

## Recommendation Report Detailed Planning Analysis

**Owner: 1303 Lakeshore Road E GP Inc.**

**1303 Lakeshore Road East**

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## 1. Community Comments

Comments from the public at the community and public meeting were generally directed towards height, design, shadowing and parking. Below is a summary and response to the specific comments heard.

### Comment

Existing buildings within the area do not have enough parking, which contributes to cars parked on area streets. How will this development affect parking in the area?

### Response

A traffic impact study was prepared by C.F. Crozier and Associates Inc. and reviewed by the City's Transportation and Works Department. It has been determined that the additional trips generated by the development will not impact the operations of the existing road network and intersections. Further, the applications will have a parking rate that exceeds zoning by-law requirements by proposing 195 parking spaces whereas 169 parking spaces are required. This includes 34 visitor parking spaces, whereas 31 visitor spaces are required.

### Comment

The building is too tall and goes above the requirements of the Lakeview Local Area Plan and Lakeview Corridor Study and will have shadowing impacts to the low density residential neighbourhood to the north.

### Response

The proposed height was evaluated against the policies in Mississauga Official Plan (MOP) and found to be appropriate. The context of the neighbourhood includes a variety of building heights, including apartment buildings with heights of 7, 10 and 16 storeys. The proposed 10 storey building would front onto Lakeshore Road East, which is a higher order transit corridor and is within a Major Transit Station Area (MTSA). The proposal also includes a step back on the rear of the building to help mitigate the impact of shadowing to the residential neighbourhood to the north.

The Lakeview Corridor Study permits heights of 2 to 8 storeys. However, a height of 30 m (98.43 ft.) is permitted for sites that contain a depth greater than 60 m (196.85 ft.). The subject site has a depth of approximately 90 m (295.28 ft.) and the height of the 10 storey apartment building is approximately 34 m (111.45 ft.) measured to the top of the parapet.

## 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 January 12, 2021. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

## Transportation and Works Department

Technical reports and drawings have been reviewed 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.

Should the application be approved by Council, the owner will be required to address additional environmental and engineering requirements through an "H" Holding Zone Removal application and Development Agreement.

### *Stormwater*

The Functional Servicing and Stormwater Management Report, prepared by C.F. Crozier & Associates Inc., dated February 2023, indicates that an increase in stormwater runoff will occur within the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving municipal drainage system, onsite stormwater management controls for the post-development discharge are required.

The applicant has demonstrated a satisfactory stormwater servicing concept, including an onsite storage tank and private internal storm system with an outlet to the City's existing storm sewer on Lakeshore Road East. Onsite water reuse is also being pursued through low impact development (LID) design features, including rainwater harvesting for irrigation. Further details related to LID strategies, groundwater dewatering and

any potential groundwater quality treatment that may be required can be addressed through the site plan application process.

### *Traffic*

Three transportation impact studies (TIS) were submitted by C.F. Crozier and Associates in support of the proposed development. The final submission, dated February 2023, complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 45 (12 in, 33 out) and 54 (32 in, 22 out) two-way site trips for the weekday AM and PM peak hours in 2026, respectively.

With the estimated traffic generated by the proposed development, area intersections and the proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Staff acknowledge that on May 12<sup>th</sup>, 2023, the Ministry of Municipal Affairs and Housing issued a Minister's Zoning Order (MZO) for the property to the south-west of the subject site at 1082 Lakeshore Road East and 800 Hydro Road to double the permitted density for the Lakeview Village redevelopment.

On May 15<sup>th</sup>, 2023, Planning and Development Committee received a report from staff that outlined the MZO request and highlighted concerns. Part of the suite of concerns was the impacts of the doubling of density on the overall traffic network. It was noted that the Council approved density of 8,050 units still garnered issues with traffic capacity on Lakeshore Road

East and Holding Zones were placed to allow development to proceed as capacity increases. Doubling the density to 16,000 units on the Lakeview Village site will further exacerbate the concern with respect to traffic capacity.

While the subject proposal fronts onto Lakeshore Road East and represents an increase in density, the proposed 10 storey building falls within what is anticipated through the local planning framework and is not a significant contributor to the traffic capacity concerns on Lakeshore Road. It is expected that provisions to deal with capacity issues that are forecasted as a result of the newly approved density on the Lakeview Village site will be required to be addressed by that development.

#### *Environmental Compliance*

A Phase One Environmental Site Assessment (ESA), dated February 2, 2022, and a Phase Two ESA, dated October 11, 2022, both prepared by Terraprobe Inc., were submitted in support of the proposed development. The results of the investigation indicate the presence of localized soil contamination in the fill material, and additional investigation and remediation of the contamination was recommended.

As the land use is changing from a less sensitive to a more sensitive land use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the zoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of Environment, Conservation and Parks.

In order to address the outstanding environmental requirements and outstanding documentation, including the additional investigation and remediation, an "H" Holding Zone is required.

#### *Noise*

A Preliminary Environmental Noise Report prepared by Jade Acoustics, dated October 2021, was submitted for the proposed development. 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 traffic.

The noise study confirms that mitigation will be required, including acoustical barriers for some outdoor amenity areas and upgraded building construction and ventilation requirements.

The final details related to noise mitigation requirements will be addressed through the site plan and building permit application processes.

#### *Engineering Plans/Drawings*

Staff are satisfied with the plans and drawings submitted to date. Any additional engineering matters can be addressed through the "H" Holding Zone Removal application, development agreement and/or future site plan application process.

## Region of Peel

The revised proposal meets the Region of Peel waste collection guidelines. Through the site plan process, site servicing drawings will be required for review.

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

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

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

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

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

The Public Meeting Report dated May 6, 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:

Section 1.1.3.1 of the PPS states that settlement areas shall be the focus of growth and development.

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 1.4.3 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area.

Section 1.6.8.3 of the PPS states that 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 negative impacts on and from the corridor and transportation facilities.

The proposal is compatible with the surrounding neighbourhood and minimizes impacts on adjacent residential uses. The applications increase the range of housing within the area that is located on a corridor and within a Major Transit Station Area (MTSA), fulfilling the long term purpose of the corridor and meeting the needs of current and future needs of residents. The proposed development represents an efficient land use pattern that avoids environmental health and safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

## 5. Conformity with Growth Plan

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

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 1.2.1 supports a range and mix of housing options, including additional residential units and affordable housing

to serve all sizes, incomes and ages of households.

- Section 2.2.1.4 supports a diverse mix of land uses that also provides a range and mix of housing options that has convenient access to transportation options, public services facilities, open spaces, park, etc.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.
- Section 2.2.4.2 directs municipalities to delineate the boundaries of MTSA's in a transit supportive manner that maximizes the size of the area and number of potential transit users that are within walking distance of the station.

Section 2.2.4 directs municipalities to plan for Major Transit Station Areas (MTSAs) on priority transit corridors identified in the Growth Plan by delineating MTSAs and creating associated policies to meet minimum density targets and encourage efficient, compact and transit oriented development. The Growth Plan generally defines these areas as being within an approximate 500 to 800 m (1,640 – 2,625 ft.) radius of a transit station, representing about a 10-minute walk.

Bus Rapid Transit is expected for this segment of Lakeshore Road East, with a planned stop at Dixie Road, located approximately 200 m (656.17 ft.) east of the subject site. Section 2.2.4 of the Growth Plan provides that all MTSAs (regardless of whether they are located on priority corridors) will be planned and designed to be transit-supportive and to achieve multimodal access and that "development will be supported, where appropriate, by planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels".

The proposal conforms to the Growth Plan as it supports a mix of housing options that will have access to a transit corridor and is compatible with the surrounding neighbourhood. The proposed development also intensifies an underutilized site, promoting appropriate residential intensification within an area that is located on a corridor and MTSAs.

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

## 6. Region of Peel Official Plan

As summarized in the public meeting report dated May 6, 2022 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is located within the Urban System of the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System to achieve intensified and compact form and a 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.

The proposed development conforms to the ROP as it is an appropriate development that efficiently uses land to contribute to housing choices in the neighbourhood.

## 7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Lakeview Neighbourhood Character Area, to permit a 10 storey rental apartment building. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

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

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

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

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

*Mississauga Official Plan – Directing Growth*

The subject site is designated **Mixed Use**, which permits residential uses in conjunction with other permitted uses. Although the proposed **Residential High Density** designation will allow residential units to be located on the ground floor, the Lakeview Local Area Plan permits this for sites located within the Lakeview Corridor Precinct – Outer Core.

While neighbourhoods are not intended to accommodate significant intensification, the policies within MOP direct growth to corridors and MTSA's.

- 5.3.5.3 - 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
- 5.3.5.5 - 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

- 7.2.2 a - Mississauga will provide opportunities for:
  - a. the development of a range of housing choices in terms of type, tenure and price
- 9.1.5 - Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.

When intensification occurs within these areas, it should be sensitive to the existing and planned character of the neighbourhood and maintain compatibility in built form and density that is sensitive to the context of the area. The proposed development is adjacent to 7, 10 and 16 storey apartment buildings. There are also townhomes located north of the site and low density residential dwellings, further north. The proposal maintains the eclectic nature of the immediate neighbourhood and is compatible in built form and scale to the surrounding development. The policies within MOP also direct the City to provide for a range of housing choices in terms of unit type, tenure and price. The application proposes a rental apartment building that consists of a mix of one, two and three bedroom units, adding to the range of housing within Lakeview Neighbourhood Character Area.

*Lakeview Local Area Plan – Neighbourhoods & Lakeshore Road Corridor*

The subject site is located within the Lakeview Neighbourhood Character Area, which contains a mix of uses in the immediate area such as townhouses, detached dwellings, industrial and



commercial uses north of the site. To the east and west are three apartment buildings ranging from 7 to 16 storeys and south of the site contains manufacturing/commercial uses and the planned Lakeview Village Master Plan.

The Lakeview Local Area Plan (LLAP) directs intensification to the Lakeshore Corridor, which is also identified as a Higher Order Transit Corridor.

- 6.1.1 - Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites.
- 6.2.2 - Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses.
- 10.2.6 - Appropriate transition to adjacent low density residential will be required.

Similar to MOP, the LLAP states that development is to be sensitive to the existing low rise context and reinforce the planned character of the area. The built form will be compatible and maintain appropriate transitions in height, adjacent to neighbourhoods. Further, the criteria that guides the development of apartment buildings, requires minimal impact on residential areas and appropriate transitions to lower built forms. The neighbourhood generally consists of a varied mix of residential land use designations, including **Residential High Density**, **Residential Medium Density** and **Residential Low Density II** – all of which permit apartment buildings, townhouses, detached, semi-detached, duplex and triplex dwellings. The proposal maintains appropriate setbacks to adjacent properties and the design of the apartment building

includes step backs to the front and rear of the building, minimizing impacts to Lakeshore Road East and the lower density neighbourhood to the north.

#### *Lakeshore Corridor Study*

Council 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. This review resulted in policies permitting building heights of 2 to 8 storeys in this section of the corridor.

Further, for lots that are greater than 60 m (196.85 ft.) in depth, a maximum height of 30 m (98.43 ft.) is permitted. In this instance, the height of the 10 storey building is 34 m (112 ft.) measured to the top of the parapet. While the overall height is marginally greater than the permitted 30 m (98 ft.), the property has a depth of approximately 90 m (295 ft.) which allows for greater separation to neighbouring properties and also ensures that there is an appropriate transition to lower built forms.

#### *Lakeview Built Form Standards – Transition to lower built forms*

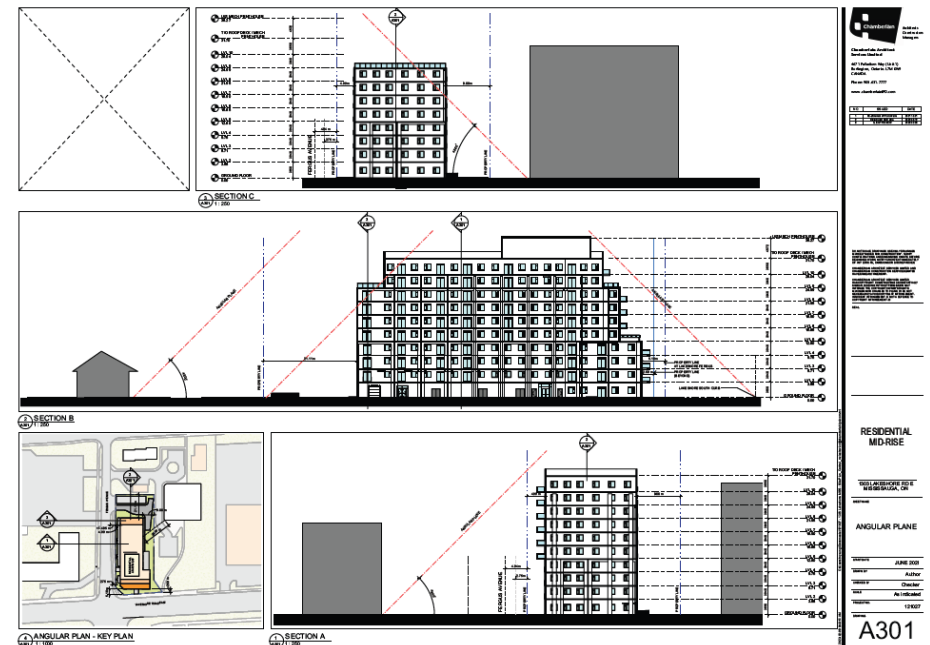
The LLAP contains built form standards that guides new development to ensure that it is appropriate and reflects the existing and planned context of the area. It also establishes and illustrates general requirements to achieve a high quality urban form, site development and public realm.

The built form standards state that, "taller buildings should be sited and organized in a way that provides desirable transition to adjacent lower built form buildings and open space to ensure appropriate spatial separation between buildings." This can include:

- The use of an angular plane of 45 degrees from the closest property line of sites with lower scaled building or open space will be used to determine the minimum setback and height of a building within a development;
- To increase the building setback from a low rise development to ensure that the impact of the larger development is minimal; and
- The use of building step backs to ensure minimal impact from overshadowing and from a new building overwhelming the site.

The proposal generally meets the angular plane to each adjacent parcel except for a portion to the neighbouring 10 storey apartment building. A minor portion of the 9<sup>th</sup> and 10<sup>th</sup> storey is included in the angular plane, however, it is not significant nor expected to have any additional undue impact. The angular plane requirement is met when measured to the townhomes to the north, the 7 storey apartment building on the west side of Fergus Avenue and the opposing boulevard on Lakeshore Road East. A shadow study was submitted with the application, which maintained appropriate standards in limiting the shadow impacts to the neighbouring townhomes. Additionally, the 9<sup>th</sup> and 10<sup>th</sup> storey of the apartment building is step backed from the rear, lessening the overall massing to the northerly property. The proposed building is also setback approximately 47 m (154 ft.) to the townhomes, providing an

appropriate transition and further reducing the impact of the apartment building to the townhomes. The immediate area includes apartment buildings ranging from 7 to 16 storeys in height, as such, the proposed 10 storey apartment building would not be out of context with the surrounding area and maintains compatibility in built form to the existing character of the area.



- First image shows the angular plane taken from the apartment building to the east
- The second image shows the angular plane from the rear lot line, townhomes, and the opposing boulevard.
- The last image shows the angular plane from the apartment building on the west side of Fergus Avenue.

### *Services and Infrastructure*

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

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

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

- Number 5 on Dixie Road having direct access to Dixie Outlet Mall
- Number 23 on Lakeshore Road East having direct access to Port Credit GO Station and Long Branch GO Station in Etobicoke

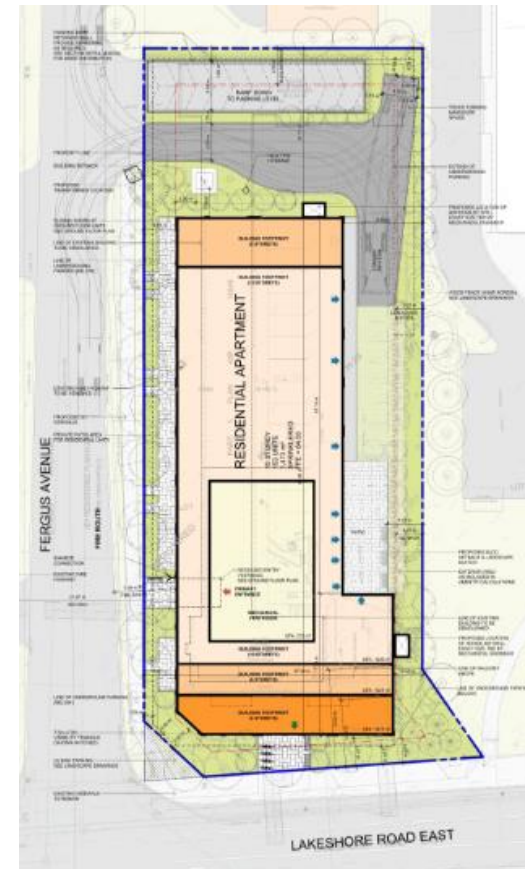
There is a transit stop at the intersection of Lakeshore Road East and Dixie Road, within 350 m (1,148 ft.) of the site.

A range of community infrastructure and facilities including Orchard Hill Park, Carmen Corbasson Community Centre, Lakeview Library and Lakeview Golf Course serve the area. Additionally, there are commercial uses such as restaurants and personal service establishments that serve the area further west of the subject site. Future parks, community facilities and commercial uses are also planned within Lakeview Village.

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

### 8. Revised Site Plan and Elevations

The applicant has provided a revised site plan and elevations as follows:



## 9. Zoning

The proposed **H-RA3-39** (Apartments - Exception) is appropriate to accommodate the proposal, which has an FSI of 4.2. There will also be an exception schedule proposed which includes the requirements for the landscaped buffers and encroachments that will be permitted within these buffers.

Below is an updated summary of the proposed site-specific zoning provisions:

### Proposed Zoning Regulations

Zone Regulations	RA3 Zone Regulations	Proposed H-RA3-39 Exception Zone Regulations
Maximum <b>Floor Space Index - Apartment Zone</b>	1.0 FSI	4.2 FSI
Maximum <b>Height</b>	38 m (124.67 ft.) & 12 storeys	34 m (111.55 ft.) & 10 storeys
Minimum <b>Front Yard</b> for that portion of the dwelling with a <b>height</b> greater than 26 m (85.3 ft.)	10.5 m (34.45 ft.)	3 m (9.84 ft.)
Minimum <b>Exterior Side Yard</b> for that portion of the dwelling with a	10.5 m (34.45 ft.)	3.9 m (12.8 ft.)

Zone Regulations	RA3 Zone Regulations	Proposed H-RA3-39 Exception Zone Regulations
<b>height</b> greater than 26 m (85.3 ft.)		
Minimum <b>Interior Side Yard</b> for that portion of the dwelling with a <b>height</b> greater than 26 m (85.3 ft.)	4.5 m (14.76 ft.)	3.2 m (10.5 ft.)
Minimum <b>Rear Yard</b> where a <b>rear lot line</b> , or any portion thereof, abuts an Apartment zone	4.5 m (14.76 ft.)	1.5 m (4.92 ft.)
Maximum projection of a <b>balcony</b> located above the <b>first storey</b> into a required <b>yard</b>	1 m (3.28 ft.)	6.2 m (20.34 ft.)
Minimum setback from a <b>parking structure</b> completely below finished grade, inclusive of external access stairwells, to any <b>lot line</b>	3 m (9.84 ft.)	0.5 m (1.64 ft.)
Minimum <b>landscaped area</b>	40% of lot area	27% of <b>lot area</b>
Minimum <b>amenity area</b>	856.8 m <sup>2</sup> (9,222.52 ft <sup>2</sup> )	585 m <sup>2</sup> (6,296.89 ft <sup>2</sup> )

Zone Regulations	RA3 Zone Regulations	Proposed H-RA3-39 Exception Zone Regulations
Minimum centreline setback	31 m (101.7 ft.)	18.5 m (60.7 ft.)
Minimum setback of a rooftop <b>balcony</b> from all exterior edges of a <b>building</b> or <b>structure</b>	1.2 m (3.94 ft.)	0.3 m (0.98 ft.)
N/A	N/A	Bike racks and benches shall be permitted within a landscaped buffer abutting Lakeshore Road East
Maximum <b>Gross Floor Area – Apartment Zone</b>	N/A	13,640 m <sup>2</sup> (146,798.21 ft <sup>2</sup> .)
N/A	N/A	Notwithstanding Schedule RA3-39, walkways with a maximum width of 2.0 m are permitted to traverse a <b>landscaped buffer</b> at an angle at least 60°E but not greater than 120°E measured from the <b>exterior side lot line</b>
N/A	N/A	Notwithstanding Schedule RA3-39, walkways with a maximum width of 2.2 m

Zone Regulations	RA3 Zone Regulations	Proposed H-RA3-39 Exception Zone Regulations
		are permitted to encroach within a <b>landscaped buffer</b> on the <b>exterior side yard</b>
N/A	N/A	Notwithstanding Schedule RA3-39, <b>driveways</b> are permitted to traverse a <b>landscaped buffer</b> from the <b>exterior side lot line</b>
N/A	N/A	Notwithstanding Schedule RA3-39, walkways are permitted to traverse a <b>landscaped buffer</b> at an angle at least 60°E but not greater than 120°E measured from the <b>front lot line</b>
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.		

## 10. 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 applications propose a building more than 5 storeys with 10 or more residential units, the CBC is applicable and will be payable prior to the issuance of building permit.

## 11. "H" Holding Provision

Should this application be approved by Council, staff will request an "H" Holding Provision which can be lifted upon:

- Completion and filing of a Record of Site Condition (RSC);
- Remedial Action Plan and clean up reports submitted with a reliance letter that also captures the Phase One and

Phase Two Environmental Assessment to the satisfaction of the Transportation and Works Department;

- Completion of the Storm Sewer Use By-law Acknowledgement form that is to be submitted to the Transportation and Works Department;
- Signed letter by a qualified professional regarding the suitability of fill materials and decommissioning of wells.

## 12. 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. While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address technical matters as part of the site plan approval process.

## 13. Conclusions

In conclusion, City staff has evaluated the applications to permit a 10 storey rental apartment building against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The proposed development is directing growth to a higher order transit corridor and a site that is located within an MTSA. The Provincial policies as well as the official plan, anticipate growth within these areas. The proposed apartment building intensifies

the site while maintaining appropriate design standards such as adequate setbacks, generally meeting the angular plane and providing an appropriate transition to the adjacent residential uses. This includes a step back on the 9<sup>th</sup> and 10<sup>th</sup> storeys to the rear, while fronting Lakeshore Road East. The proposed building will also contain step backs above the 4<sup>th</sup> storey as well as the 9<sup>th</sup> and 10<sup>th</sup> storey, maintaining a human scale in relation to the street. The proposal is compatible in built form to the neighbourhood and maintains the current context of the existing Character Area. Further, the proposal contributes to the range of housing within the Lakeview Neighbourhood Character Area providing rental apartment units with a mix of one, two and three bedroom units.

Therefore, staff is of the opinion that the applications conform to and maintain the goals and general objectives of the *Provincial Policy Statement, Growth Plan*, and Mississauga Official Plan.