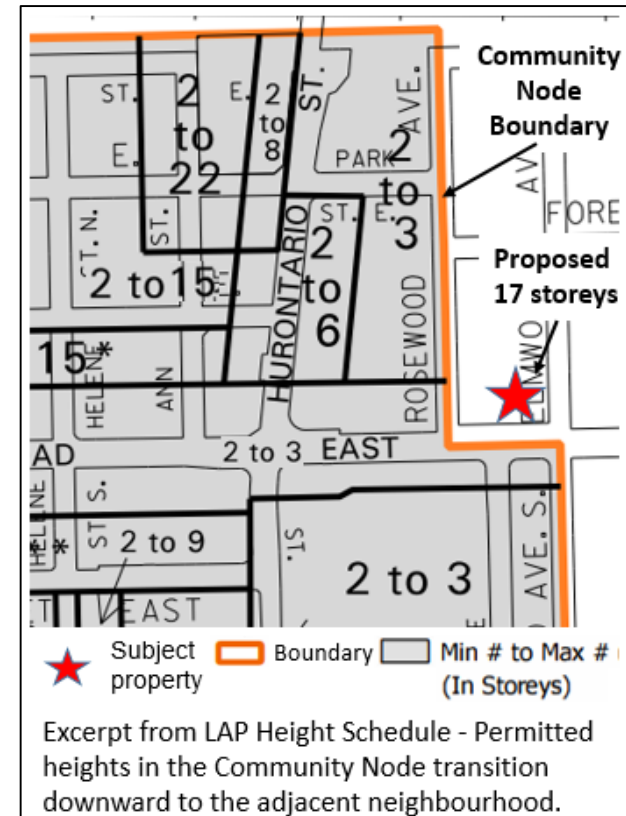
Although the subject site is located in a Neighbourhood Character Area, it is within close proximity (to the west and south) of the Port Credit Community Node. In general, the greatest heights in the Community Node are located in the immediate vicinity of the existing GO Station and future LRT stop, with heights transitioning downwards towards the Lake Ontario waterfront, Credit River and residential neighbourhoods to the east and west.

Heights are generally lower along the eastern boundary of the Community Node (2 to 3 storeys) in order to provide a transitional built form to adjacent low-rise neighbourhoods. Heights along Lakeshore Road are intended to reflect a low-rise mainstreet environment. The proposed height on the subject property is more typically found in the central portion of the Community Node where heights of 15 storeys are permitted.

Approximately 136 m (446 ft.) to the west of the subject site, there are an existing 22 and six storey buildings on the east side of Hurontario Street between Lakeshore Road East and Park Street that 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. The proposed 22 storey building was permitted given the landmark location at the base of Hurontario Street.

Development on the subject site should not be based on the height of a landmark building or sites within the central portion of the Community Node. Building height on the subject site

should be reduced to reflect a built form appropriate for this neighbourhood character area.



*Is the site an appropriate location for a “tall” building?*

MOP defines a tall building to mean “a building having a height greater than the width of the street on which they front”. Tall buildings are defining elements in the city structure; becoming icons and landmarks in the skyline and streetscape”

The proposed building is 56.6 m (185.7 ft.) in height and the width of Lakeshore Road East in this area is approximately 33 m (108 ft.). Therefore, the proposed development on the subject site is considered a tall building. As noted in MOP Chapter 9 Desirable Urban Form, tall buildings will generally not be permitted in neighbourhoods (MOP 9.2.2). The proposed building height should be reduced from 56.6 m (185.7 ft.) to less than 33 m (108 ft.) in order to respect the MOP direction that this area is not intended for tall buildings.

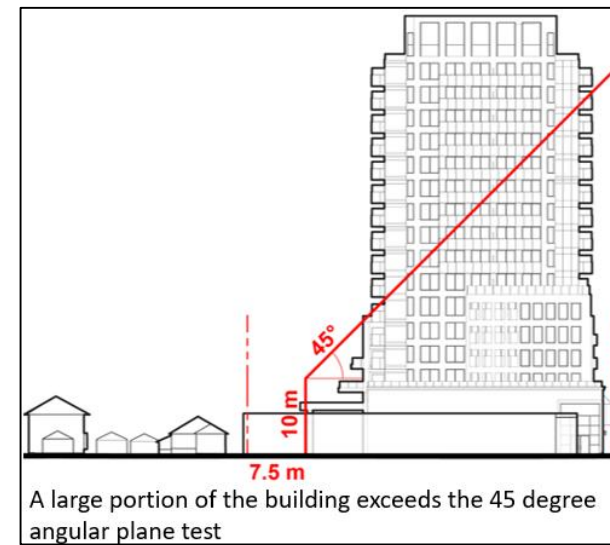
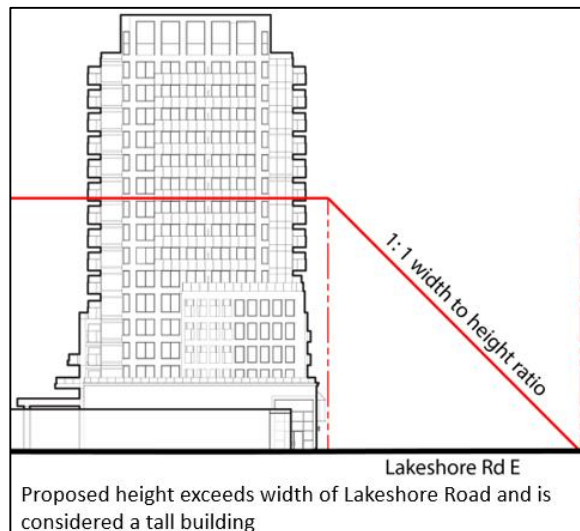
Approval of the proposed development as a tall building could destabilize the envisioned height regime and urban hierarchy for this area. If approved, the applicant's proposal could be seen as signaling City support for tall buildings in the neighbourhood vicinity and along the entire Lakeshore Road corridor.

*Is the proposal compatible with adjacent buildings?*

The Port Credit LAP states that heights in excess of those permitted may be considered subject to demonstrating, amongst other things, 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 (LAP 10.1.2).

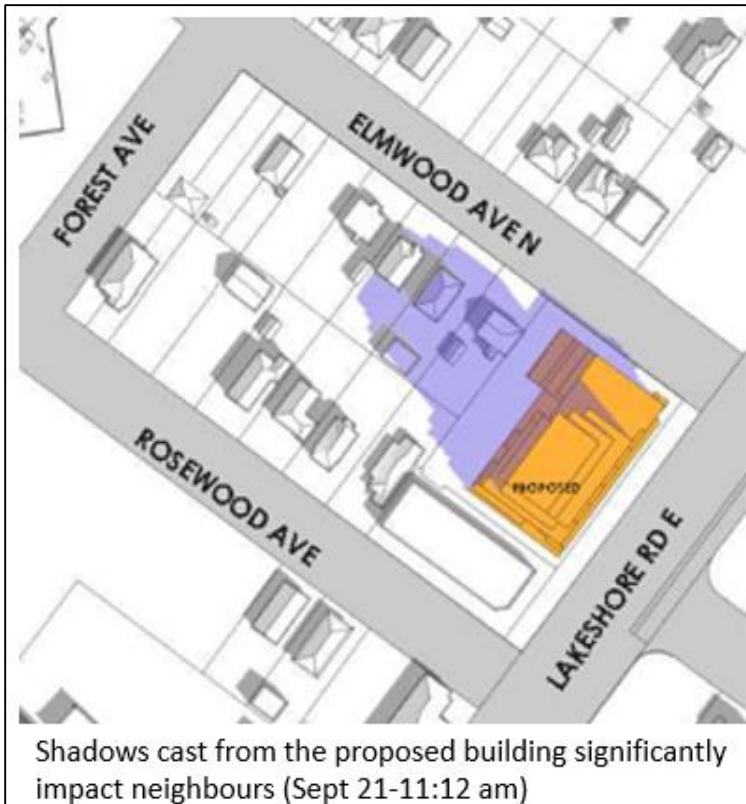
**Building Transition:**

To assess whether a proposed development is providing appropriate transition, the City utilizes a 45 degree angular plane test. Transition can be incorporated into building design through the use of setbacks from the property line and building step backs. A large portion of the proposed building falls outside of the plane and the height should be reduced.



#### Shadow Impacts:

Based on the submitted sun/shadow study the proposal fails required criteria in the City's terms of reference. In particular, the proposed massing significantly impacts the rear yard amenity space of 3 Rosewood Avenue, 10 Elmwood Avenue, and 12 Elmwood Avenue. Shadows cast from the proposed building impact the adjacent rear yard amenity space (i.e. the area between the dwelling and a 7.5 m setback from the rear wall) for more than 2 hours failing criterion 3.1 set out in the City's terms of reference.



Furthermore, the same shadows cast on the Elmwood dwellings fail criterion 3.5, which is intended to ensure adequate sunlight on building faces to ensure the possibility of solar power usage. The building massing and height should be reduced to better mitigate impacts and improve compatibility.

In addition, the sun/shadow study was not prepared in accordance to the City's terms of reference and required information was not provided. There may be additional impacts from the proposed building not identified.

#### Unencumbered Landscaped Buffer:

In order to improve transition between the proposed building and the adjacent detached homes, an appropriate landscaped buffer along the property line is required. The intent of the landscape buffer is to accommodate for the long-term growth and maintenance of plant material including trees and shrubs. Features such as playgrounds, seating areas and walkways are not permitted within the buffer.

The City requires a 4.5 m (14.8 ft.) landscaped buffer along the north property line. In order to ensure the buffer can accommodate mature trees the underground parking structure should be setback 3.0 m (9.8 ft.) from the property line.

The proposed landscaped buffer ranges in depth from 1.5 m (4.9 ft.) to 2.5 m (8.2 ft.). Features such as the outdoor private amenity area and part of the driveway are located within 4.5 m (14.8 ft.) of the property line. Underground parking for the building extends to the northern property boundary which



encumbers the landscaped buffer. The landscape buffer should be increased to reflect City standards.

**Site Size & Building Mass (Floor Space Index):**

With a site area of 0.28 ha (0.7 ac.) and a gross floor area of 14 079 m<sup>2</sup> (151,545 ft<sup>2</sup>) the proposed development has a Floor Space Index (FSI) of 5.0.

The proposed FSI is higher than many infill developments located within or adjacent to low density residential neighbourhoods. For example, a 9 storey building at 420 Lakeshore Road East which backs onto a low rise residential neighbourhood was recently approved through Ontario Land Tribunal mediation with an FSI of 3.6. The lower FSI figure reflects the need to accommodate an appropriate transition to adjacent low density residential neighbourhoods and the planned character of Lakeshore Road East.

Within the Port Credit Community Node / MTSA the City approved a 9 storey development along the waterfront at 55 Port Street East in 2021 which had an FSI of 2.7. The FSI reflects the envisioned character of this area which is to be of a lower scale than development in the high-rise apartment precinct near the GO Station and to step down towards the lake.

The proposed development should be reduced in height and mass in order to better reflect the envisioned character of the area, along with the size and constraints of the site. Modifications to the built form will decrease the FSI for the proposal, making it closer to other developments where a

balance was found between accommodating growth and respecting character and surrounding land uses.

*Additional Information or Modifications Required to Understand Proposal and Confirm Compatibility*

As noted earlier in this report the sun/shadow study requires additional information to confirm impacts on the surrounding neighbourhood. Beyond the issue of height, additional information or modifications to address built form, compatibility and/or character is required, including:

- A quantitative wind tunnel study is required to confirm anticipated wind conditions are appropriate based on the proposed developments height and massing.
- Additional information on the design of the underground parking structure is required. In addition to providing a 3 m (9.8 ft.) setback from the northern property line, information on required air vents, exhaust shafts and any required exit stairs is required. These structures are not to be located in readily visible areas and must be away from the public realm.
- The streetscape feasibility study and associated utility plans do not conform to the City's terms of reference (e.g. the plan must be based on physical locates). In addition, the location of the transformer vault and associated equipment should be identified and located within the building.
- Additional information pertaining to the size and location of outdoor amenity areas is required (e.g. project statistics should provide a detailed breakdown of areas and the floors that they are located). In addition, studies pertaining to

shadow, wind, and noise should confirm these areas meet the City's guidelines and other applicable policies.

- The Fire Prevention office has also indicated that the front entrance of the building has to be moved so that it is within 15 m (49 ft.) of the street.
- Parking standards in the zoning by-law amendment need to be revised to reflect new City parking standards approved in June 2022 or provide additional information to substantiate lower visitor parking rates.

#### *Services and Infrastructure*

Additional information is required in order to determine if the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that a hydrant flow test and fire flow calculations need to be completed and there are a number of issues with the Waste Management Plan which should be addressed before any approvals in order to ensure waste collection can be implemented on the site given the proposed built form.

The Transportation and Works Department indicated that additional information is required to confirm the appropriateness of development including:

- Additional technical information is necessary to demonstrate feasibility of the proposed storm sewer, demonstrate an appropriate water balance will be achieved through Low Impact Development, and demonstrate there will be no impact on the existing drainage system and how

groundwater will be managed on site.

- An updated Transportation Impact Study is required that addresses staff comments, provides turning movement diagrams, demonstrate how driveway access can operate efficiently, provide property line for daylight triangle, and address community concerns.
- As noted in comments provided by the Transportation and Works Department summarized in the Information Report attached as Appendix 1, additional information is required pertaining to environmental compliance and revisions are required to drawings and engineering plans in accordance with City Standards.

## **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. 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 is administered by the Corporate Services Department, Finance Division. The by-law specifies which types of development and redevelopment the charge applies, the amount of the charge, exemptions and

timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

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

## 9. "H" Holding Symbol

Should this application be approved by the Ontario Land Tribunal (OLT), staff will request an "H" Holding Symbol which can be lifted upon resolution of outstanding technical matters.

## 10. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

## 11. Conclusions

In conclusion, City staff has evaluated the applications to permit a proposed 17 storey apartment building with commercial uses at grade, against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

Provincial, Regional, and Local planning policies support some intensification on the site. Proximity to higher order transit is an

important characteristic; however, a smaller building can still assist in achieving the overall goal of accommodating growth near transit while being supportive of the area's character and compatible with adjacent land uses.

The development as currently configured is not considered acceptable from a planning stand point and should not be approved as:

- it represents a level of intensification that does not appropriately reflect the City's urban structure;
- the proposed height of 17 storeys is a significant departure from the existing and planned height context and is not supportive of the vision for the area;
- the site is not a location intended for tall buildings; and
- the proposal is not compatible with surrounding uses given an inappropriate transition, negative shadow impacts and lack of appropriate landscape buffers.

In addition, the City is not satisfied that the application has sufficiently demonstrated that the proposed services (e.g. waste collection, stormwater management, fire hydrant flow, roads) can accommodate the proposed development. As well, there are a number of technical studies and issues that have not been properly addressed (e.g. functional servicing report, traffic impact study, quantitative wind study, streetscape study, parking regulations).