
PLANNING JUSTIFICATION REPORT

APPLICATION TO AMEND THE OFFICIAL PLAN & ZONING BY-LAW

**CITY PARK (LAKESHORE) INC.
1381 Lakeshore Road East**

**PT LTS 6, 7, 8, 9 & 10, PL A20, PT LANE, PL A20, AS CLOSED BY BYLAW BL790, PT
1, 43R13617; MISSISSAUGA REGIONAL MUNICIPALITY OF PEEL**

September 2020
GSAI File # 956-006

TABLE OF CONTENTS

1.0	Introduction.....	6
1.1	Executive Summary	6
1.2	Proposed Amendments	8
1.2.1	Proposed Official Plan Amendment	8
1.2.2	Proposed Zoning By-law Amendment.....	9
1.3	Process and Engagement.....	9
2.0	Site Context and Surrounding Area.....	11
2.1	Site Context (Subject Property)	11
2.2	Area Context	12
2.2.1	Immediate and Surrounding Area Context	12
2.3	Community Services, Amenities and Public Facilities.....	12
2.3.1	Commercial	13
2.3.2	Education.....	13
2.3.3	Recreation, Facilities and Services.....	14
2.3.4	Parks and Open Space	15
2.4	Mobility and Transportation	16
2.4.1	Transit Services.....	16
2.4.2	Active Transportation	17
2.4.3	Road Network	17
2.5	Nearby Development Applications.....	17
2.6	Other Applicable Initiatives and On-going Studies	18
2.6.1	Metrolinx 2041 Regional Transportation Plan (2018).....	18
2.5.2	Region of Peel – Major Transit Station Areas Study.....	19
2.5.3	Lakeshore Road Transportation Master Plan and Implementation Strategy, Draft Final Report dated May 2019 (Lakeshore Connecting Communities).....	19
2.5.5	Waterfront Parks Strategy Refresh (2019).....	20
2.5.6	Inspiration Lakeview Innovation Corridor Feasibility Study	21
2.2.7	Lakeview Village Redevelopment.....	21
2.2.8	Small Arms Inspection Building.....	22
3.0	Proposed Development	23
3.1	Development Vision	23

3.2	Development Concept.....	23
3.3	Access, Resident and Service Loading and Drop-Off Areas	24
3.4	Pedestrian Realm and Access	24
3.5	Vehicle and Bicycle Parking.....	24
3.6	Amenity Areas	25
3.7	Architecture.....	25
3.8	Statistical Summary	25
3.9	Sustainability.....	26
4.0	Planning Analysis and Justification of Land Use Policies.....	28
4.1	Provincial Policy Statement (2020)	28
4.2	A Place to Grow: Growth Plan for The Greater Golden Horseshoe (2019)	36
4.3	Region of Peel Official Plan (Office Consolidation 2016).....	45
4.4	City of Mississauga Official Plan	54
4.4	Lakeview Local Area Plan.....	77
4.6	City of Mississauga Zoning By-law 0225-2007	85
5.0	Applicable Guidelines.....	86
5.1	Lakeview Built Form Standards	86
6.0	Supporting Studies, Plans and Reports	93
6.1	Traffic Impact and Parking Study, dated August 20, 2020.....	93
6.2	Phase I & II Environmental Reports, dated January 8, 2020 and January 31, 2020 93	
6.3	Stage 1 & 2 Archaeological Assessment, dated June 5, 2020	93
6.4	Preliminary Environmental Noise Report, dated August 18, 2020	94
6.5	Streetscape Feasibility Study, dated August 18, 2020.....	94
6.6	Preliminary Pedestrian Wind Study, dated August 14, 2020.....	94
6.7	Functional Servicing Report, dated August 18, 2020.....	95
6.8	Shadow Study, dated August 2020	95
6.9	Arborist Report, dated December 5, 2019 and Tree Preservation and Removals Plan, dated August 14, 2020	96
6.10	Landscape Master Plan, dated August 14, 2020	96
7.0	Rationale for Amendments to the Official Plan and Zoning By-law / Review of Overarching Planning Policies.....	97
8.0	Conclusion	99

List of Figures

- Figure 1 - Site Context Plan
- Figure 2 – Area Context Plan
- Figure 3 – Community Amenities Map
- Figure 4 – Mobility Map
- Figure 5 – Development Concept
- Figure 6 – Elevations / Drawings
- Figure 7 – Peel Official Plan – Schedule ‘D’ Regional Structure
- Figure 8 - Peel Official Plan – Schedule ‘D4’ The Growth Plan Policy Areas in Peel
- Figure 9 – Peel Official Plan – Schedule ‘E’ – Major Road Network
- Figure 10 – Peel Official Plan – Schedule ‘F’ Regional Road Mid-Block Right-of-Way
- Figure 11 – Peel Official Plan – Schedule ‘G’ – Rapid Transit Corridors
- Figure 12 – Mississauga Official Plan – Schedule ‘1’ Urban System
- Figure 13 - Mississauga Official Plan – Schedule ‘1b’ Urban System – City Structure
- Figure 14 - Mississauga Official Plan – Schedule ‘1c’ Urban System – Corridors
- Figure 15 - Mississauga Official Plan – Schedule ‘3’ Natural Heritage System
- Figure 16 - Mississauga Official Plan – Schedule ‘2’ – Intensification Areas
- Figure 17 - Mississauga Official Plan – Schedule ‘5’ Long Term Road Network
- Figure 18 - Mississauga Official Plan – Schedule ‘6’ Long Term Transit Network
- Figure 19 – Mississauga Official Plan – Schedule ‘7’ Long Term Cycling Routes
- Figure 20 – Mississauga Official Plan – Schedule ‘8’ Designated ROW Widths
- Figure 21 – Mississauga Official Plan – Schedule ‘9’ Character Areas
- Figure 22 – Mississauga Official Plan – Schedule ‘10’ Land Use Designations
- Figure 23 – Mississauga Official Plan (Lakeview Secondary Plan) – Map 1 – Lakeview Local Area Plan Precincts & Sub-Areas
- Figure 24 – Mississauga Official Plan (Lakeview Secondary Plan) – Map 2 – Lakeview Long Term Road & Transit Network
- Figure 25 – Mississauga Official Plan (Lakeview Secondary Plan) – Map 3 – Lakeview Plan Height Limits
- Figure 26 – Mississauga Zoning By-law – Zoning

List of Tables

- Table 1 – Nearby Development Applications (page 17)
- Table 2 – Statistics (page 26)
- Table 3 - Consistency with the PPS (page 28)
- Table 4 – Conformity with the Growth Plan (page 36)
- Table 5 – Conformity with the Region of Peel Official Plan (page 45)
- Table 6 – City of Mississauga Official Plan (page 55)
- Table 7 – Lakeview Local Area Plan (page 77)
- Table 8 – Lakeview Built Form Standards (page 86)

Appendices

- I. Site Plan
- II. Draft Official Plan Amendment
- III. Draft Zoning By-law Amendment
- IV. Growth Plan Schedule 5 – Moving People – Transit
- V. Figures

**Planning Justification Report
Official Plan & Zoning By-law Amendment Applications
1381 Lakeshore Road East
City of Mississauga**

1.0 Introduction

Glen Schnarr & Associates Inc. has been retained by City Park (Lakeshore) Inc. to provide an independent planning assessment of and to assist in obtaining the necessary planning approvals to permit the redevelopment of the lands municipally known as 1381 Lakeshore Road East in the City of Mississauga, Regional Municipality of Peel (herein referred to as the “subject property”). City Park (Lakeshore) Inc. is proposing to develop the subject property with a 15-storey residential condominium building with commercial/retail uses at grade (the “proposed development” or the “proposed building”).

This Planning Justification Report (the “Report”) has been prepared to assess the subject property in relation to the proposed Official Plan Amendment and Zoning By-law Amendment applications (the “proposed Amendments”) required to bring the City of Mississauga Official Plan (the “Official Plan”) and the Lakeview Local Area Plan (the “Area Plan”) into conformity with current Provincial planning policy.

1.1 Executive Summary

Located in the Lakeview community and at the City’s eastern edge, the subject property is located within the Long Branch GO Station Major Transit Station Area and is at the northeast corner of the prominent intersection of Lakeshore Road East and Dixie Road. The subject property is prominent in that it not only reaches all areas of the City, but in that it represents the first intersection of two Corridors on the City’s eastern edge and as one of the principle entrances to the Lakeview community. The subject property is served by plentiful transportation resources which facilitate travel to all areas of Mississauga and beyond. The surrounding area’s abundant parks, amenities, employment opportunities and institutions highlight the subject property’s ideal and connected location to access all areas of Mississauga and the services it has to offer. The subject property has the potential to shape and inform this context as a prominent entry to the Lakeview community and the Lakeshore Road East corridor. A prominent site calls for a great building that can breathe life into the area and street while contributing to the activation of this entry point into the Lakeview community. It is our opinion that the subject property is severely underutilized and should accommodate residential intensification to achieve this synthesis and to contribute to revitalizing and activating Lakeshore Road East and the Lakeview community.

This Report assesses the proposed development in the context of the planning framework established by the Provincial Policy Statement, the Growth Plan for the Greater Golden

Horseshoe and particularly for properties located within Major Transit Station Areas and along higher order transit corridors. The guidance of transit-related studies and initiatives being undertaken at the Regional and City levels including the Shaping Growth in Peel: Major Transit Station Areas and the Lakeshore Connects studies are representative of the focus for higher density and transit supportive development within Major Transit Station Areas and along higher-order transit corridors. Transit-supportive development, particularly that which provides locations and development for the greatest number of people to have accesses to connections to the services people need to go about their daily lives, is vehemently mandated by the current Provincial planning policy framework. The subject property's location within a Major Transit Station Area, the Long Branch GO, and along Lakeshore Road East, a Priority Transit Corridor and planned higher-order transit corridor, mandate that it be redeveloped to take the best possible advantage of the available transit service and to create densities that provide for transit supportive development.

At the local level, redevelopment must respect and be compatible with the existing character of the immediate and surrounding area and the Lakeview communities existing built and planned-for context. Lakeshore Road East is one the oldest travelled routes in southern Ontario with significant history and character that has now transformed to a major street and corridor. Lakeview is a historic neighbourhood with a waterfront context that has a strong community context and character. The Small Arms Inspection Building, which is immediately south of the subject property, is an example of one of the many cultural resources in the surrounding area. The Small Arms Inspection Building has been repurposed as a creative hub for the arts and hosts educational programs, workshops, a residency program and provides a community gathering space and community garden. This cultural heritage should be seen as an opportunity, to build on, compliment and maximize the availability to these resources to residents of the City.

The proposed development, a 15-storey mixed use building, effectively synthesizes policy guidance at the Provincial level with the existing local character by providing a height and density consistent with the Intensification Areas policies of the Official Plan and appropriate separation distances from existing low-rise residential houses. The building itself adjusts to areas of higher and lower densities appropriately and effectively by locating the tallest heights and building massing away from the existing low rise residential houses adjacent and to the north and directing the bulk of the building massing to the immediate intersection and street frontages to accommodate the required minimum densities set out by Provincial policy and for development within Major Transit Station Areas. *Appendix 1* of this Report provides a reduced scaled image of the Site Plan.

To facilitate this objective, an Official Plan Amendment is required to bring the City's density and height policies into consistency with the PPS and conformity with the Growth Plan and Region of Peel Official Plan. The City currently defines a Major Transit Station Area as a location within a 500 metre radius of a transit station which the City uses to establish Intensification Areas. As such, the subject property is not yet recognized as an Intensification Area by the City's Official Plan. However, its locational attributes within 500-800 metres, as defined by the Growth Plan and Region of Peel Official Plan, of a Provincially identified Major Transit Station Area, Priority Transit Corridor and along planned higher-order transit corridor

and at the intersection of two identified Corridors, Lakeshore Road East and Dixie Road, signify that higher densities should be accommodated on the subject property. The Zoning By-law Amendment proposed will address the proposed building's siting, setbacks, stepbacks, building orientation and parking and landscape/amenity requirements and other technical items.

The proposed development balances local municipal planning policies and Provincial mandates for development within 500-800 metres, or a 10-minute walk, of a Major Transit Station. Future residents of the proposed building will enjoy the locational benefits of being within walking distance to rail service on the Lakeshore line that will soon be all-day two-way electric service. The proposed Amendments consider the appropriateness of existing local policy under the current Provincial policy requirements for development within Major Transit Station Areas and must be assessed based on how many people redevelopment can benefit through the ability to maximize the use of transit which provides access to services and employment in the immediate and surrounding area.

This Report presents an analysis of the proposed Amendments and demonstrates consistency with the Provincial Policy Statement and conformity with the Growth Plan for the Greater Golden Horseshoe, Region of Peel Official Plan and the rationale required for the amendments to the City of Mississauga Official Plan and the Lakeview Local Area Plan.

1.2 Proposed Amendments

Official Plan and Zoning By-law Amendments (the “proposed Amendments”) are required to permit the proposed 15-storey mixed use residential building containing 242 units, three levels of underground parking and 272 m² of ground floor commercial/retail uses. A summary of the required Amendments is provided below. Appendixes 2 and 3 of this Report provide the associated By-laws.

1.2.1 Proposed Official Plan Amendment

The proposed development is not currently permitted by the City of Mississauga Official Plan, 2018 (the “Official Plan”) and the Lakeview Local Area Plan (the “LLAP”). The subject property is designated “Neighbourhood” by Schedule 1b – Urban System – City Structure and “Mixed Use” by Schedule 10 – Land Use Designations of the Official Plan. The maximum height permitted by the Neighbourhood(s) designation is four (4) storeys. Residential uses are permitted in the Mixed Use designation so long as they are combined with a use permitted by the Mixed Use designation, such as a commercial or ground floor retail use. The Official Plan Amendment proposes to change the land use designation of the subject property from “Mixed Use” to “Residential High Density” and to create a Special Site within the Lakeview Local Area Plan to permit a 15-storey residential condominium building with at-grade commercial/retail uses.

The following amendments to the Official Plan are required:

1. To change the existing Mixed Use land use designation to Residential High Density; and

2. To create a new height permission of 2-15 storeys within the Lakeshore Corridor of the Lakeview Local Area Plan.

The draft Official Plan Amendment and Schedule 10 Land Use Designations are included as *Appendix 2* to this Report.

1.2.2 Proposed Zoning By-law Amendment

The subject property is zoned “Mainstreet Commercial – C4” by City of Mississauga Zoning By-law 0225-2007 (the “Zoning By-law”), which permits only commercial uses. An amendment to the City of Mississauga Zoning By-law is required to permit the proposed mixed-use building and the associated built form.

The proposed Zoning By-law Amendment will provide for the following Zoning designation and site-specific provisions:

1. To rezone the subject property from “Mainstreet Commercial – C4” to “Apartment Exception (RA5-XX)”;
2. To permit commercial/retail uses at grade;
3. To permit a maximum floor space index of 4.31 FSI;
4. To establish minimum setback, encroachment, landscape and amenity area requirements; and
5. To establish site-specific parking standards.

The draft Zoning By-law Amendment and modifications to Map Number 44W are included as *Appendix 3* to this Report.

1.3 Process and Engagement

A Pre-Consultation meeting was held with City of Mississauga staff on November 21, 2018 to present a preliminary concept of the proposed development and to determine the materials required to satisfy a complete application submission. The proposed strategy for consulting with the public will follow the requirements of the Planning Act for a statutory meeting as well as the requirements for an Official Plan Amendment and Zoning By-law Amendment.

It is anticipated that the City will hold a statutory Public Meeting with area residents and will provide notices concerning advancements related to the proposed development. In addition, a Public Notice sign will be posted on the subject property with information related to the development application to notify nearby residents of pertinent project updates and meeting dates.

The Ward 1 Councillor will hold a Community Meeting at the time of his choosing. At the time of authoring this Report, the City of Mississauga is following the advice and direction provided by the provincial and regional Medical Officers of Health and has enacted a State of Emergency and has implemented emergency planning operations, including closing facilities and focusing

efforts on delivering essential services as a result of COVID-19. Accordingly, the City is currently subject to operational restrictions which prohibit public gatherings in large groups, including information and formal statutory public meetings. In order to advance the application through the Planning approvals process, the City is consulting with the Province on alternative measures for community engagement. The applicant is open to exploring interim options to facilitate public consultation in collaboration with City staff. In addition to the online notices posted by staff, the provision of comment responses sheets (through an online forum) and online meetings in lieu of a formal statutory public meeting, should the Town deem that satisfactory and in the public interest.

2.0 Site Context and Surrounding Area

The following sections describe the subject property's existing site and the immediate and surrounding area, land use context and available services, amenities and public facilities, mobility and transportation, on-going studies and surrounding development activity. The subject property is located within the Lakeview neighbourhood, situated in southeast Mississauga and bordering the City of Toronto to the east, Lake Ontario to the south, Port Credit to the west and the Queen Elizabeth Way to the north.

2.1 Site Context (Subject Property)

As shown on *Figure 1 – Site Context Plan*, the subject property is located on the northeast corner of Dixie Road and Lakeshore Road East in the City of Mississauga. The subject property is generally rectangular in shape and is currently occupied by a one-storey commercial building with laneway access at the rear and at-grade parking at the front. The subject property is municipally addressed as 1381 Lakeshore Road East and is legally described as **PT LTS 6, 7, 8, 9 & 10, PL A20 , PT LANE, PL A20 , AS CLOSED BY BYLAW BL790, PT 1, 43R13617; MISSISSAUGA REGIONAL MUNICIPALITY OF PEEL**. Currently, three driveway accesses service the subject property from Lakeshore Road East, Dixie Road and Cherriebell Road and sidewalk connections provide pedestrian access.

The subject property has a gross area of 0.43 hectares (1.07 acres) with frontage on both Lakeshore Road East, Dixie Road and Cherriebell Road. To accommodate the Region's road widening and intersection requirements, a land dedication of 0.01 hectares (0.02 acres) (120.29m²) is required which results in a net site area of 0.41 hectares (1.01 acres).



Image 1 - Existing Building, Subject Property

2.2 Area Context

Surrounding land uses are mixed and represent an area in transition, particularly along the Lakeshore Road East corridor. A summary of immediate and surrounding services, transit and planned land uses is provided below.

2.2.1 Immediate and Surrounding Area Context

The subject property is located on the northeast corner of Dixie Road and Lakeshore Road East in the City of Mississauga's Lakeview community. The surrounding land use context is characterized by a mix of single-detached residential neighbourhoods, existing high and mid-rise residential apartment buildings, commercial uses along the Lakeshore Road East corridor as well as cultural and open space uses. *Figure 2 – Area Context Plan* illustrates the broader context of the subject property.

The following provides a summary of immediate and surrounding land uses:

- North: A low-density residential neighbourhood characterized primarily by single-detached homes is located to the north of the subject property. In the broader context, further north the GO Lakeshore West Rail Line runs parallel to Lakeshore Road East and the Toronto Golf Club.
- East: Immediately to the east of the subject property is a vacant parcel exists. In the broader area to the east, residential and non-residential uses exist along the Lakeshore Road East frontage with predominantly low-density residential neighbourhood behind the non-residential uses to the north. Further east, there exists a number of “tower in the park” apartment buildings.
- West: Similarly, to the west, there exists a mix of residential and non-residential uses along the Lakeshore Road East frontage with residential neighbourhood further north which contains low-density housing forms as well as a number of apartment buildings.
- South: Immediately south of Lakeshore Road East consists predominantly of open space and a cultural building known as the Small Arms Inspection Building. The Waterfront Trail run south toward the waterfront from Lakeshore Road East just before Dixie Road. In the broader area context, industrial uses are present along the Lakeshore Road East frontage to the west and Marie Curtis Park and Etobicoke Creek to the east.

2.3 Community Services, Amenities and Public Facilities

The subject property is serviced by a variety of existing and planned community amenities in the surrounding area which contribute to a livable and complete community. The following section

examines the opportunities available within a general area at 500 metre to 1,500 metre radius of the subject property, as illustrated in *Figure 3 – Community Amenities Map*.

2.3.1 Commercial

The proposed development has access to a range of commercial opportunities of varied scales including daily necessities to destination commercial experiences. The nearest commercial opportunities exist east and west along Lakeshore Road East, where existing and future residents have access to a number of convenience stores, small independent as well as convenience restaurants, various specialty stores, as well as services such as car services, pet care and veterinary services, nail salon/ spa, and a dance studio. It should be noted that the lands occupied by a number of these businesses including the Rangeview Estates lands and commercial plazas are eventually planned to be redeveloped to align with the City's vision for the Lakeshore Road East Corridor. Ground-floor commercial, services and retail are all integral to this vision and will be accommodated at ground-floor along the corridor, therefore ensuring access to commercial services in the long-term.

The closest nearby larger district commercial opportunity is Dixie Outlet Mall located under 1.8 kilometres north on Dixie Road. For the typical regional commercial shopping trip, Sherway Gardens located in Toronto (accessed from Sherway Drive from the QEW) is a closely located facility. The nearest grocery store is the No Frills located 1.5 km east on Lakeshore Road East in Toronto at the Dixie Outlet Mall. Other grocery stores include the No Frills located at the Dixie Outlet Mall and the Metro located 3km west on Lakeshore Road East.

2.3.2 Education

There are a number of schools in the surrounding area that may service future residents of the proposed development. As shown in *Figure 3*, the following schools are located within a 1.5km distance of the subject property:

Public Schools (PDSB)

- Allan A. Martin Middle School

Private/Separate Schools (DPCDSB and other separate schools)

- Queen of Heaven Elementary School
- TFS – Canada's International School
- Micheline-Saint-Cyr French Elementary School (City of Toronto)
- Lakeside Montessori School

Additional schools are located in the broader area including a number of public and private elementary schools and high schools. The subject property is also in near to an existing post-secondary institution, the Humber College Etobicoke Campus located approximately 2.9km east on Lakeshore Road which constitutes a 5 min drive, 20 min transit or 10 min bike ride. Future

uses of the Lakeview Village lands include a future PDSB elementary and middle school as well as potential post-secondary uses.

2.3.3 Recreation, Facilities and Services

Future residents will have immediate access to existing cultural amenities, in particular, the Small Arms Inspection Building located across the street at 1352 Lakeshore Road East. The Small Arms Inspection Building is a recognized heritage feature and cultural landmark in the City of Mississauga. Today, the Small Arms Inspection Building has been repurposed as a creative hub for the arts and hosts educational programs, workshops, a residency program and provides a community gathering space and community garden.

The nearest public library is the Lakeview Library located approximately 1.6 km northwest of the subject property on Atwater Avenue. The Lakeview Library offers programs for all ages including book clubs. It offers free internet access, Wi-Fi and Word Processing and is open Tuesday-Sunday.

The nearest community centre is Carmen Corbasson Community Centre, located on Cawthra Road 3.3 km from the subject property. The centre includes a wide range of offerings including a 25-metre 6-lane pool (located within Cawthra Secondary School adjacent to the main building), a fitness studio, indoor walking track, sports gymnasium and an arena with two ice pads. Fitness programming includes dance classes, a variety of sports leagues, public skating, ice lessons, swimming lessons. The centre also offers rental spaces for social events and meetings among other uses. The centre is open Monday-Friday from 8:30am-9:00pm and Saturday from 8:00am to 12:30pm. It has been recognized in both the City's Future Directions Report (2014) and the Recreation Master Plan (2019) the centre should be revitalized and expanded to accommodate new uses such as indoor aquatics and youth and older adult spaces and activities in order to meet the needs of a growing population of the area.

Adjacent to the Carmen Corbasson Community Centre is the Mississauga Seniors Centre and the Port Credit Lawn Bowling Club. The Mississauga Seniors Centre is a recreational and social facility catered for older adults 60 years and older open seven days a week. Members can participate in a variety of activities including clubs, information sessions, registered programs, special events and volunteer opportunities. The Seniors Centre also hosts a number of facilities including an auditorium/gymnasium, billiards room, craft room, garden café, library and meeting room. The Port Credit Lawn Bowling Club is an outdoor natural grass 8 lane facility located immediately south of the Seniors Centre.

The subject property is located near to various health centres. Nearest hospital is Trillium Health Partners – Queensway location at 150 Sherway Drive in Toronto, approximately 4 km northeast from the subject property. Other health-related services exist in the broader area including pharmacies and health clinics. The nearest of which is Solara Pharmacy and Enhanced Care Clinic both located 750m east of the subject property on Lakeshore Road which offer pharmacy, family practitioner, walk-in clinic in addition to a variety of other services.

2.3.4 Parks and Open Space

The Lakeview area boasts a great number and variety of parks and outdoor recreational opportunities ranging from small local parks, recreational fields to larger recreational facilities, park systems and trail networks.

In the immediate vicinity of the subject property there exists Orchard Hill Park and local park as well as Lakeshore Park and Marie Curtis Park to the south of Lakeshore Road which provide an extensive area of open space and well as access to a larger park system along the waterfront as well as the Waterfront Trail.

The Waterfront Trail consists of 1,400 km of interconnected cycling and multi-use trails extending from Windsor, Ontario to the Quebec border. The portion within Mississauga runs along (or in proximity to) the Lake Ontario waterfront from Winston Churchill in the west to Marie Curtis Park to the east and provides trail linkages to Oakville, Toronto and beyond. The subject lands therefore have access to an extensive regional trail network which connects to key destinations along Lake Ontario's waterfront as well as to important local services and recreational destinations. The Waterfront Trail provides mainly off-street pedestrian and bike access to the Port Credit GO Station, Long Branch GO Station and other destinations along Lakeshore Road.

The Waterfront Trail provides access to a number of parks located just outside the 1.5km radius on *Figure 3 – Community Amenities Map* to the west including Douglas Kennedy Park, Lakefront Promenade Park, A.E. Crookes Park and R.K. McMillan Park which collectively contain two baseball diamonds, beach volleyball courts, picnic spaces, boat launch areas, two playgrounds, a splash pad as well as wildlife habitat. This location is also home to the private Port Credit Yacht Club and public Lakefront Promenade Marina. This park system to the west of the subject property is within convenient walking and cycling distance.

Nearby to the southeast of the subject property is Marie Curtis Park, a public park owned and operated by the City of Toronto exists. Marie Curtis Park provides a gateway connection to the Etobicoke Creek park system and trails as well as Toronto's waterfront system. It is a destination park with features such as a beach, bike trail connections, off-leash dog area, picnic site, playground, splash pad, wading pool and public washrooms. In addition, it is noted as a good place for scenic views, bird watching, fishing and wildlife spotting (such as the salmon run).

To the north of the subject property are two golf courses, the public Lakeview Golf Course and the private Toronto Golf Club.

Other notable open spaces that are planned or currently under construction near to the subject property includes the waterfront parks associated with the Lakeview Village development and the Jim Tovey Lakeview Conservation Area. Collectively, these destination waterfront parks will contribute a significant amount of additional waterfront parkland to the Lakeview neighbourhood and will be accessible by the Waterfront Trail.

2.4 Mobility and Transportation

Figure 4 – Mobility Map illustrates the subject property's location with an 800-metre radius of the Long Branch GO Station, the existing and planned mobility network planned by 2020 that will service the subject property and the surrounding area transit and active transportation routes.

2.4.1 Transit Services

The subject property is currently serviced by MiWay Bus Routes 5 and 23. Route 5 runs east/west from/to Long Branch TTC loop in Toronto along Lakeshore Road East, turns north towards Dixie Outlet Mall, Dixie GO Train Station and loops south at Derry Road East. Route 23 runs east-west along Lakeshore Road between Long Branch Go Train Station to Clarkson GO Train Station, stopping also at Port Credit GO Station. The nearest existing bus stops for both Routes 5 and 23 are at the intersection of Dixie Road and Lakeshore Road East and both routes run Monday through Sunday. Connections, through MiWay service, to the City of Toronto's transit system (TTC) connects to the 501 Streetcar Route and 110/123 Bus Routes which connects to the TTC Subway system (Lines 1 and 2) and provide service to Toronto's downtown core. Both buses, with subway connection, and streetcar services allow for the public to get to downtown Toronto in approximately one hour.

According to the Lakeshore Connecting Communities Plan, a City-initiated review of future transit expansions, Lakeshore Road East will benefit from a future Bus Rapid Transit route with dedicated bus lanes (BRT) with a bus stop in immediate proximity to the subject property at the intersections of Lakeshore Road East and Dixie Road. This planned enhanced transit route will deliver improved and frequent transit service along Lakeshore Road East.

The subject property is conveniently located between three Major Transit Station Areas being the Metrolinx/GO Train Stations along the Lakeshore West Line, Long Branch and Port Credit, GO Transits most frequent service and used corridor. The Dixie GO station is located north of the subject property at the Dixie/Dundas intersection. As shown on *Figure 4 – Mobility Map*, the nearest station, Long Branch GO Train Station, is located less than 800 metres from the subject property. Travel time to/from this station can vary from less than 10 minutes on foot or 4 minutes or less by bike. Port Credit GO Station is located 4.5 km west of the subject lands. Both options provide regional transit opportunities and destinations such as downtown Toronto's Union Station (15 min from Long Branch GO). Currently, the Lakeshore West GO Train delivers all-day, two-way service Monday through Sunday. Rush-hour service is provided between Toronto to Hamilton (stopping in Port Credit) during weekday morning and afternoon rush hour periods. The Lakeshore West GO Expansion project (expected completion in 2025) will improve upon this service by delivering two-way electric 15-minute service or better between Burlington and Toronto and expanding the rush hour service to all-day, hourly service seven days a week.

2.4.2 Active Transportation

Existing dedicated cycling routes in close proximity to the subject property are limited to the Waterfront Trail, an off-road multi-use trail that extends east into Etobicoke in the City of Toronto and west through Port Credit and beyond. On a local scale, the trail connects a variety of waterfront parks and other destinations.

As shown on Figure 4, there are a number of planned long-term cycling facilities as per the Region of Peel Official Plan, City of Mississauga Cycling Master Plan (2018) and the Lakeshore Connecting Communities Study which provides a vision for an improved cycling network and proposes on-road separated bike lanes along Lakeshore Road East and Dixie Road, a shared off-road cycling route on Haig Boulevard and a re-routed multi-use trail for a Waterfront Trail that will run along the true Lake Ontario shoreline. Planned cycling improvements will contribute to a well-connected cycling network with improved use for recreation and utilitarian access to transit and other services.

2.4.3 Road Network

Lakeshore Road East is a local municipal arterial road and Dixie Road is a regional major collector road (scenic route). These routes are intended to support large traffic volumes and provide enhanced access to key destinations within the City. Further to the north of the subject property is the Queen Elizabeth Way (QEW), a Provincial Highway with access from Cawthra Road and limited direct access from Dixie Road. The QEW provides access to other regional destination and connects with Highway 427 in Etobicoke to the northeast of the subject property.

2.5 Nearby Development Applications

The surrounding area is experiencing considerable change with several recently approved and in-process development applications. The property on the opposite side of Dixie Road has recently been approved to accommodate a mixed-use development of 4 – 12 storeys.

The chart below provides a summary of active and recently approved planning applications:

Address/Location	Proposal	Applications	Status
1345 Lakeshore Road East (NW Corner of Dixie and Lakeshore Road East)	4-12 storeys 397 units / townhouses /ground floor commercial	OPA / ZBLA	Approved
420 Lakeshore	12-storey condominium, retail at grade	OPA / ZBLA	Application in Process
1407 Lakeshore Road East	Approx. 25 townhouse units	Site Plan	Application Abandoned
1082 Lakeshore Road	Large-scale mixed-use	OPA/ZBLA/DP	Application

East. 985 Hydro Road and 800 Hydro Road	development Approx. 8050 residential units		in Process
1041 Lakeshore Road East	Two 4-storey buildings with a total of 73 residential units & 491.4 square metres of retail space	Site Plan	Withheld
857 & 859 Lakeshore Road East	4-storey mixed use building containing 12 residential units and 225 square metres of commercial space	Site Plan	Withheld
958-960 East Avenue	7 storey rental apartment building containing 151 residential units.	OPA/ZBA	Application in Process

Table 1 - Nearby Development Applications

As shown, there is significant development activity occurring on Lakeshore Road East in a variety of heights and configurations.

2.6 Other Applicable Initiatives and On-going Studies

Several ongoing studies and development applications are reshaping Lakeview and invigorating the community with energy, insight and history. Metrolink's 2041 Regional Transportation Plan, Shaping Growth in Peel: Major Transit Study Areas, Lakeshore Connecting Communities, Lakeshore Innovation Corridor and Small Arms Inspection Building initiatives and are of some examples of the initiatives and focus on this area of Lakeshore Road East.

2.6.1 Metrolinx 2041 Regional Transportation Plan (2018)

The 2041 Regional Transportation Plan (RTP) guides the continuing transformation of the transportation system in the Greater Toronto and Hamilton Area (GTHA). The 2041 RTP is intended to align with the Growth Plan to ensure coordinated transportation and land use planning and investment to the horizon of 2041. The 2041 RTP provides a number of key strategies relevant to the proposed development including completing the delivery of current regional transit projects, optimizing the transportation system and integrating transportation and land use. It reflects the Growth Plan's intent for promoting active transportation as well as transit-supportive densities and built form.

The 2041 RTP identifies Lakeshore Road East as an LRT/BRT rapid transit corridor, and specifically identifies Lakeshore Road East as part of the Waterfront West LRT listed as Project #37. The Waterfront West LRT is one of Metrolinx's thirteen projects in "Development", meaning a future project in advanced stages of planning and design and is intended to run from Union Station to Port Credit GO and further west to Mississauga Road. The 2041 RTP also identifies projects currently in "Delivery", including the Hurontario LRT, with a terminal station located west of the subject lands in Port Credit, which is anticipated to be complete by 2021.

2.5.2 Region of Peel – Major Transit Station Areas Study

As part of the Peel Official Plan Review, the Region of Peel is in the process of studying MTSA locations throughout the Region. A Phase 1A Preliminary MTSA Review, dated April 2020 was released that identified preliminary Primary and Secondary MTSA locations as well as the analytical lenses to assess these MTSA's. MTSA's are have defined areas of 500 to 800 metres around each station and in the case of a BRT line shall achieve a minimum density target of 200 people and jobs per hectare.

The subject property is located within the 800m radius of the Long Branch GO Station MTSA and the future Lakeshore BRT line, which is a Mississauga Priority Corridor. Most significantly is MTSA #88 located at the intersection of Dixie Road and Lakeshore Road East, immediately adjacent to the proposed development. The subject property is also located within the catchment area of MTSA #89 located at the intersection of Haig Boulevard and Lakeshore Road East. Both MTSA's have been classified as a "Market Push" MTSA.

2.5.3 Lakeshore Road Transportation Master Plan and Implementation Strategy, Draft Final Report dated May 2019 (Lakeshore Connecting Communities)

Lakeshore Connecting Communities is a master plan study for the Lakeshore Road Corridor. Lakeshore Connecting Communities will provide a vision for the Lakeshore Corridor and will guide the planning and investing in the transportation network including decisions about optimizing road ways, improving transit, and enhancing cycling and walking connections. A Transportation Master Plan (TMP) was prepared to address the transportation and mobility needs of the communities along the Lakeshore Corridor over the next 25 years and includes conceptual designs for the Lakeshore Road right-of-way between Southdown Road and the eastern City limit.

The Lakeshore Connecting Communities TMP identifies the following implementation and phasing strategy for future transit expansions along Lakeshore Road East, as applicable to the subject lands:

Phase 1 – Transit Service Improvements (2019-2025)

1. Increase local bus service by doubling the peak frequency of the local bus
2. Upgrade local bus service from 40ft to 60 ft buses
3. Introduce express bus service layers on top of local bus service

Phase 2 – Multi-Modal Road Work and Further Transit Improvements (2025-2041)

4. A more frequent express bus service to be implemented between 2025 and 2030 including dedicated express lanes extending from Etobicoke Creek to East Avenue.

Phase 3 – Protection for Extension of TTC Streetcar

5. Convert the Bus Rapid Transit line from Etobicoke Creek to East Avenue to an extension of the Toronto streetcar service.

A Future Express Bus Stop is planned immediately adjacent to the subject property at the intersection of Dixie Road and Lakeshore Road East with two others located on Lakeshore Road East at Haig Boulevard and Lakefront Promenade further west.

The Lakeshore Connecting Communities TMP further articulates a vision for an improved cycling network and proposes separated bike lanes along Lakeshore Road East. Although existing cycling infrastructure remains under-developed in the area, planned improvements will contribute to a well-connected cycling network with improved use for recreation and utilitarian access to transit and other services.

2.5.4 Lakeshore Road Transportation Review Study (2010)

The Lakeshore Road Transportation Review Study was prepared to provide a comprehensive and technical transportation review to identify how the Lakeshore Road corridor can accommodate alternative modes of transportation and provide input to the preparation of Lakeview and Port Credit Official Plan policies. The Study is appended as Appendix II to the Lakeview Local Area Plan.

As it relates to the subject property, the Study confirms that the right-of-way between Greaves Avenue and Etobicoke Creek could accommodate on street bicycle lanes in the near and long term. In the long term, the Study also notes that an LRT line with dedicated right-of-way could also be accommodated on Lakeshore Road East.

2.5.5 Waterfront Parks Strategy Refresh (2019)

The City of Mississauga Waterfront Parks Strategy Refresh building from the 2008 Strategy and outlines a 25-year vision for parks along the waterfront. The Strategy identifies seen park areas including Lakeview Parks and East Gateway Parks which are most relevant to the subject property.

There are three key parks located in close proximity to the proposed development that are prioritized and identified as among the most significant changes for the 2019 Strategy Refresh:

1. Jim Tovey Lakeview Conservation Area

A 26 hectare waterfront park currently under construction south of the G.E. Booth water treatment facility. This park is a lake infill project that will create new habitat for migratory and aquatic wildlife. This park serves a conservation function and will connect people to a more naturalized setting.

2. Not Yet Named Park P-358 (Arsenal Lands)

Located immediately south of the subject property and is classified as a “Priority Park”. This park is a priority for development to complement the opening of the Small Arms Inspection Building (SAIB) and to create a link to the Jim Tovey Lakeview Conservation Area. The site holds cultural and historical significance and is designated under the Ontario Heritage Act for the SAIB and water tower located on the property.

3. Lakeview Waterfront Community

This park is located within the Lakeview Village redevelopment and is classified as an “Inspiration Park” as it is associated with a significant mixed use community redevelopment project. The site has historical significance due to the historical uses of the site for aviation and power generation. This park is intended to be design and planned to create a destination, provide connection to Jim Tovey Lakeview Conservation Area, and will re-route the Waterfront Trail along the true waters edge. Planning, programming and design of this park is ongoing in conjunction with the Lakeview Village development applications.

Collectively, these park projects will greatly enhance the open space network for the Lakeview neighbourhood and will contribute a range of park experiences.

2.5.6 Inspiration Lakeview Innovation Corridor Feasibility Study

In October 2017, the City of Mississauga retained Deloitte, along with Urban Strategies, KerrSmith Design and Lord Cultural Resources to undertake the development of the Inspiration Lakeview Innovation Corridor Feasibility Study. The project is a Market Analysis and Economic Feasibility Study for the development of the Innovation Corridor as part of implementing the Inspiration Lakeview Master Plan vision. The study will provide recommendations and a strategy to assist the City and local stakeholders to attract new employment and potential institutional uses to the Innovation Corridor.

2.2.7 Lakeview Village Redevelopment

Lakeview Village is a redevelopment project located to the southwest of the subject property at the site of the former Ontario Power Generation facility. The project is currently subject to an ongoing Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision Application. The Lakeview Village project will contain a range of uses including residential, commercial, institutional, cultural, public open space and office. The project proposes a total of approximately 8,050 residential units.

2.2.8 Small Arms Inspection Building

The Small Arms Inspection Building is a historic, multi-purpose building that presents a wide range of arts and cultural programs located south of the intersection of Dixie Road and Lakeshore Road East in the City of Mississauga. Its ultimate use is currently being considered by the City but will eventually be an important cultural hub.

3.0 Proposed Development

City Park (Lakeshore) Inc. is proposing to redevelop the subject property with a fifteen (15) storey mixed-use building containing two-hundred forty-two (242) residential units served by three levels of underground parking and ground floor commercial retail. A description of the development vision, the building and features proposed and a statistical summary is provided below.

3.1 Development Vision

The subject property occupies the northeast corner of Lakeshore Road East and Dixie Road and represents a unique opportunity to redevelop an underutilized property with a gateway building that contributes to the creation of interesting architecture, complete communities and transit-supportive development. The proposed building consists of a 15-storey podium and 8-storey design sited nearest the immediate intersection and Lakeshore Road East and Dixie Road. The main mass of the building is pushed forward to define the street edges to create an enticing public realm and to provide for a suitable landscape buffer separation distance from the adjacent residential homes to the immediate north.



Image 2 - Rendering Looking North

3.2 Development Concept

The proposed fifteen (15) storey building contains two hundred forty-two (242) units comprised of a mix of one (1) bedroom, two (2) bedroom units and three (3) bedroom units. Each unit

contains a private terrace. Thirty-six (36) of the units will be designed as barrier-free units. At-grade commercial/retail space is provided nearest Dixie Road. The net density proposed is 4.31 FSI.

3.3 Access, Resident and Service Loading and Drop-Off Areas

Vehicular and service access to the proposed development is provided from Cherriebell Road and Dixie Road that will bisect and split up the block by providing a continuous rear laneway similar to the existing condition. The proposed development is planned to connect to Charriebell Road via full move site access located approximately 55 metres from the intersection of Lakeshore Road East and Charriebell Road, and to Dixie Road via right-in-right-out site access located approximately 65 metres from the intersection of Lakeshore Road East and Dixie Road.

Access to the underground parking ramp, visitor drop-off and loading areas are consolidated nearest Dixie Road and on the building's northeast corner. Garbage collection and loading will be from this principle shared access from the new private lane. The single driveway and loading area is designed to facilitate emergency and municipal waste collection services via a 3-point turn after waste is collected under the canopy and building above where it is screened entirely from view. The Waste Management Plan prepared by Cole Engineering demonstrates how the Region's required turning movements can be facilitated. Service vehicles can park or conduct a 3-point turn to leave the drop-off area.

3.4 Pedestrian Realm and Access

A 4.5 metre wide setback from the building wall nearest Lakeshore Road East combines with the Lakeshore ROW to provide sufficient space for a walkway, landscaping and connections to the existing sidewalk and future bike lanes. From Lakeshore Road East, the main building lobby is accessed by unimpeded accessible walkway to the lobby. Pedestrian can also enter at the rear of the building nearest the drop-off and visitor parking areas. As demonstrated on the Landscape Plan, walkways, sidewalks and paved tactile surfaces provide for pedestrians to easily traverse the property.

3.5 Vehicle and Bicycle Parking

A total of three-hundred eighteen (318) parking spaces are provided of which nine (9) will be accommodated for patrons of the commercial storefronts and thirty-six (36) for visitors of the residential building. There are three (3) accessible barrier free parking spaces split between the ground floor and 2nd and 3rd parking levels. This parking supply generates a ratio of 1.0 spaces per unit plus 0.15 spaces per unit for visitors and 4.3 spaces per 100 metres squared of retail/commercial.

Bicycle storage lockers are provided at-grade nearest the building's entrance and drop-off area for residents. Temporary visitor parking are located nearest the condominium building's entrances to service visitors.

3.6 Amenity Areas

In addition to the private terraces provided to most units, the proposed development provides a total amenity area of 1355 m² (14,585.09 ft²). Of the total amenity area, 863 m² (9,289.85 ft²) is provided in a common outdoor rooftop amenity space located on top of the podium portion of the proposed building. An indoor ground floor amenity area is also provided at the rear of the building approximate 492 m² (5,295.84 ft²) in size. A private outdoor terrace connects with the indoor amenity area and is surrounded by landscaping. Combined, the proposed amenity areas meet the City's requirement of 5.6 m² per unit.

3.7 Architecture

The proposed building maintains a strong four (4) storey base height throughout the pedestrian realm creating a consistent street edge along both Lakeshore Road East and Dixie Road, stepping up to an eight (8) storey podium with roof top amenities. A fifteen (15) storey crown has been situated at the immediate intersection of Lakeshore Road East and Dixie Road. The design utilizes a mix of solid materials, brick at the base and a precast grid feature on the tower providing both visual and functional projections that help tie in the balconies.



Image 3: Rendering Looking West

3.8 Statistical Summary

The following Table provides a breakdown of pertinent development statistics.

Site Statistics	
Gross Site Area	0.43 ha (1.07 ac)
Land Area Dedication	120.29 m ² (1,294.79 ft ²)
Net Site Area	0.41 ha (1.01 ac)
Proposed Development	
Total Gross Floor Area	17,589.20 m ² (189,328 ft ²)
Residential Gross Floor Area	17,317.20 m ² (186,400.8 ft ²)
Retail Gross Floor Area	272 m ² (2,927.78 ft ²)
Height (Storeys)	Podium: 8 storeys (27 m) Tall Element: 15 storeys (53.4 m)
Total Units	242 units
FSI	4.31
Density	590 units per net ha
Landscape Area	1,271.49 m ² (10,312 ft ²) (31%)
Lot Coverage	1,909.1 m ² (17,619 ft ²) (47%)
Condominium Unit Breakdown	
Studio	0
One (1) bedroom	165
Two (2) bedroom	69
Three (3) bedroom	8
Amenity Area	
Total Amenity Area	1,355 m ² (14,585.1 ft ²)
Amenity Area provided outside	863 m ² (9,289.25 ft ²)
Amenity Area provided indoor	492 m ² (5,295.84 ft ²)
Combined Amenity per unit	5.6 m ² / unit (60.3 ft ²)
Proposed Parking	
Total Parking	318
Residential Parking Spaces	279
Residential Visitor Parking Spaces	36
Retail Parking Spaces	9
Accessible Parking Spaces	3

Table 2: Development Site Statistics

3.9 Sustainability

A number of sustainable design measures have already been implemented at the Official Plan and Zoning By-law stage. Transit-supportive development is a critical element of sustainable development and is the principle tenant of the proposed development. Other features include:

1. Partial Green roof to be implemented over walkout terraces and roof of the new condominium;
2. Permeable paving to be used over surface parking stalls;

3. Bioswales and where possible rain gardens to be implemented at building frontage; and
4. Irrigation chamber for water recycling (optional).

Details of each feature contribution will be provided at the Site Plan stage.

4.0 Planning Analysis and Justification of Land Use Policies

As required by Sections 2 and 3 of the *Planning Act*, the following section provides a land use policy analysis of the proposed Amendments in the context of the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), the Region of Peel Official Plan (Office Consolidation 2016), the City of Mississauga Official Plan (Office Consolidation, 2019) and the City of Mississauga Zoning By-law 0225-2007.

This Report demonstrates how the proposed Amendments represent good planning and how the existing Official Plan and Zoning By-law applicable to the subject property are inconsistent and do not conform with the current policy guidance at the Provincial level. This Report assesses the policy direction provided to municipalities in the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe in relation to the subject property's location within a Major Transit Station Area and the non-conforming local planning policy limiting its most efficient use.

An assessment of all relevant Policy is provided below.

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (the "PPS") provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the *Planning Act* requires that decisions affecting planning matters "shall be consistent with" the PPS. The following Table provides an assessment of the relevant policies:

POLICY / SECTION NUMBER	REPORT/ PLAN	CONSISTENCY/CONFORMITY
Section 4.0 Implementation and Interpretation		
		We have reviewed the Implementation and Interpretation policies when considering the proposed development's consistency with the PPS.
Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns		
Policy 1.1.1 <i>Healthy, liveable and safe communities are sustained by:</i> <ul style="list-style-type: none"> a) <i>promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</i> b) <i>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), employment (including industrial</i> 	Site Plan, Figure 3, 4, 7, 8, Functional Servicing Report	The proposed development is an efficient design for development within a Settlement Area identified for growth by the Growth Plan. The proposed development supports and provides for the resourceful use and development of land by efficiently using available land and services, amenities and infrastructure in a cost-effective manner. The proposed development is municipally serviced and will utilize existing services as demonstrated in the Functional Servicing Report. The proposed development accommodates a needed housing form sensitive to the surrounding area. The proposed mix of unit sizes in 1, 2 and 3 bedroom configurations plus 36 accessible units will contribute to the creation of a diverse housing stock and family-sized units within the Lakeview neighbourhood. No public health or safety concerns

<p>and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</p> <p>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</p> <p>d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;</p> <p>e) 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 investments, and standards to minimize land consumption and servicing costs;</p> <p>f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;</p> <p>g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;</p> <p>h) promoting development and land use patterns that conserve biodiversity; and</p> <p>i) preparing for the regional and local impacts of a changing climate.</p>		<p>have been identified by the professionals tasked with the review and preparation of the proposal.</p> <p>The proposed Amendments are consistent with Policy 1.1.1 of the PPS and will contribute to the creation of complete communities.</p>
<p>Policy 1.1.1 e.)</p> <p>e) 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 investments, and standards to minimize land consumption and servicing costs;</p>	<p>Site Plan, Figure 3, 4</p>	<p>A transit-supportive density of 4.31 FSI and 242 residential units are proposed to optimize the subject property's location within a MTSA and the transit and infrastructure investments made to these areas.</p> <p>The proposed Amendments are consistent with Policy 1.1.1 e.) of the PPS.</p>
Section 1.3 Settlement Areas		
<p>Policy 1.1.3.1</p> <p>Settlement areas shall be the focus of growth and development.</p>	<p>Site Plan, Figure 3, 4, 7</p>	<p>The proposed Amendments are consistent with Policy 1.1.3.1 of the PPS as the subject property is located within a settlement area, a priority location for accommodating growth.</p>

<p>Policy 1.1.3.2</p> <p><i>Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</i></p> <ul style="list-style-type: none"> a) <i>efficiently use land and resources;</i> b) <i>are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;</i> c) <i>minimize negative impacts to air quality and climate change, and promote energy efficiency;</i> d) <i>prepare for the impacts of a changing climate;</i> e) <i>support active transportation;</i> f) <i>are transit-supportive, where transit is planned, exists or may be developed; and</i> g) <i>are freight-supportive.</i> <p><i>Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated</i></p>	<p>Site Plan, Landscape Plan, Figure 2, Figure 3, Figure 4</p>	<p>The proposed development provides 242 residential dwellings at a density that supports intensification in MTSA's, the efficient and cost-effective use of land, resources, and infrastructure, including servicing and transportation. The design of the proposed development provides opportunities to use active transportation options and proposes a transit-supportive density in proximity to existing transit networks and within an MTSA. Transit-supportive development is conducive to reducing automobile travel which can improve negative impacts to air quality resulting from car travel.</p> <p>The proposed Amendments are consistent with Policy 1.1.3.2 of the PPS.</p>
<p>Policy 1.1.3.3</p> <p><i>Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.</i></p>	<p>Site Plan, Area Context Plan, FSR, Appendix 4</p>	<p>The proposed development is consistent with this policy as the subject property is ideally located for redevelopment and intensification given its location within an MTSA, along planned and existing infrastructure and transit on Lakeshore Road East, a Priority Transit Corridor and higher order transit corridor. The proposed development will utilize existing services and can be accommodated in this area and on the subject property.</p> <p>The proposed Amendments are therefore consistent with Policy 1.1.3.3 of the PPS.</p>
<p>Policy 1.1.3.4</p> <p><i>Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.</i></p>	<p>Site Plan, Elevations, FSR, Noise Feasibility Study, Phase 1 ESA, Archeological Assessment</p>	<p>The proposed development is consistent with this policy as it proposes a compact form that will support intensification objectives. There have been no identified risks to public health and safety and the appropriate studies have been completed in support of this application.</p> <p>The proposed Amendments are consistent with Policy 1.1.3.4 of the PPS.</p>

<p><i>Policy 1.1.3.5</i></p> <p><i>Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.</i></p>	<p>Site Plan, Area Context Plan</p>	<p>The subject property is ideally located to accommodate intensification and redevelopment in the built-up area and provides a sensitive built form appropriate for the surrounding area. The minimum density target of 150 units per hectare has been achieved.</p> <p>The proposed Amendments are consistent with Policy 1.1.3.5 of the PPS.</p>
<p><i>Policy 1.1.3.6</i></p> <p><i>New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.</i></p>	<p>Site Plan</p>	<p>The proposed development provides a compact built form at an appropriate density which will enhance the efficiency of which land, infrastructure and public service facilities are utilized.</p> <p>The proposed Amendments are consistent with Policy 1.1.3.6 of the PPS.</p>
<p>Section 1.4 Housing</p>		
<p><i>Policy 1.4.1</i></p> <p><i>To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:</i></p> <ul style="list-style-type: none"> <i>a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and</i> <i>b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.</i> <p><i>Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.</i></p> 	<p>Site Plan</p>	<p>The proposed development contributes to the supply and range and mix of housing options available in the surrounding and immediate area. Accessible and family-sized units are provided for.</p> <p>The proposed Amendments are consistent with Policy 1.4.1 of the PPS.</p>
<p><i>Policy 1.4.3</i></p> <p><i>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected</i></p>	<p>Site Plan, FSR, Figure 4</p>	<p>The proposed development accommodates an increased supply of an appropriate and desirable housing type for the neighbourhood by providing a mix of 1-bedroom, 2-bedroom, 3-bedroom and accessible barrier free units. The proposed</p>

<p><i>market-based and affordable housing needs of current and future residents of the regional market area by:</i></p> <ul style="list-style-type: none"> a) <i>establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;</i> b) <i>permitting and facilitating:</i> <ul style="list-style-type: none"> 1. <i>all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and</i> 2. <i>all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;</i> c) <i>directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;</i> d) <i>promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;</i> e) <i>requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and</i> f) <i>establishing development standards for residential intensification, redevelopment and</i> 		<p>development provides for an appropriate level of intensification for the neighbourhood that will efficiently use land, resources, infrastructure and public service facilities while maintaining appropriate levels of public health and safety.</p> <p>The subject property's location within a MTSA requires it to be transit-supportive. The densities proposed meet the minimum requires for development with MTSA's.</p> <p>The proposed Amendments are consistent with Policy 1.4.3 of the PPS.</p>
--	--	--

<p><i>new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.</i></p>		
<p>Policy 1.5.1</p> <p><i>Healthy, active communities should be promoted by:</i></p> <p><i>a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;</i></p> <p><i>b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;</i></p> <p><i>d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas."</i></p>	<p>Figure 2, 3, 4</p>	<p>The proposed development contributes to the creation of healthy and active communities by creating opportunities for people to live and enjoy an active lifestyle by utilizing the subject property's location adjacent to existing and future sidewalks, walkways, bike lanes and trails and in the proximity to numerous parks. The proposed development generates recreational opportunities for future residents near the subject property's proximity to existing community services, which can be accessed by active transportation or transit. Furthermore, rooftop amenity space is proposed to provide recreational space with an appealing view of the community and nearby natural areas and Lake Ontario.</p> <p>The proposed Amendments are consistent with Policy 1.5.1 of the PPS.</p>
<p>Section 1.6 Infrastructure and Public Service Facilities</p>		
<p>Policy 1.6.7.2</p> <p><i>Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</i></p>	<p>Area Context Plan, FSR, Landscape Plan, Traffic Impact Study – TDM Plan</p>	<p>The proposed development will make efficient use of existing servicing infrastructure as the subject property can be supported by and will use existing services and infrastructure as demonstrated in the Functional Servicing Report. Transit routes are available to service the subject property as the subject property is in proximity to existing local bus routes and is located between two GO Train stations and within the Long Branch GO Station MTSA. A Transportation Demand Management Plan has been developed in support of the proposed development. Proximity supports residential intensification and the increased supply of potential transit users represents an appropriate strategy for the utilization of existing services and increased transit usage and transit-supportive development.</p> <p>The proposed Amendments are consistent with Policy 1.6.7.2 of the PPS.</p>

<p><i>Policy 1.6.7.4</i></p> <p><i>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.</i></p>	<p>Landscape Plan</p>	<p>The proposed development will promote the use of public transit and encourage active transportation by providing walkways and linkages to existing sidewalks and transit stops. Walkability to the Long Branch GO Station MTSA will encourage the use of transit. The proposed development is transit-supportive which may have the effect of reducing private vehicle trips.</p> <p>The proposed Amendments are consistent with Policy 1.6.7.4 of the PPS.</p>
<p>Section 1.7</p>		
<p><i>Policy 1.7.1</i></p> <p><i>Long-term economic prosperity should be supported by:</i></p> <ul style="list-style-type: none"> <i>a) promoting opportunities for economic development and community investment-readiness;</i> <i>b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;</i> <i>c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;</i> <i>d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;</i> <i>e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;</i> <i>f) promoting the redevelopment of brownfield sites;</i> <i>g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;</i> <i>h) providing opportunities for sustainable tourism development;</i> <i>i) sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and maintaining and improving the agrifood network;</i> 		<p>Policy 1.7.1 of the PPS states that long-term prosperity should be supported by optimizing the use of land, resources, infrastructure and public service facilities, maintaining and enhancing the viability of downtowns and main streets, and encouraging a sense of place by promoting well designed built form and cultural planning.</p> <p>The proposed development contributes needed population by providing 242 units to achieve a mainstreet along Lakeshore Road East. The proposed building is of a high-quality urban design and contributes to a well-designed built form that defines the street and will contribute to the evolution of its ultimate character.</p> <p>The proposed Amendments are consistent with Policy 1.7.1. of the PPS.</p>

<ul style="list-style-type: none"> j) <i>promoting energy conservation and providing opportunities for increased energy supply;</i> k) <i>minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and</i> l) <i>encouraging efficient and coordinated communications and telecommunications infrastructure.</i> 		
Section 1.8		
<p><i>Policy 1.8.1</i></p> <p><i>Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:</i></p> <ul style="list-style-type: none"> a) <i>promote compact form and a structure of nodes and corridors;</i> b) <i>promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;</i> c) <i>focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;</i> d) <i>focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;</i> e) <i>encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;</i> f) <i>promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and</i> g) <i>maximize vegetation within settlement areas, where feasible.</i> 		<p>The proposed development will provide a compact form and contribute to the structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and improve the mix of employment and housing uses to shorten commute journeys, reduce dependence on the automobile and decrease transportation congestion and reduce greenhouse gas emissions.</p> <p>The proposed Amendments are consistent with Policy 1.8.1 of the PPS.</p>

As demonstrated above, the proposed Amendments are consistent with the PPS. The PPS requires planning authorities to identify appropriate location for intensification and redevelopment. The subject property is ideally located for multi-residential development given

its location within a MTSA, along a priority/higher-order transit corridor and in an area well serviced by existing parks, employment, services and amenities. The proposed development will maximize the use of an underutilized property located within a MTSA and is consistent with the PPS.

4.2 A Place to Grow: Growth Plan for The Greater Golden Horseshoe (2019)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) came into effect on May 16, 2019, amending the 2017 Growth Plan. Under the *Planning Act*, all planning decisions with respect to land use shall conform to and not conflict with the Growth Plan. The Growth Plan is intended to be a framework for implementing the Province’s vision for supporting strong prosperous communities through managing and directing growth in the region through 2041. The Growth Plan provides policy direction that aims to facilitate the wise use and consumption of land through compact built form, the redevelopment for higher densities for lands within MTSA’s and intensification as well as the achievement of complete communities.

This Report has considered Amendment 1 to the Growth Plan which came into effect on August 28, 2020.

The subject property is located within an identified “Built-up Area”, being the City of Mississauga and within a 10-minutes walking distance of a MTSA, the Long Branch GO Station and Lakeshore Road East is a Priority Transit Corridor (see Appendix 4). Intensification and transit-supportive development is encouraged within Built-up Areas and MTSA’s where infrastructure and public service facilities are available. The following Table provides an assessment of the relevant policies:

POLICY / SECTION NUMBER	REPORT / PLAN	CONSISTENCY/CONFORMITY
<i>Section 5 Implementation and Interpretation</i>		
		We have reviewed the Implementation and Interpretation policies when considering the proposed development’s conformity with the Growth Plan.
<i>Section 1.1 The Greater Golden Horseshoe</i>		
	Site Plan, Area Context Plan	The proposed development represents growth within the existing urban boundary. The proposed development conforms with Policy 1.1 of the Growth Plan.
<i>Policy 1.2.1</i> <i>The successful realization of this vision for the GGH centres on effective collaboration amongst the Province, other levels of government, First Nations and Métis communities, residents, private and non-profit sectors across all industries, and other stakeholders. The policies of this Plan regarding how land is developed,</i>	Site Plan, Figure 2, 3, 4	The proposed development will contribute to complete communities by providing a range and mix of housing by incorporating a condominium tenure of 1-bedroom, 2-bedroom, 3-bedroom and accessible barrier-free units that is uncommon in the immediate area. The proposed development prioritizes and supports intensification objectives, efficiently use infrastructure and resources, provides transit-supportive development and will integrate with the surrounding area and will support climate

<p><i>resources are managed and protected, and public dollars are invested are based on the following principles:</i></p> <ul style="list-style-type: none"> • <i>Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.</i> • <i>Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability.</i> • <i>Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.</i> • <i>Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.</i> • <i>Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.</i> • <i>Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.</i> • <i>Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.</i> • <i>Support and enhance the long-term viability and productivity of agriculture by protecting prime agricultural areas and the agri-food network.</i> • <i>Conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Métis communities.</i> • <i>Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by</i> 		<p>change considerations by providing for development that is transit supportive.</p> <p>The proposed Amendments conform with Policy 1.2.1 of the Growth Plan.</p>
--	--	--

<p><i>incorporating approaches to reduce greenhouse gas emissions.</i></p>		
<p>Section 2.0 Where and How to Grow</p>		
<p>Policy 2.2.1.2</p> <p><i>Forecasted growth to the horizon of this Plan will be allocated based on the following:</i></p> <ul style="list-style-type: none"> a) <i>the vast majority of growth will be directed to settlement areas that:</i> <ul style="list-style-type: none"> i. <i>have a delineated built boundary;</i> ii. <i>have existing or planned municipal water and wastewater systems; and</i> iii. <i>can support the achievement of complete communities;</i> b) <i>growth will be limited in settlement areas that:</i> <ul style="list-style-type: none"> i. <i>are rural settlements;</i> ii. <i>are not serviced by existing or planned municipal water and wastewater systems; or</i> iii. <i>are in the Greenbelt Area;</i> c) <i>within settlement areas, growth will be focused in:</i> <ul style="list-style-type: none"> i. <i>delineated built-up areas;</i> ii. <i>strategic growth areas;</i> iii. <i>locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and</i> iv. <i>areas with existing or planned public service facilities;</i> d) <i>development will be directed to settlement areas, except where the policies of this Plan permit otherwise;</i> e) <i>development will be generally directed away from hazardous lands; and</i> f) <i>the establishment of new</i> 	<p>Figure 2, 3, 4, 18, Site Plan, Appendix 4</p>	<p>The proposed development contributes to complete communities by contributing to the diverse mix of land uses in the area and contributes new forms and tenures of housing stock to an already established and well-serviced neighbourhood. The subject property is serviced by local and regional transportation and active transportation options including biking and walking routes along existing streets and on dedicated pathways. The proposed development has a compact built-form, will improve the Lakeshore Road East streetscape and public realm and is accessible to several existing transit options, including the Long Branch GO Station MTSA and Lakeshore Road East, a Priority Transit Corridor and higher order transit corridor, which will help to reduce dependence on the automobile.</p> <p>The proposed Amendments conform with Policy 2.2.1.3 and 2.2.1.4 of the Growth Plan.</p>

settlement areas is prohibited.		
<p><i>Policies 2.2.1.3 and 2.2.1.4</i></p> <p>2.2.1.3 <i>Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:</i></p> <ul style="list-style-type: none"> a) <i>establish a hierarchy of settlement areas, and of areas within settlement areas, in accordance with policy 2.2.1.2;</i> b) <i>be supported by planning for infrastructure and public service facilities by considering the full life cycle costs of these assets and developing options to pay for these costs over the long-term;</i> c) <i>provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form;</i> d) <i>support the environmental and agricultural protection and conservation objectives of this Plan; and</i> e) <i>be implemented through a municipal comprehensive review and, where applicable, include direction to lower-tier municipalities.</i> <p>Policy 2.2.1.4</p> <p><i>Applying the policies of this Plan will support the achievement of complete communities that:</i></p> <ul style="list-style-type: none"> a) <i>feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;</i> b) <i>improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;</i> c) <i>provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;</i> d) <i>expand convenient access to:</i> 	<p>Figure 2, 3, 4, Site Plan, Appendix 5</p>	<p>The proposed development contributes to complete communities by contributing to the diverse mix of land uses in the area and contributes new forms and tenures of housing stock to an already established and well-served neighbourhood. The subject property is serviced by local and regional transportation and active transportation options including biking and walking routes along existing streets and on dedicated pathways. The proposed development has a compact built-form, will improve the Lakeshore Road East streetscape and public realm and is accessible to several existing transit options, including the Long Branch GO Station MTSA and Lakeshore Road East, a higher order transit corridor, which will help to reduce dependence on the automobile.</p> <p>The proposed Amendments conform with Policy 2.2.1.3 and 2.2.1.4 of the Growth Plan.</p>

<ul style="list-style-type: none"> i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation; ii. public service facilities, co-located and integrated in community hubs; iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and iv. healthy, local, and affordable food options, including through urban agriculture; e) provide for a more compact built form and a vibrant public realm, including public open spaces; f) mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and g) integrate green infrastructure and appropriate low impact development. 		
Section 2.2.2 Delineated Built-Up Areas		
<p><i>Policy 2.2.6</i></p> <p>1. Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:</p> <ul style="list-style-type: none"> a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by: <ul style="list-style-type: none"> i. identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and ii. establishing targets for affordable ownership housing and rental housing; b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 	<p>Site Plan, Floor Plans</p>	<p>The proposed development provides for a mix of 1, 2 and 3 bedroom units and accessible barrier free units to meet the needs of current and future residents. The minimum density targets for development within a MTSA have been achieved and supports the City in reaching density targets and which will provide a range of housing options.</p> <p>The proposed Amendments conform with the policies contained in Section 2.2.6.</p>

<p>2.2.6.1 a);</p> <p>c) align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011; and</p> <p>d) implement policy 2.2.6.1 a), b) and c) through official plan policies and designations and zoning by-laws.</p> <p>2. Notwithstanding policy 1.4.1 of the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:</p> <p>a) planning to accommodate forecasted growth to the horizon of this Plan;</p> <p>b) planning to achieve the minimum intensification and density targets in this Plan;</p> <p>c) considering the range and mix of housing options and densities of the existing housing stock; and</p> <p>d) planning to diversify their overall housing stock across the municipality.</p> <p>3. To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.</p> <p>4. Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.</p> <p>5. When a settlement area boundary has been expanded in accordance with the policies in subsection 2.2.8, the new designated greenfield area will be planned in accordance with</p>		
---	--	--

<i>policies 2.2.6.1 and 2.2.6.2.</i>		
2.2.4 Transit Corridors and Station Areas		
<p>Policy 2.2.4.1</p> <p><i>The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.</i></p>	Figure 4, Appendix 4	<p>The subject property is located on a Priority Transit Corridor and is within a MTSA.</p> <p>The proposed Amendments conform to Policy 2.2.4.1 and are required to bring the City of Mississauga Official Plan into conformity with the Growth Plan.</p>
<p>Policy 2.2.4.2</p> <p><i>For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.</i></p>	Figure 4, Site Plan, Statistics	<p>The proposed development provides 590 units per net hectare which meets the minimum requirement for development served by the GO Transit rail network.</p> <p>The proposed Amendments conform to Policy 2.2.4.2 and are required to bring the City of Mississauga Official Plan into conformity with the Growth Plan.</p>
<p>Policy 2.2.4.2</p> <p><i>For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.</i></p>	Site Plan, Statistics	<p>The proposed development provides 590 units per net hectare within walking distance of a MTSA which exceeds the minimum requirement for development served by the GO Transit rail network.</p> <p>The proposed Amendments conform to Policy 2.2.4.2 and are required to bring the City of Mississauga Official Plan into conformity with the Growth Plan.</p>
<p>Policy 2.2.4.3</p> <p><i>Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:</i></p> <p><i>a.) 200 residents and jobs combined per hectare for those that are served by subways;</i></p> <p><i>b.) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or</i></p> <p><i>c.) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.</i></p>	Figure 4	<p>The proposed development provides 590 units per net hectare within walking distance of a MTSA which exceeds the minimum requirement for development served by the GO Transit rail network.</p> <p>The proposed Amendments conform to Policy 2.2.4.3 and are required to bring the City of Mississauga Official Plan into conformity with the Growth Plan.</p>
<p>Policy 2.2.4.4</p> <p><i>4. For a particular major transit station area, the Minister may approve a target that is lower than the applicable target</i></p>	Figure 16, Figure 4	<p>A reduction the density target it not sought.</p> <p>The City of Mississauga Official Plan does not currently incorporate MTSA boundaries into the Official Plan.</p>

<p><i>established in policy 2.2.4.3, where it has been demonstrated that this target cannot be achieved because:</i></p> <p><i>a.) development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or</i></p> <p><i>b.) there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.</i></p>		<p>The proposed Amendments conform to Policy 2.2.4.4 and are required to bring the City of Mississauga Official Plan into conformity with the Growth Plan.</p>
<p>Policy 2.2.4.5</p> <p><i>Notwithstanding policies 5.2.3.2 b) and 5.2.5.3 c), upper- and single-tier municipalities may delineate the boundaries of major transit station areas and identify minimum density targets for major transit station areas in advance of the next municipal comprehensive review, provided it is done in accordance with subsections 16(15) or (16) of the Planning Act, as the case may be.</i></p>	<p>Site Plan, Elevations, Figure 4</p>	<p>The proposed Amendments conform to Policy 2.2.4.4 and are required to bring the City of Mississauga Official Plan into conformity with the Growth Plan. It is anticipated that the subject property will be captured within a delineated MTSA by the City's Official Plan review.</p>
<p>Policy 2.2.4.6</p> <p><i>Within major transit station areas on priority transit corridors or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited.</i></p>	<p>Figure 4</p>	<p>The built form proposed will achieve the minimum density targets.</p> <p>The proposed Amendments conform to Policy 2.2.4.6 and are required to bring the City of Mississauga Official Plan into conformity with the Growth Plan.</p>
<p>Policy 2.2.4.7</p> <p><i>All major transit station areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:</i></p> <p><i>a.) connections to local and regional transit services to support transit service integration;</i></p> <p><i>b.) infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and</i></p> <p><i>c.) commuter pick-up/drop-off areas.</i></p>	<p>Figure 4, Figure 18, Appendix 4</p>	<p>The subject property is optimally located within a MTSA and along a Priority Transit Corridor and higher order transit corridor which provides direct and accessible bus service to Long Branch GO Station and the surrounding area.</p> <p>The proposed Amendments conform to Policy 2.2.4.7 and are required to bring the City of Mississauga Official Plan into conformity with the Growth Plan.</p>
<p>Policy 2.2.4.9</p> <p><i>9. Within all major transit station areas, development will be supported, where appropriate, by:</i></p> <p><i>a.) planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels;</i></p>		<p>The proposed development provides for residential and commercial/retail uses and a reduced parking rate of 1.18 spaces per unit. The built form and density proposed are transit-supportive.</p> <p>The proposed Amendments conform to Policy 2.2.4.9 and are required to bring the City of Mississauga Official Plan into conformity with the Growth Plan.</p>

<p>b.) fostering collaboration between public and private sectors, such as joint development projects;</p> <p>c.) providing alternative development standards, such as reduced parking standards; and</p> <p>d.) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.</p>		
<p>Policy 5.1</p>	<p>All</p>	<p>We have considered and applied the implementation and interpretation policies of the Growth Plan and have determined that the proposed development conforms with Policies 5.1 and 5.2.1.</p> <p>The proposed development conforms to the above noted policies as it promotes intensification of an underutilized parcel within a MTSA while achieving the goals of complete communities, built form and design features that integrate the proposed development into the neighbourhood and streetscape.</p>

The proposed Amendments conform to the Growth Plan and supports the achievement of complete communities. The Growth Plan directs growth to within the delineated built boundary of a Settlement Area and to MTSA's and Priority Transit Corridors. The proposed development provides a density (4.31 FSI) that is supportive of existing and future transit and has the potential to drastically reduce automobile dependency. The proposed development will contribute to the range and mix of housing types available to meet the needs of current and future residents. As such, it is our opinion that proposed Amendments conform to the Growth Plan and that the Amendments to the Official Plan are required to implement the policies contained therein.

4.3 Region of Peel Official Plan (Office Consolidation 2016)

The subject property is designated "Urban System" on Schedule D – Regional Structure (see Figure 7) and "Built-Area" on Schedule D4 – Growth Plan Policy Areas (see Figure 8) of the Regional of Peel Official Plan (the "Regional Plan"). Lakeshore Road East is designated a "Other Rapid Transit Corridor" and the Long Branch GO Station is shown as an "Existing GO Rail Station" along the "GO Rail Line – Express Rail" on Schedule G – Rapid Transit Corridors (see Figure 11). The Regional Plan establishes General Objectives and Policies for the Urban System that speak to the creation of healthy complete urban communities, integration of built form with adjacent properties and communities, servicing capacity and efficiencies, pedestrian-friendly and transit-supportive densities, intensification and development of underutilized lands, development of mixed use, transit-supportive, pedestrian friendly environments and reduced dependence on the automobile and the provision of housing options and opportunities to meet the needs of current and future residents of the Region.

The ROP General Objectives for Growth Management direct area municipalities to optimize the use of existing land supply by directing a significant portion of growth to the built-up areas through intensification, and in particular, to the urban growth centres, the Other Rapid Transit Corridors and Major Transit Service Areas (Existing GO Rail Stations). The subject property can connect to and is serviced by existing municipal servicing and within the built-up area. The scale and density of the proposed development is appropriate for this area with the Region and particularly its location with a MTSA and along an identified Other Rapid Transit Corridor. Further, the proposed development will contribute to the achievement of the minimum target (40%) of residential development that is to occur within the built-up area. The following section demonstrates the proposed Amendments conformity with the Regional Plan.

POLICY / SECTION NUMBER	REPORT / PLAN	CONSISTENCY/CONFORMITY
Section 1.0 Introduction and 7.0 Implementation		
		We have reviewed and considered the introduction and implementation policies and considered the Regional Plan in its entirety and conclude that the proposed development conforms with Policy 1.1, 1.3.2 and 1.3.6 and Policy 7.2.2.1.

Section 5.3 Urban System – General Objectives		
<p>Policy 5.3.1.2</p> <p><i>To achieve sustainable development within the Urban System.</i></p>	<p>Figure 4, Site Plan, FSR, Landscape Plan</p>	<p>The proposed development supports the achievement of sustainable development within the Urban System by providing for transit-supportive development, the utilization of existing services and by incorporating sustainable and low-impact design features.</p> <p>The proposed Amendments conform to Policy 5.3.1.2.</p>
<p>Policy 5.3.1.3</p> <p><i>To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.</i></p>	<p>Figure 2, Figure 3</p>	<p>As demonstrated in the reports, studies and plans included with this application, the proposed development does not compromise the achievement of a healthy urban community in this area. It expands access to residential housing in the area while maintaining a housing typology that is not common in the area. Many services, amenities including working and recreational opportunities are available.</p> <p>The proposed Amendments conform with Policy 5.3.1.3.</p>
<p>Policy 5.3.1.4</p> <p><i>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.</i></p>	<p>Site Plan, Figure 2, 3</p>	<p>The proposed development achieves an appropriate residential density and compact built form that will make efficient use of land, services, infrastructure, public transit and public finances while addressing the planned-for context and existing community.</p> <p>The proposed Amendments conform with Policy 5.3.1.4.</p>
<p>Policy 5.3.1.5</p> <p><i>To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.</i></p>	<p>Figure 4, Landscape Plan,</p>	<p>The proposed development is transit supportive in that it will accommodate new potential users in proximity to an MTSA and planned transit services along the Lakeshore Road East Higher Order Transit Corridor. Furthermore, as demonstrated on the Landscape Plan, the overall design supports pedestrian convenience and safety.</p> <p>The proposed Amendments conform with Policy 5.3.1.2.</p>
<p>Policy 5.3.1.6</p> <p><i>To promote crime prevention and improvement in the quality of life.</i></p>	<p>Landscape Plan, Elevations</p>	<p>The proposed development is designed to consider crime prevention and promote an improved quality of life. For example, as demonstrated on the Landscape Plan, the overall design supports pedestrian convenience and safety. The ground floor uses will promote “eyes-on-the-street”, therefore improving sense of safety through community surveillance.</p> <p>The proposed Amendments conform with Policy 5.3.1.6.</p>

<p><i>Policy 5.3.1.7</i></p> <p><i>To recognize the integrity and physical characteristics of existing communities in Peel.</i></p>	<p>Site Plan, Landscape Plan</p>	<p>The proposed development has recognition for the characteristics of the existing community while also considering the planned vision for the Lakeshore Corridor. Setbacks from the adjacent residential properties to the north, building articulation and landscape screening of the proposed building have been provided to achieve an appropriate transition.</p> <p>The proposed Amendments conform with Policy 5.3.1.7.</p>
<p><i>Policy 5.3.1.8</i></p> <p><i>To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.</i></p>	<p>Site Plan, Floor Plans</p>	<p>The proposed development will introduce a range of unit sizes from 1-bedroom to 3-bedroom units. In addition, a number of these units will be designed to be barrier free. The proposal will therefore contribute to the range of housing options including options for residents with accessibility considerations which supports the ability for aging in place within Lakeview.</p> <p>The proposed Amendments conform with Policy 5.3.1.8.</p>
<p>Section 5.3 Urban System – General Policies</p>		
<p><i>Policy 5.3.2.2</i></p> <p><i>Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.</i></p>	<p>Figure 7</p>	<p>The subject property is located within the Urban System which is required to be the focus of urban development and redevelopment to accommodate growth.</p> <p>The proposed Amendments conform to Policy 5.3.2.2.</p>
<p><i>Policy 5.3.2.3</i></p> <p><i>Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.</i></p>	<p>FSR</p>	<p>The proposed development is of a compact form at 4.31 FSI and connect to and efficiently use existing services and infrastructure.</p> <p>The proposed Amendments conform to Policy 5.3.2.3</p>
<p><i>Policy 5.3.2.4</i></p> <p><i>Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this plan, and the planned provision of necessary services.</i></p>	<p>Figure 3, FSR</p>	<p>The proposed development supports the achievement of the growth management policies of the Region of Peel Official Plan, including the efficient use of necessary services that are abundant in the area.</p> <p>The proposed Amendments conform to Policy 5.3.2.4.</p>
<p><i>Policy 5.3.2.6</i></p> <p><i>Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:</i></p> <p>a) <i>Support the Urban System objectives and policies in this Plan;</i></p>	<p>Site Plan, Landscape Plan, Area Context Plan</p>	<p>The proposed development supports the objectives and policies of the Urban System, is pedestrian-friendly in its design, and is transit-supportive through residential intensification while maintaining a built form and housing typology which addresses existing neighbourhood characteristics. CPTED has been addressed by creating a new public street frontage, removing the existing commercial building and alleyway condition and by providing</p>

<p>b) Support pedestrian-friendly and transit supportive urban development;</p> <p>c) Provide transit-supportive opportunities for redevelopment, intensification and mixed land use; and</p> <p>d) Support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.</p>		<p>for eyes-on-the-street.</p> <p>The proposed Amendments conform to Policy 5.3.2.6.</p>
Section 5.5 Growth Management - General Objectives		
<p>Policy 5.5.1.1</p> <p><i>To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.</i></p>	Site Plan, Figure 3,	<p>The proposed Amendments conform to Policy 5.5.1.1 by directing growth to a MTSA and supports the optimized use of land within a built-up area and MTSA.</p>
<p>Policy 5.5.1.5</p> <p><i>To optimize the use of existing and planned infrastructure and services.</i></p>	FSR	<p>The proposed development will achieve a density that will support the optimized use of existing and planned infrastructure and services.</p> <p>The proposed Amendments conform to Policy 5.5.1.5.</p>
<p>Policy 5.5.1.6</p> <p><i>To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.</i></p>	Figure 3, Traffic Impact Study	<p>The proposed development represents a compact, transit oriented and mixed use form of redevelopment. The proposal contributes retail and residential uses that will support the creation of a complete community and a density that will support the use of transit. The range of residential unit options including a range of unit sizes and accessibility options will support households of varied sizes and stages of life. In addition, the proposal is transit-oriented and TDM strategies are incorporated into the TIS.</p> <p>The proposed Amendments conform to Policy 5.5.1.6 of the ROP.</p>
Section 5.5 Growth Management - General Policies		
<p>Policy 5.5.2.1</p> <p><i>Direct the area municipalities to incorporate official plan policies to redevelop complete communities that are compact, well-designed, transit oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.</i></p>	Site Plan	<p>The proposed development represents a compact, transit oriented and mixed use form of redevelopment. The proposal contributes retail and residential uses that will support the creation of a complete community and a density that will support the use of transit. The range of residential unit options including a range of unit sizes and accessibility options will support households of varied sizes and stages of life. In addition, the proposal is transit.</p> <p>The proposed Amendments conform to Policy 5.5.2.1.</p>

<p>Policy 5.5.2.2</p> <p><i>Direct a significant portion of new growth to the built-up areas of the community through intensification.</i></p>	N/A	<p>The subject property is located within the built-up area and supports new growth through intensification.</p> <p>The proposed Amendments conform to Policy 5.5.2.2.</p>
Section 5.5.3 Intensification – Objectives		
<p>Policy 5.5.3.1.1</p> <p><i>To achieve compact and efficient forms.</i></p>	Site Plan	<p>The proposed development will facilitate a compact and efficient form of development by maximizing the use of space and providing for a 15-storey building with an FSI of 4.31.</p> <p>The proposed Amendments conform to Policy 5.5.3.1.1.</p>
<p>Policy 5.5.3.1.2</p> <p><i>To optimize the use of existing infrastructure and services.</i></p>	Site Plan, FSR	<p>The proposed development will achieve a density that will support the optimized use of existing and planned infrastructure and services.</p> <p>The proposed Amendments conform to Policy 5.5.3.1.2.</p>
<p>Policy 5.5.3.1.3</p> <p><i>To revitalize and/or enhance redeveloped areas.</i></p>	Site Plan, Floor Plan, Landscape Plan	<p>The proposed development will facilitate an improvement to the Lakeshore Road East corridor by creating a more active and inviting ground floor. This will be achieved by bringing building massing closer to the street, providing retail, visible indoor amenity space and building entrances to the public street and landscaping.</p> <p>The proposed Amendments conform to Policy 5.5.3.1.3.</p>
<p>Policy 5.5.3.1.4</p> <p><i>To intensify development on underutilized lands.</i></p>	N/A	<p>The proposed development contemplates intensification of severely underutilized parcel of land, currently used for a single storey commercial building within a MTSA.</p> <p>The proposed Amendments conform to Policy 5.5.3.1.4.</p>
<p>Policy 5.5.3.1.5</p> <p><i>To reduce dependence on the automobile through the development of mixed use, transit-supportive, pedestrian-friendly urban environments.</i></p>	Site Plan, Figure 2, 3, Traffic Impact Study, Transportation Demand Management Plan	<p>The proposed development contains a mix of uses including ground floor retail space and a range of residential unit options, achieves transit-supportive density, and contributes to a pedestrian friendly urban environment. In the immediate and broader neighbourhood, the subject property is in close proximity to existing and future commercial, open space, office, institutional/cultural uses as well as transit and bike lanes. These characteristics will promote the use of transit and active transportation as convenient and desirable alternatives to the personal automobile.</p> <p>The proposed Amendments conform to Policy 5.5.3.1.5 of the ROP.</p>

<p><i>Policy 5.5.3.1.6</i></p> <p><i>To optimize all intensification opportunities across the region.</i></p>	<p>Appendix 4</p>	<p>The subject property is the idealist opportunity for intensification given its location within a MTSA and Other Rapid Transit Corridor, Priority Transit Corridor.</p> <p>The proposed Amendments conform to Policy 5.5.3.1.6 of the ROP.</p>
<p><i>Policy 5.5.3.1.8</i></p> <p><i>To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.</i></p>	<p>Site Plan</p>	<p>The proposed development contains a mix of uses including ground floor retail space and a range of residential unit options that will complement the existing park and amenities to create vibrant neighbourhoods therefore achieving a desirable mix of compatible uses.</p> <p>The proposed Amendments conform to Policy 5.5.3.1.8 of the ROP.</p>
<p>Section 5.5.3 Intensification - Policies</p>		
<p><i>Policy 5.5.3.2.2</i></p> <p><i>Facilitate and promote intensification</i></p>	<p>N/A</p>	<p>The proposed Amendments will facilitate and promote intensification on the subject property and as such conform to Policy 5.5.3.2.2.</p>
<p><i>Policy 5.5.3.2.3</i></p> <p><i>Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.</i></p>	<p>N/A</p>	<p>The proposed Amendments will facilitate intensification on the subject property which is located within an MTSA, on a Other Rapid Transit Corridor, Priority Transit Corridor in the built-up area and as such conform to Policy 5.5.3.2.3.</p>
<p><i>Policy 5.5.3.2.5</i></p> <p><i>Require that by 2015 and for each year thereafter, a minimum of 50 percent of the Region's residential development be within the built-up area.</i></p>	<p>N/A</p>	<p>The proposed Amendments will facilitate intensification on the subject property which is located within the built-up area and as such conform to and support the achievement of Policy 5.5.3.2.5.</p>
<p><i>Policy 5.5.3.2.7</i></p> <p><i>Require the area municipalities to redevelop intensification strategies that, among other things, identify intensification areas such as urban growth centres, intensification corridors, urban nodes, major transit station areas and other intensification areas to support a mix of residential, employment, office, institutional and commercial development where appropriate, and to ensure development of a viable transit system.</i></p>	<p>N/A</p>	<p>The proposed Amendments will facilitate a transit-supportive, mixed-use form of intensification on the subject property which is located within an MTSA and on a Other Rapid Transit Corridor, Priority Transit Corridor. As such, the proposed Amendments conform to Policy 5.5.3.2.7.</p>

Section 5.8 Housing – Objectives & Policies		
<p>Policy 5.8.1.1</p> <p><i>To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.</i></p>	Floor Plans	<p>The proposed development will contribute to an appropriate range and mix of housing options that will support the projected needs of Peel residents. The proposal includes a range of unit sizes from 1-bedroom to 3-bedroom units with some units designed to be barrier free. This range of unit options will cater to a range of household incomes, sizes and accessibility needs.</p> <p>The proposed Amendments conform to Policy 5.8.1.1.</p>
<p>Policy 5.8.1.2</p> <p><i>To foster the availability of housing for all income groups, including those with special needs.</i></p>	Site Plan, Floor Plans	<p>The proposed development includes a range of unit sizes from 1-bedroom to 3-bedroom units with some units designed to be barrier free. This range of unit options will cater to a range of household incomes, sizes and accessibility needs.</p> <p>The proposed Amendments conform to Policy 5.8.1.2.</p>
<p>Policy 5.8.2.2</p> <p><i>Encourage the area municipalities, while taking into account the characteristics of existing communities, to establish policies in their official plans which support:</i></p> <ul style="list-style-type: none"> a) <i>residential redevelopment in appropriate areas that have sufficient existing or planned infrastructure; and</i> b) <i>cost-effective development standards for new residential development, redevelopment, and intensification.</i> 	Site Plan, Landscape Plan	<p>The proposed Amendments will facilitate a form of redevelopment appropriate for the subject property due to its access to existing and planned infrastructure. The proposed built form supports intensification while taking into consideration the existing characteristics of the existing community and intended vision for the Lakeshore Road corridor. Height is located at the southwest corner of the property and the building is setback and stepped to provide a transition in height. In addition, through landscaping within the 4.5m landscape buffer along the north property line will offer further screening opportunities.</p> <p>The proposed Amendments conform to Policy 5.8.2.2.</p>
Section 5.9 The Transportation System in Peel – Objectives & Policies		
<p>Policy 5.9.1.2</p> <p><i>To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system.</i></p>	Figure 3, Figure 11, Appendix 4	<p>The proposed development will achieve transit supporting densities and a pedestrian-friendly streetscape. The proposed density and proximity to a range of services and amenities will promote the use of transit and active transportation.</p> <p>The proposed Amendments conform to Policy 5.9.1.2.</p>
<p>Policy 5.9.1.3</p> <p><i>To support the provision of improved transportation mobility and choice to all residents, employees and visitors.</i></p>	Figure 3, Figure 11, Appendix 4	<p>The proposed development will achieve transit supportive densities that will support efficient use and capitalize on the investment in transit and active transportation infrastructure improvements, namely, its location within a MTSA, Other Rapid Transit Corridor and Priority Transit Corridor.</p> <p>The proposed Amendments conform to Policy</p>

		5.9.1.3.
<p>Policy 5.9.1.4</p> <p><i>To promote and encourage the increased use of public transit and other sustainable modes of transportation.</i></p>	Landscape Plan	<p>The proposed development will achieve transit supportive densities that will promote the increased use of existing and planned public transit. The mixed use nature of the development as well as the existing and planned services in the broader neighbourhood will encourage walking and cycling.</p> <p>The proposed Amendments conform to Policy 5.9.1.4.</p>
<p>Policy 5.9.1.5</p> <p><i>To optimize the use of the Region's transportation infrastructure and services.</i></p>	Figure 3, Figure 11, Appendix 4	<p>The proposed development supports the optimized use of the Region's transportation infrastructure and services given its location on an Other Rapid Transit Corridor, MTSA and Priority Transit Corridor.</p> <p>The proposed Amendments conform to Policy 5.9.1.</p>
<p>Policy 5.9.1.6</p> <p><i>To maximize the capacity of the transportation system by focusing on moving people and goods rather than on moving vehicles.</i></p>	Traffic Impact Study	<p>The proposed development achieves a density that will promote the use of transit and active transportation which are the preferred modes of transportation for focusing on the movement of people as opposed to personal vehicles.</p> <p>The proposed Amendments conform to Policy 5.9.1.6.</p>
<p>Policy 5.9.1.7</p> <p><i>To minimize adverse environmental and human health impacts caused by transportation and support transportation alternatives that foster improved health and well-being in the Region.</i></p>	Noise Report, Traffic and Parking Study	<p>The traffic and noise studies prepared in support of the subject applications have concluded that subject to the implementation of recommended mitigation measures, proposed development meet required standards and as such will not create significant impacts to human health. As such, the proposed Amendments conform to Policy 5.9.1.7 of the ROP.</p>
<p>Policy 5.9.2.5</p> <p><i>Optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction.</i></p>	Figure 3, Figure 11, Appendix 4	<p>The proposed development achieves a compact, transit-supportive form redevelopment that will support the efficient use of Regional transportation.</p> <p>The proposed Amendments conform to Policy 5.9.2.5.</p>
<p>Policy 5.9.2.11</p> <p><i>Ensure, in accordance with the requirements of the Region and the area municipalities, that development only proceed with adequate existing or committed improvements to regional transportation capacity and, if necessary, development be phased until that capacity is or will be available.</i></p>	Figure 3, Figure 11, Appendix 4, Traffic Impact Study	<p>The proposed development does not compromise the achievement of this policy as demonstrated in the Traffic Impact Study.</p> <p>The proposed Amendments conform to Policy 5.9.2.11.</p>

Section 5.9.5 The Inter and Intra Regional Transit Network – Objectives & Policies		
<p>Policy 5.9.5.1.1</p> <p><i>To support and encourage a higher use of public transit and an increase in transit modal share within the region.</i></p>	Figure 3, Figure 11, Appendix 4, Site Plan	<p>The proposed development achieves a density (4.31 FSI) that will promote and contribute to the use of public transit, thereby supporting an increase in transit modal share.</p> <p>The proposed Amendments conform to Policy 5.9.5.1.1.</p>
<p>Policy 5.9.5.1.2</p> <p><i>To support and encourage the development of an economically feasible, effective and efficient, sustainable and safe inter- and intra-regional transit network and encourage connectivity and coordination between transit services.</i></p>	Figure 3, Figure 11, Appendix 4	<p>The proposed development supports an economically feasible, effective and efficient sustainable transit system by achieving transit-supportive densities in an area with convenient access to a range of existing and planned local and regional transit options.</p> <p>The proposed Amendments conform to Policy 5.9.5.1.2.</p>
<p>Policy 5.9.5.1.4</p> <p><i>To support and encourage transit – supportive development densities and patterns particularly along rapid transit corridors and at designated nodes such as transit terminals, urban growth centres, GO stations and mobility hubs.</i></p>	Figure 3, Figure 11, Appendix 4	<p>The proposed development achieves a density that will promote the use of public transit, in particular the planned higher order transit line along Lakeshore Road East, the Other Rapid Transit Corridor, and of course its proximity within a MTSA.</p> <p>The proposed Amendments conform to Policy 5.9.5.1.4.</p>
<p>Policy 5.9.5.2.10</p> <p><i>Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit services and other sustainable modes.</i></p>	N/A	<p>The proposed development represents a mixed use form of intensification directly along a higher-order transit corridor (the Lakeshore Road East BRT), Other Rapid Transit Corridor, which will support a higher level of transit usage and thereby support transit services.</p> <p>The proposed Amendments conform to Policy 5.9.5.2.10.</p>
5.9.10 Active Transportation – Objectives & Policies		
<p>Policy 5.9.10.1.1</p> <p><i>To increase the share of trips made using active transportation.</i></p>	N/A	<p>The proposed density and mixed-use nature of the proposed development as well as the existing and future neighbourhood will encourage a greater use of active modes of transportation to access nearby amenities and services.</p> <p>The proposed Amendments conform to Policy 5.9.10.1.1 of the ROP.</p>
<p>Policy 5.9.10.1.2</p> <p><i>To encourage and support the development of a safe, attractive, accessible and integrated network of bicycle and pedestrian facilities that enhances the quality of life, and promotes the improved health, of Peel residents.</i></p>	N/A	<p>The proposed development will not compromise or conflict with the planned road design as per the Lakeshore Connecting Communities Transportation Master Plan, which includes public sidewalks and separated bicycle lanes on Lakeshore Road East. Similarly, bicycle infrastructure planned by the City and Region for Dixie Road will be accommodated by the proposed development.</p> <p>The proposed Amendments conform to Policy 5.9.10.1.2.</p>

<p><i>Policy 5.9.10.2.4</i></p> <p><i>Encourage the area municipalities to promote land uses which foster and support the use of active transportation.</i></p>	<p>N/A</p>	<p>The location of the subject property, proposed density and mixed-use nature of the proposed development will contribute to the mixed use land use pattern of the broader neighbourhood and as such will encourage the use of active modes of transportation.</p> <p>The proposed Amendments conform to Policy 5.9.10.2.4.</p>
---	------------	--

As demonstrated above, the proposed Amendments conform with all policies of the Regional Plan. The Provincial requirement for density to be located within a MTSA, on Higher Order Transit Corridors and the Region's own Other Rapid Transit Corridor is evident at the Regional level. The proposed Amendments to the Mississauga Official Plan are required to achieve conformity with the Regional Plan and are described in the next section of this Report.

4.4 City of Mississauga Official Plan

The City of Mississauga Official Plan (the "Official Plan") provides direction for the next stage of the City's growth and articulates a vision for the City that balances public and private interests. The Official Plan provides planning policies to guide the City's development to the year 2031 as required by Provincial legislation. The Official Plan sets out the goals, objectives and policies to guide future development, redevelopment and intensification within the City through a detailed land use designations and urban design policies.

The Official Plan was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. The entire Official Plan was subsequently appealed to the Ontario Municipal Board (OMB) but is now in partial effect as of January 10, 2018 except for specific policies that are still under appeal. The City of Mississauga has recently initiated a review of the Official Plan. This Report considers only the enacted policies of the current Official Plan and new policies can be assessed as they become available.

As required by Sections 2 and 3 of the Planning Act, the following sections demonstrate how the proposed Amendments align with the overall objectives and policies of the Official Plan and demonstrates how the specific policies applicable to the subject property can better meet and conform with the intent of Provincial and Regional policies.

The proposed development provides for intensification and redevelopment of an underutilized property adjacent to two Corridors, a future high-order transit (Lakeshore Road East BRT) and within walking distance of a MTSA. An assessment of the relevant Official Plan policies is provided below.

POLICY / SECTION NUMBER	REPORT / PLAN	CONSISTENCY/CONFORMITY
Section 1.1.4 How to Read the Mississauga Official Plan and Section 19 Implementation		
Policy 1.1.4 and Policy 19.4	Site Plan, Official Plan	We have read the principles, goals, requirements and interpretation policies of the Official Plan as a whole and find that the proposed development conforms with the requirements of Policies 1.1.4 and 19.4.
Section 5 Direct Growth		
<p>Policy 5.1.2</p> <p><i>Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth to 2031.</i></p> <p>Policy 5.1.3</p> <p><i>Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:</i></p> <ul style="list-style-type: none"> a. <i>protect ecological functions, public health and safety;</i> b. <i>utilize existing and proposed services and infrastructure such as transit and community infrastructure;</i> c. <i>minimize environmental and social impacts;</i> d. <i>meet long term needs;</i> e. <i>build strong, livable, universally accessible communities; and</i> f. <i>promote economic prosperity</i> <p>5.1.4 <i>Most of Mississauga's future growth will be directed to Intensification Areas.</i></p> <p>5.1.5 <i>Mississauga will ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations</i></p> <p>5.1.6 <i>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.</i></p>	<p>Figures 3, 4, 11, 12 FSR/SWM</p>	<p>The subject property is ideally located to accommodate forecasted residential growth. Lakeshore Road East is identified as a Corridor and Higher Order Transit Corridor and services and infrastructure already exist and are available. Figure 4 illustrates the existing and future Higher Order Transit, Mississauga Transit and Long Term Cycling Routes all of which are adjacent or in proximity to the subject property. Further, the Region of Peel identifies Lakeshore Road East as an Other Rapid Transit Corridor. As such, the density proposed is transit supportive and will make best use of existing and planned infrastructure. The subject property is not currently within one of the City's intensification areas, the subject property's location within a MTSA and adjacent to Lakeshore Road East, a future higher-order transit corridor, supports the density and height proposed and suggests that the Intensification Area policies of the Official Plan should apply to the subject property. The amendment to the Official Plan will ensure conformity with the Provincial and Growth Plan policies for MTSA's.</p> <p>As demonstrated in the reports, plans and studies, existing services will be utilized and there are no anticipated adverse environmental impacts. The proposed development is livable in that it is functional and accessible for all and services are available in the immediate area to provide for future residents. As demonstrated on Figure 3, the proposed development represents an opportunity to intensify a site with existing access to community services and infrastructure available to meet the long term needs of future residents</p> <p>The proposed building is sited nearest Lakeshore Road East and furthest away from the existing low-rise residential dwellings and neighbourhood to the north. Building separation and landscaping limit overlook on existing adjacent low-rise residential dwellings.</p> <p>The proposed Amendments conform with Policies 5.1.2, 5.1.3, 5.1.5, 5.1.6, 5.1.7 and 5.1.9 of the Official Plan.</p>

<p><i>5.1.7 Mississauga will protect and conserve the character of stable residential Neighbourhoods.</i></p> <p><i>5.1.9 New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</i></p>		
Section 5.3.5 Neighbourhoods		
<p>Policy 5.3.5.1</p> <p><i>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential where the existing character is to be preserved</i></p>	<p>Figure 2, 12, 13, Site Plan, Elevations, Sections</p>	<p>The subject property is identified a Neighbourhood by Schedules 1 and 1b – Urban System and City Structure. The proposed Amendments seek to bring the subject property into conformity with current policy direction from the Provincial level regarding the efficient use of land, intensification and housing/density along future transit corridors and within MTSAs. As the proposed development is oriented to face Lakeshore Road East, the existing character of the overall neighbourhood to the north can be maintained. There are no unacceptable, adverse impact to the character of these existing low-rise residential areas.</p> <p>Further, existing and planned development along Lakeshore Road East is decidedly that of mixed-use and townhouses, mixed use buildings, residential apartment buildings and condominiums. There is an existing mix of low-rise neighbourhoods abutting residential rental and condominium buildings that should not prevent Lakeshore Road East from developing to its highest and best use.</p> <p>The proposed Amendments therefore conform to Policy 5.3.5.1 of the Official Plan.</p>
<p>Policy 5.3.5.2</p> <p><i>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.</i></p>	<p>Site Plan, Elevations</p>	<p>The subject property contains an existing commercial building and will be redeveloped with a mixed-use building. The proposed development conforms to Policy 5.3.5.2 as it represents residential infill development providing residential intensification. Infill is an accepted form of intensification within Neighbourhood areas.</p> <p>The proposed Amendments conform to Policy 5.3.5.2 of the Official Plan.</p>
<p>Policy 5.3.5.3</p> <p><i>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</i></p>	<p>Figure 14, Figure 2</p>	<p>The proposed Amendments conform to Policy 5.3.5.3 as the subject property is located adjacent to Lake Road East and Dixie Road, which are both identified as a Corridors by Schedule 1 1c – Urban System – Corridors of the Official Plan. Corridors are an acceptable location to contemplate residential intensification in Neighbourhood Areas.</p>

apartment sites or commercial centres.		The proposed Amendments conform to Policy 5.3.5.3 of the Official Plan.
<p>Policy 5.3.5.4</p> <p><i>Redevelopment of Mixed Use sites that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained after redevelopment.</i></p>	Site Plan, Ground Floor Plan	<p>The proposed development provides for commercial uses at grade, similar to the existing one-storey plaza.</p> <p>The proposed Amendments therefore conform to Policy 5.3.5.4.</p>
<p>Policy 5.3.5.5</p> <p><i>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.</i></p>	Site Plan, Elevations, Sections, Area Context Plan, Shadow Study, Wind Study,	<p>The Official Plan defines compatible as “...development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.”</p> <p>The proposed development conforms with the definition of “compatible” by proposing a building that is sited furthest from the existing low rise detached homes. The proposed building is of a sensitive 8 and 15 storeys in height and has been specifically designed to addresses the existing detached homes to the north by providing articulation and detailed façade to break-up the mass of the building. By siting the building nearest Lakeshore Road East, a generous landscape space of 4.5 metres is achieved at the rear which provides ample space for landscaping and screening which can include tall growth tree species. The service lane is located between the landscape space and building, providing further separate to the existing detached homes. The nearest portion of the 4-storey portion of the building is 12 metres from the northerly property line and the podium is 13 metres from the northerly property line. This separation limits issues associated with overlook, shadowing and privacy to the existing dwellings. The Shadow Study shows only limited shadowing at certain times of the day and year on residential property to the north.</p> <p>The proposed development in not onerous and is suitable in scale and transition to existing uses in the immediate area. The proposed Amendments therefore conform with Policy 5.3.5.5 of the Official Plan.</p>
<p>Policy 5.3.5.6</p> <p><i>Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</i></p>	Site Plan, Elevations, Sections	<p>The proposed development is sensitive to the surrounding area and is suitable in scale and transition to existing residential dwellings to the north. The proposed height of the building is a maximum of 15 storeys, with generous setbacks and building articulation. Architectural treatments further limit this perceived impact of height.</p> <p>The houses immediately adjacent and to the north are sited nearest the Lakeshore/Dixie street frontages and are forward facing. The flankages of the homes abut the property line and generally face east and west, not south</p>


		<p>towards the proposed development.</p> <p>Under the Planning Act, views cannot be protected. A similar situation was examined through review of the 28-storey proposal at 45 Agnes Street, city file number OZ13/017 W7. Staff concluded that (see page 4 of Recommendation Report):</p> <p>“...Development and Design staff has reviewed the concern of privacy from the proposed development on the abutting townhome units, and the proposed setback of 5.6 metres (18.4 ft) from the proposed podium to the townhome units provides adequate separation for privacy.”</p> <p>By providing a minimum of 12 metres, there is more than adequate separation to provide for view corridors and privacy.</p> <p>The proposed Amendments therefore conform to Policy 5.3.5.6.</p>
<p>Policy 5.3.5.7</p> <p><i>Transportation planning within Neighbourhoods will give priority to active transportation modes.</i></p>	Figure 3	<p>The proposed development supports active transportation and will be connected with the existing and planned walking and cycling routes adjacent to the subject property. Bicycle storage racks are incorporated into the proposed development. The subject property's proximity to the Long Branch GO Station MTSA will encourage people to partake in active transportation such as walking, cycling or rollerblading. The approximate 10 minutes walking distance to the Long Branch GO, the plentiful trails and walking routes along Lakeshore and through the Lakeshore and Marie Curtis Parks and the numerous amenities and services in the immediate area provide incentive for active transportation to be utilized.</p> <p>The proposed amendments conform to Policy 5.3.5.7 of the Official Plan.</p>
Section 5.4 Corridors – Lakeshore Road East and Dixie Road		
<p>Policy 5.4.3</p> <p><i>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the Corridor.</i></p>	Site Plan, Ground Floor Plan	<p>The subject property is located on two Corridors that lead to Major Nodes and Community Nodes. The proposed development provides for commercial uses at grade oriented towards Dixie Road.</p> <p>The proposed Amendments therefore conform to Policy 5.4.3.</p>
<p>Policy 5.4.4</p> <p><i>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.</i></p>	Site Plan, Area Context Plan, Figure 2	<p>Development on Corridors is required to be compact, mixed use transit friendly and appropriate to the context of the surrounding neighbourhood. The subject property is at the intersection of two Corridors, is within a MTSA and adjacent to Lakeshore Road East, a planned higher-order transit corridor.</p> <p>The proposed development represents a compact form and is of a transit-supportive density that is appropriate for the surrounding neighbourhood context and for its location on a Corridor. The planned context anticipates redevelopment on Lakeshore Road East. There are no</p>




		<p>unacceptable adverse impacts to the neighbourhood to the north and the proposed development is appropriate in context to the east, west and south.</p> <p>The proposed Amendments conform to Policy 5.4.4 of the Official Plan.</p>
<p>Policy 5.4.5</p> <p><i>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.</i></p>	Site Plan	<p>The proposed development is of an appropriate density, suitable to support the Corridor policies, while respecting the existing neighbourhood character and context through appropriate built form, density and height. The 8-storey podium provides a reasonable transition to the 15-storey tower portion of the building which is sited furthest from the neighbourhood to the north, approximately 13 metres. The subject property's prominent location at an intersection of two Corridors allows the main building mass and podium to be sited nearest the intersection.</p> <p>The proposed Amendments therefore conform to Policy 5.4.5.</p>
<p>Policy 5.4.7</p> <p><i>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.</i></p>	Site Plan, Traffic and Parking Study	<p>The proposed development's main pedestrian entrance will be from Lakeshore Road East, a Corridor. The main vehicular entrances are from Dixie Road, a corridor, and Cheriebell Road, which is accessed from Lakeshore Road East.</p> <p>The proposed Amendments conform to Policy 5.4.7.</p>
<p>Policy 5.4.8</p> <p><i>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.</i></p>	Site Plan, Elevations	<p>The subject property is within a MTSA, adjacent to two Corridors and Lakeshore Road East is a higher-order transit corridor. The proposed development meets the minimum height criteria. The proposed Amendments seek an increase in height from the maximum of four storeys currently permitted in the Official Plan Neighbourhoods designations and the Lakeview Local Area Plan to bring the subject property into conformity with Provincial policy guidance for density and development within a MTSA and along a higher-order transit corridor. Further, ongoing studies such as Peel's <i>Shaping Growth in Peel: Major Transit Station Areas Study</i> and the City's <i>Lakeshore Connecting Communities: Lakeshore Road Transportation Master Plan and Implementation Strategy</i> suggest that planning along Lakeshore Road East and within a MTSA should be transit supportive and to provide for densities supportive of existing and future transit infrastructure. The Lakeview Local Area Plan section of this Report provides further guidance on height.</p> <p>The proposed Amendments will bring the subject property into conformity with current Provincial Planning policy.</p>
<p>Policy 5.4.9</p> <p><i>Transit services infrastructure will utilize Corridors to connect Intensification Areas.</i></p>	Figure 4	<p>The proposed development will contribute to this objective by providing for transit supportive development along a Corridor and within a MTSA, an area identified for intensification by Provincial policy.</p> <p>The proposed Amendments conform to Policy 5.4.10.</p>
<p>Policy 5.4.10</p>	Site Plan, Ground Floor Plan, Figure	<p>The proposed development is located at the intersection of two Corridors, Dixie Road and Lakeshore Road East. The</p>

<p><i>Local area reviews will consider the appropriateness of transit supportive uses at the intersection of two Corridors. Local area policies may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.</i></p>	<p>14</p>	<p>proposed development is transit supportive in that a proposed density of 4.31 FSI and the subject property's location and the building configuration and entrance locations promote the use of existing and planned transit infrastructure.</p> <p>The proposed Amendments conform to Policy 5.4.10.</p>
<p>Policy 5.4.15</p> <p><i>A number of Light Rail Transit Stations, which will be located along the Hurontario Street Intensification Corridor to serve the proposed light rail transit system are a form of Major Transit Station Areas. The Major Transit Station Areas are identified on Schedule 2: Intensification Areas and the Light Rail Transit Stations are identified on Schedule 6: Long Term Transit Network.</i></p>	<p>Figure 4, Figure 16</p>	<p>The subject property is located within a MTSA and is identified as a Higher Order Transit Corridor by Schedule 6. The subject property has been captured by the Long Branch GO Station MTSA following the release of the Growth Plan, 2019. As such, intensification of the subject property is required. The Growth Plan defines a MTSA as:</p> <p><i>The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.</i></p> <p>Further, planned higher-order transit on Lakeshore Road East and as shown on Schedule 6, suggests that Lakeshore Road East will be developed with future BRT service, which would suggest that Lakeshore Road East should be considered an Intensification Corridor in the future upon updates to the City's Official Plan.</p> <p>The proposed Amendments will bring the subject property into conformity with the Growth Plan's MTSA area boundaries which are not currently captured by the City's Schedule 2: Intensification Areas.</p>
<p>Policy 5.5.13</p> <p><i>Major Transit Station Areas will be subject to a minimum building height of two storeys and a 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.</i></p>	<p>Figure 4</p>	<p>The height currently permitted by the Official Plan and Lakeview Local Area Plan is not in conformity with current policy for MTSA's. The proposed Amendments will bring the subject property into conformity with the Growth Plan's MTSA area boundaries which are not currently captured by the City's Schedule 2: Intensification Areas.</p>



<p>Policy 5.5.16</p> <p><i>Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.</i></p>		<p>The proposed development provides for pedestrians and walkability in that it connects to the existing sidewalk network and locates entrances in convenient locations. A pedestrian pick-up and drop off area provides opportunities for direct taxi service to the nearby Long Branch GO service. Bicycle parking is provided at grade and within the building.</p> <p>The proposed Amendments conform to Policy 5.5.16.</p>
Section 5.5 – Intensification Areas		
		<p>Section 5.5 of the Official Plan is included in this Report to demonstrate the subject property's conformity with the Intensification Area policies given the subject property's location within a Provincial MTSA and along a higher-order transit corridor. While the subject property is not currently within a City defined Intensification Area, the attributes of the subject property's location and Provincial and Regional policies require the subject property to develop as proposed. It is our opinion that the Intensification Area policies of the Official Plan should be considered when assessing the merits of the proposed development.</p>
<p>Policy 5.5.1</p> <p><i>The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas.</i></p>	Figure 4 – Mobility Map	<p>The subject property is located within a MTSA and as such should accommodate significant intensification.</p> <p>The proposed Amendments conform to Policy 5.5.1.</p>
<p>Policy 5.5.2</p> <p><i>Local area reviews for the Downtown, Major Nodes, Community Nodes and Corporate Centres will determine appropriate locations for intensification within these areas.</i></p>	Figure 4 – Mobility Map	<p>It is anticipated that in the future, and upon updates to the City's Official Plan, the subject property will be identified by the City's Official Plan as an MTSA and as a location for intensification based on current Provincial and Regional policies. The proposed Amendments will bring the subject property into conformity with current Provincial MTSA policies, which the City's Official Plan is required to conform with.</p>
<p>Policy 5.5.3</p> <p><i>Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights.</i></p>	Figure 4 – Mobility Map	<p><i>It is anticipated that in the future, and as directed by Provincial policy, the subject property will be captured within an MTSA by the Official Plan and as a location for intensification. The proposed Amendments will bring the subject property into conformity with current Provincial MTSA policies, which the City's Official Plan is required to conform with.</i></p>

<p>Policy 5.5.4</p> <p><i>Intensification Areas will be planned to reflect their role in the City Structure hierarchy.</i></p>	<p>Figure 4 – Mobility Map</p>	<p>Intensification Areas are required to contain the greatest heights and densities.</p> 
<p>Policy 5.5.5</p> <p><i>Development will promote the qualities of complete communities.</i></p>	<p>Figure 3, Site Plan, Statistics</p>	<p>The Growth Plan defines Complete Communities as:</p> <p><i>Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.</i></p> <p>As demonstrated on Figure 3, the subject property is within walking distance to the necessities of daily living. The proposed development will provide new housing options, including accessible units that are age-friendly, that will benefit from the proximity of the nearby amenities and services while contributing to the creation of complete communities.</p> <p>The proposed Amendments conform to Policy 5.5.5.</p>
<p>Policy 5.5.6</p> <p><i>Development applications within Intensification Areas proposing a change to the designated land use, which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review.</i></p>	<p>Ground Floor Plan</p>	<p>The proposed Amendments will facilitate increased population and the proposed commercial component will maintain jobs on the subject property. As such, there is not a significant reduction in the number of jobs anticipated.</p>
<p>Policy 5.5.7</p> <p><i>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.</i></p>	<p>Site Plan</p>	<p>High density housing is encouraged in Intensification Areas.</p> <p>The proposed Amendments conform to Policy 5.5.7.</p>

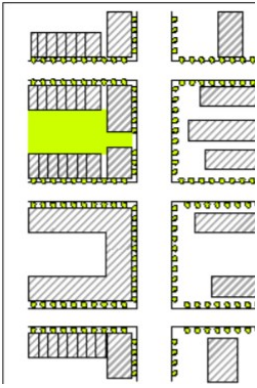
<p>Policy 5.5.8</p> <p><i>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.</i></p>	<p>Figure 3, Site Plan, Statistics</p>	<p>Compact, transit-friendly development is encouraged in Intensification Areas. The proposed development is transit supportive by providing for a density of 4.31 FSI within a 10-minutes walk from the Long Branch GO MTSA.</p> <p>The proposed Amendments conform to Policy 5.5.8.</p>
<p>Policy 5.5.9</p> <p><i>Intensification Areas will be planned to maximize the use of existing and planned infrastructure.</i></p>	<p>Figure 3, Site Plan, Statistics, FSR</p>	<p>The proposed development will maximize the use of existing and planned transit infrastructure and will provide for transit supportive development in a MTSA.</p> <p>The FSR demonstrates the use of existing service and utility infrastructure.</p> <p>The proposed Amendments conform to Policy 5.5.9.</p>
<p>Policy 5.5.11</p> <p><i>Where there is a conflict between the Intensification Area policies and policies regarding the Natural Heritage System and heritage resources, the policies of the Natural Heritage System and heritage resources will take precedence.</i></p>	<p>Figure 10</p>	<p>There are no identified natural heritage features on the subject property.</p> <p>The proposed Amendments conform to Policy 5.5.11.</p>
<p>Policy 5.5.12</p> <p><i>Development will be phased in accordance with the provision of community infrastructure and other infrastructure</i></p>	<p>Figure 3</p>	<p>As demonstrated on Figure 3, there is existing community infrastructure available to service the proposed development.</p> <p>The proposed Amendments conform to Policy 5.5.12.</p>
<p>Policy 5.5.13</p> <p><i>Major Transit Station Areas will be subject to a minimum building height of two storeys and a 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.</i></p>	<p>Figure 4</p>	<p>The subject property is located within a MTSA. An amendment to the Lakeview Local Area Plan Secondary Plan is required to bring the subject property into conformity with Provincial Plans and MTSA policies.</p> <p>The maximum height of four storeys permitted in the Lakeview Local Area Plan is not consistent and does not conform with current Provincial policies for properties located within a MTSA.</p>
<p>Policy 5.5.14</p> <p><i>Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.</i></p>	<p>Figure 4</p>	<p>As illustrated on Figure 4 – Mobility Map, the subject property is adjacent to existing sidewalks, scenic and on-road bicycle routes. Pedestrians are within a 10-minutes walk of the Long Branch MTSA and the subject property is adjacent to Lakeshore Road East, a higher order transit corridor.</p> <p>The proposed Amendments conform to Policy 5.5.14.</p>

<p>Policy 5.5.15</p> <p><i>Intensification Areas will be served by transportation Corridors containing transit and active transportation and may contain higher order transit facilities.</i></p>	<p>Figure 4, Figure 17</p>	<p>The subject property is located adjacent to a higher-order transportation corridor, Lakeshore Road East. Further, the subject property is served by multiple bike and multipurpose trails south of Lakeshore Road East, the waterfront trails and on Dixie Road, which is a scenic route and has a planned Primary On-Road / Boulevard Route cycling route.</p> <p>The proposed Amendments conform to Policy 5.5.15.</p>
<p>Section 7.1 Complete Communities</p>		
<p>Policy 7.2.1</p> <p><i>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.</i></p>	<p>Figure 3, Figure 4</p>	<p>The proposed development conforms to the policies of Chapter 7 Complete Communities in the Official Plan by proposing new residential development within an area that has access to commercial, employment, community and recreational land uses (See Figures 3 and 4). Numerous recreational land uses and community amenities are located in close proximity to foster recreational opportunities for future residents.</p> <p>The proposed Amendments will facilitate the increased use of these available services and therefore conform to Policy 7.2.1.</p>
<p>Policy 7.1.3</p> <p><i>In order to create a complete community and develop a built environment supportive of public health, the City will:</i></p> <ul style="list-style-type: none"> <i>a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;</i> <i>b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;</i> <i>c. encourage environments that foster incidental and recreational activity; and</i> <i>d. encourage land use planning practices conducive to good public health.</i> 	<p>Figure 3</p>	<p>The proposed development is compact, mixed use and improves the supply of residential opportunities in the urban area and subsequently improves access to and the use of commercial, employment, recreational, transit and community uses in the area as the subject property has access to numerous modes of transportation. The proposed development contributes to elements of a complete community by providing residential and commercial uses in an area well served by existing employment, recreation and transit services.</p> <p>The proposed Amendments conform to Policy 7.1.3.</p>
<p>Policy 7.1.6</p> <p><i>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</i></p>	<p>Site Plan, Statistics</p>	<p>The introduction of the proposed development will support a mixture of housing choices within the neighbourhood to further meet the needs of young families and older adults wishing to age in place. In addition, the proposed development will contribute to a housing mix variety including diverse housing types, tenure and prices, that will accommodate residents with diverse housing needs and at different life stages. The 36 barrier-free accessible units</p>

		<p>provide for individuals with varying needs wishing to live in area well served by amenities and services.</p> <p>The proposed Amendments conform to Policy 7.1.6 as the proposed development will provide an increased supply of a desirable housing type and condominium tenure options which accommodates a more diverse housing than what currently exists in the area.</p> <p>The proposed Amendments conform to Policy 7.1.6.</p>
<p>Policy 7.1.10</p> <p><i>When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area.</i></p>	Site Plan, Elevations	<p>There are no anticipated unacceptable impacts to the culture or identity of the Lakeview area. There are no natural features on the subject property. The proposed development will contribute to the existing and planned built environment. The proposed development contemplates the replacement of an existing one-storey commercial building. The culture of the area can remain even with the removal of this building.</p> <p>The proposed Amendments conform to Policy 7.1.10.</p>
Section 9 Build a Desirable Urban Form		
<p>Policy 9.1</p>	Site Plan, Area Context Plan, Elevations	<p>The proposed Amendments conform with the policies set out in Chapter 9.1 through proposing an urban form that is consistent with the urban system yet adds variety in built form and housing typology compatible with the surrounding development. The following sections provide an analysis of the specific Built Form policies in relation to the proposed development.</p>
<p>Policy 9.1.1</p> <p><i>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.</i></p>	Figure 12	<p>Schedule 1 illustrates the subject property to be at the intersection of two Corridors, Lakeshore Road East and Dixie Road and within a Neighbourhood. Along Corridors, and at the intersection of two Corridors, transit-supportive development is encouraged and may considered per Policy 5.4.10, provided development reduces the use of cars. The proposed development will have the potential to reduce the use of automobiles.</p> <p>The proposed Amendments conform to Policy 9.1.1.</p>
<p>Policy 9.1.2</p> <p><i>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</i></p>	Figure 12	<p>The subject property's location within a MTSA requires it to conform to policy 9.1.2. The 242 units proposed will support the use of transit services and plentiful active transportation options available.</p> <p>The proposed Amendments conform to Policy 9.1.2.</p>
<p>Policy 9.1.3</p> <p><i>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</i></p>	Figure 3, Figure 21	<p>The existing character of Lakeshore Road East and Lakeview is defined by one to two-and-a-half storey commercial, community and residential buildings with low lot coverages and modest building masses. This is the historical development pattern that has been maintained for over a half-century. The proposed development, in keeping with current Provincial policy, will result in an intensification and redevelopment that cannot be accommodated on the site without increases in height and density. There is no change proposed to the low-rise areas</p>

		<p>adjacent to the subject property and thus there is not a unacceptable impact to the character of these areas, nor is character a unacceptable context or requirement under the Planning Act.</p> <p>The 15 storeys and density of 4.31 FSI is appropriate for the subject property which is on a planned higher-order transit corridor, within a MTSA and at the intersection of two Corridors.</p> <p>The proposed Amendments conform to Policy 9.1.3.</p>
<p>Policy 9.1.5</p> <p><i>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</i></p>	Site Plan, Context Plan	<p>The proposed development provides for a 13.0 metre separation between the main building podium massing and the property line of the adjacent low-rise development to the north. The 13.0 metres not only provides for separation, but also for a landscape buffer of 4.5 metres that is planned to accommodate several large tree growth species that will screen the building view from the adjacent houses. Combined, this transition is more than adequate for protection of privacy and protection of the neighbouring low-rise uses. Principally, the proposed development will enhance the Corridor and provide for the planned-for vision of Lakeshore Road East.</p> <p>The proposed Amendments conform to Policy 9.15.</p>
<p>Policy 9.1.6</p> <p><i>The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment and quality of life.</i></p>	Figure 12	<p>The subject property is not located in the City's Green System and there are no adverse impacts anticipated to the surrounding areas captured by the City's Green System.</p> <p>The proposed Amendments conform to Policy 9.1.6.</p>
<p>Policy 9.1.7</p> <p><i>Mississauga will promote a built environment that protects and conserves heritage resources.</i></p>	Figure 3	<p>The views of the Small Arms Inspection Building and area are maintained and there are no adverse impacts anticipated to this heritage/cultural resource. The proposed development respects and maintains this cultural resource and upon redevelopment and reuse its future residents will be able to enjoy this resource.</p> <p>The proposed Amendments conform to Policy 9.1.7.</p>
<p>Policy 9.1.8</p> <p><i>Mississauga will transform the public realm to create a strong sense of place and civic pride.</i></p>	Site Plan, Elevations, Landscape Plan, Streetscape Feasibility Study	<p>The public realm will be enhanced through the provision of a defined street wall and pedestrian/public area along Lakeshore Road East and Dixie Road and complimented by a detailed landscape/streetscape plan to demonstrate how the public realm can be enhanced.</p> <p>The proposed Amendments conform to Policy 9.1.8.</p>
<p>Policy 9.1.9</p> <p><i>Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation</i></p>	Figure 3, Figure 4	<p>Transit and active transportation modes are plentiful in the immediate area. The intensification of the subject property will provide a greater number of users for these transportation options available and planned to accommodate high ridership.</p> <p>The proposed Amendments conform to Policy 9.1.9.</p>

modes.		
<p>Policy 9.1.10</p> <p><i>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 excellence.</i></p>	Figure 12, Site Plan, Statistics, Elevations, Landscape Plan, LID Feature List	<p>The proposed development provides for intensification at the intersection of two Corridors and within a MTSA. The proposed development provides 36 barrier-free units.</p> <p>Sustainable design elements may include a partial green roof, permeable paving, bioswales where possible and rain gardens, irrigation chambers for water recycling.</p> <p>The proposed Amendments conform to Policy 9.1.1.1.</p>
<p>Policy 9.1.11</p> <p><i>A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.</i></p>	Site Plan	<p>The proposed development will create and contribute to the planned character on Lakeshore Road East and Dixie Road by providing building massing to define the street edge and public realm. The road pattern is maintained by locating the service and drop-off areas at the rear of the building to ensure the public realm is maintained at the front and nearest Lakeshore Road East.</p> <p>The proposed Amendments conform to Policy 9.1.1.1.</p>
<p>Policy 9.1.12</p> <p><i>An urban form will be developed to take advantage of the Lake Ontario waterfront through connections, views and access.</i></p>	Figure 2, Figure 3	<p>Lake Ontario is within approximately 500-1000 metres of the subject property. Views of the Lake may be possible from the buildings upper floors. The proposed development will be incorporated into the existing sidewalk and active transportation network providing access to the lakefront trails and routes.</p> <p>The proposed Amendments conform to Policy 9.1.12.</p>
<p>Policy 9.1.13</p> <p><i>Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.</i></p>	FSR, LID Feature List	<p>The proposed development can include sustainable design elements such as partial green roofs, permeable paving, bioswales where possible and rain gardens, irrigation chambers for water recycling. The Functional Servicing Report demonstrates how the proposed development will address the subject property.</p> <p>The proposed Amendments conform to Policy 9.1.13.</p>
<p>Policy 9.1.15</p> <p><i>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.</i></p>	Site Plan	<p>There are no adverse impacts to Lakeshore Road East, a planned higher-order transit corridor. The right-of-way has been accommodated and daylight triangles incorporated into the design of the proposed building to ensure sightlines are maintained.</p> <p>The proposed Amendments conform to Policy 9.1.15.</p>

<p><i>Figure 9-2: Building Frontages will frame street and provide contiguous built form:</i></p> 	<p>Site Plan, Figure 5, Figure 6</p>	<p>The proposed building siting and massing provide for the City's vision to frame the street on both Lakeshore Road East and Dixie Road. A street wall that occupies the entire frontage on Lakeshore Road East and Dixie Road, save for where the vehicle access lane exists, will frame the street and provide for a contiguous built form.</p> <p>The proposed Amendments will facilitate the building design illustrated by Figure 9-2.</p>
<p>9.2 City Pattern</p>		<p>Mississauga is required to develop a city pattern that is more sustainable and supports complete communities by directing growth to Intensification Areas and managing growth in other areas. The subject property's location within a MTSA lends it to intensification to support the multi-modal transportation system and complete communities including elements of a high-quality public realm and vibrant pedestrian environment.</p>
<p>Policy 9.2.1</p> <p><i>Intensification Areas are the principal location for future growth and consist of:</i></p> <ul style="list-style-type: none"> • Downtown; • Major Nodes; • Community Nodes; • Corporate Centres; • Intensification Corridors; and • Major Transit Station Areas. <p><i>In order to achieve the vision for Intensification Areas as vibrant, mixed use areas, serviced by multi-modal transportation, the physical form, relationship among buildings and spaces and the quality of the built environment will be critical in making these areas successful.</i></p>	<p>Figure 3</p>	<p>Section 9.2.1 of the Official Plan provides Intensification Area policies that should be considered in the context of the proposed development given its location within a MTSA.</p> <p>The Official Plan provides the following definitions:</p> <p>MAJOR TRANSIT STATION AREA means the area including and around any existing or planned higher order transit station. Station areas generally are defined as the area within an approximate 500 m radius of a transit station, measured from the station building, representing about a 10 minute walk.</p> <p>The subject property is located within a MTSA as defined by Provincial policy and is within a 10-minute walk (500-800metres).</p> <p>INTENSIFICATION CORRIDOR means the lands within approximately 200 to 300 metres of the centre line of roads identified as having the potential for higher density mixed use development consistent with planned transit service levels.</p> <p>The existing MTSA, bus routes and planned higher-order transit, service routes and levels suggest that Lakeshore Road East should have higher density development.</p> <p>HIGHER ORDER TRANSIT means transit that generally operates on its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed traffic transit. Higher order transit can include heavy rail (such as</p>

		<p><i>subways), light rail (such as streetcars), and buses in dedicated rights-of-way.</i></p> <p>The subject property is within a MTSA and is identified as a Planned Higher Order Transit Corridor on Lakeshore Road East which require significant intensification on the subject property. The current Official Plan does not capture these locational characteristics. To bring the Official Plan into conformity with current Provincial policy the proposed Amendments will facilitate transit-supportive development in these areas.</p> <p>The proposed Amendments conform to Policy 9.2.1.</p>
<p>Policy 9.2.1.4</p> <p><i>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.</i></p>		<p>Parking is located underground and a enhanced pedestrian realm is created by defining the Lakeshore Road East street edge with a 4.5 metre setback and building wall.</p> <p>The proposed Amendments conform to Policy 9.2.1.4.</p>
<p>Policy 9.2.1.6</p> <p><i>Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.</i></p>	Site Plan, Ground Floor Plan	<p>One consolidated area for parking access and service is provided at the rear of the building with a continuous lane access from Dixie Road and Lakeshore Road East.</p> <p>The proposed Amendments conform to Policy 9.2.1.6.</p>
<p>Policy 9.2.1.8</p> <p><i>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.</i></p>	Elevations, Sections	<p>The Official Plan provides the following definition for Tall Building:</p> <p><i>TALL BUILDING means 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. They have a greater opportunity and responsibility to contribute towards defining an area's identity and success. Further, when appropriately sited and designed, tall buildings can accommodate transit supportive densities and facilitate the viability of a successful, well used public transit system.</i></p> <p>The proposed development is 15 storeys in height, 27 metres of which is captured by a 8-storey podium and the total height being 53.4 metres, within the podium cited nearest the intersection of Lakeshore Road East and Dixie Road. Lakeshore Road East has a planned right-of-way width of 44.5 metres.</p> <p>The proposed Amendments will facilitate a Tall Building in proximity to a MTSA and therefore conform to Policy 9.2.18.</p>
<p>Policy 9.2.1.9</p> <p><i>Where the right-of-way width</i></p>	Elevations, Sections	<p>Streetscape enclosure is achieved by locating the podium and continuous street frontage along Lakeshore Road East and Dixie Road. A podium height of 8 storeys and 27</p>

exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.		metres facilitates the feeling of enclosure on the north side of Lakeshore Road East and east side of Dixie Road. The proposed Amendments conform to Policy 9.2.1.9.
<p><i>Policy 9.2.1.10</i></p> <p><i>Appropriate height and built form transitions will be required between sites and their surrounding areas.</i></p>	Sections, Shadow Study	<p>The setback of 13 metre and 12 metres respectively from the tower portion of the building and podium creates adequate separation from the property line of the adjacent low-rise residential houses to the north. The setback is comprised of a 7 metre lane and 4.5 metre landscape buffer and 1.5 metre walkway. The building itself is sited nearest Lakeshore Road East and Dixie Road, furthest from the low-rise residential dwelling.</p> <p>This spacing and building siting/orientation appropriately provides for transition from the older, low-rise design internal to the neighbourhood with the requirements for taller buildings on Corridors, within MTSA's and on planned higher-order transit corridors.</p> <p>The Shadow Study demonstrates the shadowing impact on proposed amenity and nearby areas and demonstrates how the proposed development can meet the City standards for shadow studies with partial exceptions. The Shadow Study finds that the incremental shadows do not represent adverse or undue impacts on amenity or surrounding areas.</p> <p>The proposed Amendments conform to Policy 9.2.1.9.</p>
<p><i>Policy 9.2.1.11</i></p> <p><i>Tall buildings will be sited and designed to enhance an area's skyline.</i></p>	Elevations, Sections	<p>The area and intersection of Lakeshore Road East and Dixie Road is a prominent area of the City. The 15-storey height will contribute to the planned heights taller buildings anticipated on Lakeshore Road East when viewed from City-viewpoints and view corridors from adjacent areas.</p> <p>The proposed Amendments conform to Policy 9.2.1.11.</p>
<p><i>Policy 9.2.1.12</i></p> <p><i>Tall buildings will be sited to preserve, reinforce and define view corridors.</i></p>	Elevations, Sections, Context Plan, Figure 2	<p>The houses immediately adjacent and to the north are sited nearest the Lakeshore/Dixie street frontages and are forward facing. The flankages of the homes abut the property line and generally face east and west, not south towards the proposed development.</p> <p>By providing a minimum of 12 metres, there is more than adequate separation to provide for view corridors and privacy.</p> <p>The proposed Amendments conform to Policy 9.2.1.12.</p>
<p><i>Policy 9.2.1.13</i></p> <p><i>Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.</i></p>	Shadow Study	<p>One building is proposed on the subject property. Spacing between other buildings and areas is defined by the existing road network and proposed rear lane.</p> <p>The proposed Amendments conform to Policy 9.2.1.13.</p>
<p><i>Policy 9.2.1.14</i></p> <p><i>In appropriate locations, tall buildings will be required to</i></p>	Wind Study	<p>The wind study prepared by Theakston Environmental demonstrates that there are no adverse wind impacts generated by the proposed development.</p>

<i>incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.</i>		The proposed Amendments conform to Policy 9.2.1.12.
Policy 9.2.1.15 <i>Tall buildings will address pedestrian scale through building articulation, massing and materials.</i>	Elevations	A 4-storey base connected to a larger 8-storey podium broken up by balconies and intersecting architectural façade provides a street wall that is pedestrian scaled. The proposed Amendments conform to Policy 9.2.1.15.
Policy 9.2.1.16 <i>Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas.</i>	Wind Study	The wind study prepared by Theakston Environmental demonstrates that there are no adverse microclimatic conditions.
Policy 9.2.1.17 <i>Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.</i>	Site Plan, Context Plan	Continuous building frontages are provided on Lakeshore Road East and Dixie Road, save for where the lane bisects the rear portion of the proposed development. The proposed Amendments conform to Policy 9.2.1.17.
Policy 9.2.1.18 <i>Existing large blocks will be reconfigured to incorporate a fine-grained block structure with public roads and on-street parking to support at grade uses.</i>	Site Plan	The proposed development provides for a finer-grained street/lane network by incorporating a new access lane at the rear of the subject property. This will break up the block and provide for interconnection between Dixie Road and Cherriebell Road and along Lakeshore Road East. The proposed Amendments conform to Policy 9.2.1.18.
Policy 9.2.1.19 <i>The public realm and the development interface with the public realm will be held to the highest design standards.</i>	Landscape Plan, Elevations	The proposed development is assessed in the context of the design and built form standards contained in the Official Plan and Secondary Plan. The building and landscape area have been designed by professional and registered architects and landscape architects. The proposed Amendments conform to Policy 9.2.1.19.
Policy 9.2.1.21 <i>Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.</i>	Site Plan, Elevations, Renderings	The proposed development is compact, transit supportive and will define the public realm through massing along the entire property line and street edge, adjacent to the public realm. The proposed Amendments conform to Policy 9.2.1.21.
Policy 9.2.1.22 <i>Development will be designed to support and incorporate pedestrian and cycling connections.</i>	Ground Floor Plan, Site Plan, Figure 4	Pedestrian/cycling connections are provided and interlaced through the proposed development. These walkways will connect with the existing and planned pedestrian and cycling networks and sidewalks. The proposed Amendments conform to Policy 9.2.1.23.
Policy 9.2.1.23	Site Plan	Active uses can be facilitated based on the available space

<i>Active uses will be required on principal streets with direct access to the public sidewalk.</i>		adjacent to the building and within the planned 44.5 metre Lakeshore Road East ROW. Dixie Road is planned to accommodate a cycling route which the proposed development will have direct access to. The proposed Amendments conform to Policy 9.2.1.23.
<i>Policy 9.2.1.24 Development will face the street.</i>	Site Plan	The proposed development and building faces both Lakeshore Road East and Dixie Road. The proposed Amendments conform to Policy 9.2.1.24.
<i>Policy 9.2.1.25 Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections</i>	Ground Floor Plan, Elevations	The proposed building's Lakeshore Road East façade includes the building entrance and lobby. Architectural treatments will be applied to enhance the façade as the design evolves. Retail storefront's are provided on Dixie Road and can provide for display windows. The proposed Amendments conform to Policy 9.2.1.25.
<i>Policy 9.2.1.26 For non-residential uses, at grade windows will be required facing major streets and must be transparent.</i>	Elevations	At-grade windows are provided for the retail component. The proposed Amendments conform to Policy 9.2.1.26.
<i>Policy 9.2.1.27 Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.</i>	Elevations, Renderings	The proposed development is an excellent gateway building that provides prominence at this entry point to Mississauga and gateways to surrounding areas of the City. The proposed Amendments conform to Policy 9.2.1.27.
<i>Policy 9.2.1.28 Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.</i>	Site Plan, Sections, Elevations, Landscape Plan	The proposed building is parallel to the street lines and setbacks of 4.5 metres (Lakeshore Road East) provide for opportunities for street related activity to complement the uses planned with the Lakeshore Road east ROW. The Landscape Plan illustrates how both realms can be integrated to create an active and friendly environment for pedestrians with seating areas, planting, lighting and the space needed to facilitate appropriate movement within the block. Along Dixie Road, the land dedication required will facilitate a new sidewalk and upgraded Dixie Road with bicycle lanes. The 1.5 metre setback in this instance is appropriate as street related activity is captured within the future ROW. The proposed Amendments conform to Policy 9.2.1.28.
<i>Policy 9.2.1.29 Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.</i>	Elevations, Landscape Plan	All elements of an integrated streetscape can be captured within the ROW and the building massing and continuous streetwall will capture this area. The proposed Amendments conform to Policy 9.2.1.29.

<p>Policy 9.2.1.30</p> <p><i>Development will provide open space, including squares and plazas appropriate to the size, location and type of the development.</i></p>	<p>Landscape Plan</p>	<p>The proposed development provides for open spaces and places for people to congregate along the entire Lakeshore Road East frontage and at the immediate corner and within the planned ROW on Dixie Road.</p> <p>The proposed Amendments conform to Policy 9.2.1.30.</p>
<p>Policy 9.2.1.31</p> <p><i>Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.</i></p>	<p>Site Plan, Landscape Plan</p>	<p>The proposed building is sited along and parallel to Lakeshore Road East and Dixie Road. This will define the public realm and will inform the relationship with the public sidewalk, bike lanes and ROW of both roads.</p> <p>The proposed Amendments conform to Policy 9.2.1.31.</p>
<p>Policy 9.2.1.32</p> <p><i>Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.</i></p>	<p>Site Plan, Landscape Plan</p>	<p>The proposed building is positioned along both street edges. The Ground Floor Plan illustrates the location the primary entrance point which provide direct and unimpeded access to the public sidewalks which provide connections to existing transit on Dixie Road and Lakeshore Road East and the Long Branch GO MTSA.</p> <p>The proposed Amendments conform to Policy 9.2.1.32.</p>
<p>Policy 9.2.1.33</p> <p><i>Open spaces will be designed to promote social interaction.</i></p>	<p>Landscape Plan</p>	<p>Open spaces along the Lakeshore Road East frontage are continuous and unimpeded. Opportunities for social interaction will be facilitated through the provision of seating areas, landscaping and landscape elements.</p> <p>The proposed Amendments conform to Policy 9.2.1.33.</p>
<p>Policy 9.2.1.34</p> <p><i>Development will utilize streetscape design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces.</i></p>	<p>Landscape Plan. Figure 2, 3</p>	<p>The Landscape Plan demonstrates the walkability through the site and connections to existing sidewalks which connect to the surrounding trail network. New bike lanes can be accommodate in the future ROW and will be complementary to the proposed development.</p> <p>The proposed Amendments conform to Policy 9.2.1.34.</p>
<p>Policy 9.2.1.35</p> <p><i>Buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation.</i></p>	<p>Site Plan, Sections</p>	<p>Pedestrian circulation is continuous through the site and provides connections to the existing sidewalk and bicycle network.</p> <p>The proposed Amendments conform to Policy 9.2.1.35.</p>
<p>Policy 9.2.1.36</p> <p><i>Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed.</i></p>	<p>Site Plan, Ground Floor Plan, Landscape Plans, Streetscape Feasibility Plan</p>	<p>Streetscape and landscape improvements will be facilitated and coordinated with planned improvements to the ROW and Lakeshore Road East and Dixie Road.</p> <p>The proposed Amendments conform to Policy 9.2.1.36.</p>
<p>Policy 9.2.1.37</p> <p><i>Developments should minimize</i></p>	<p>Site Plan, Underground Plans</p>	<p>Three levels of underground parking provide the majority of the building parking requirements below grade and away from the street. Surface parking to service residential</p>

the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses.		and commercial visitors is provided at grade at the rear of the building and away from the street frontages. The proposed Amendments conform to Policy 9.2.1.37.
Policy 9.2.1.38 Parking lots and structures should not be located adjacent to major streets.	Site Plan	An above-ground parking structure or lot is not proposed adjacent to Dixie Road, a collector road, and Lakeshore Road East an arterial road. The proposed Amendments conform to Policy 9.2.1.38.
Policy 9.2.1.39 Signage will be integrated with the scale and character of built form and will follow universal design principles.	Elevations	Signage is not proposed at this stage and can be further evaluated at the Site Plan stage. The proposed Amendments conform to Policy 9.2.1.39
9.2.2 – Non-Intensification Areas (Neighbourhoods, Corridors)		
9.2.2.1 Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved. 9.2.2.2 Tall buildings will generally not be permitted. 9.2.2.3 While new development need not mirror existing development, new development in Neighbourhoods will: a. respect existing lotting patterns; b. respect the continuity of front, rear and side yard setbacks; d. minimize overshadowing and overlook on adjacent neighbours; f. preserve mature high quality trees and ensure replacement of the tree canopy; and	Elevations, Sections, Site Plan, Tree Preservation Plan	The Official Plan currently identifies the subject property to be within a Non-Intensification Area. While the subject property is not currently within a City defined Intensification Area, the attributes of the subject property's location and Provincial and Regional policies require the subject property to develop as proposed. As demonstrated in this Report, the Intensification Area policies should prevail given the subject property's location within a MTSA and along a higher-order transit corridor. Lakeshore Road East is expected to urbanize and as such significant increases in height and density need to be accommodated on the subject property. The subject property is currently designated Mixed Use and is immediately adjacent to the low-rise residential dwellings to the north. The proposed development does not contemplate duplicating this low-rise built form as that form of development would not conform with current Provincial mandates. The proposed Amendments with facilitate a reasonable 15-storey building which respects the scale and character of the surrounding area by integrating the building with the existing neighbourhood by siting it on the southern most portion of the subject property, but providing architectural features and articulation and by incorporating a generous

<p><i>g. be designed to respect the existing scale, massing, character and grades of the surrounding area.</i></p>		<p>12-13 metre setback to the surrounding areas to the north.</p> <p>It should be noted that on the opposite side of Dixie Road, development was recently approved at 12 storeys. Further, there are numerous existing apartment building communities in excess of 15 storeys in the surrounding area and off of Lakeshore Road East.</p> <p>The Tree Preservation & Removals Plan demonstrates that all neighbouring trees will be preserved along the property line. New trees will be planted to contribute to the existing canopy along this property line. The scale and height of the proposed building is suitable from the west, east and south and its separation from the north balances the need for a Tall Building in this location while not causing any tangible or quantifiable impact to surrounding areas.</p> <p>The proposed Amendments will bring the Official Plan into conformity with Provincial policy.</p>
<p>Policy 9.2.2.6</p> <p><i>Development on Corridors will be encouraged to:</i></p> <p><i>a. assemble small land parcels to create efficient development parcels;</i> <i>b. face the street, except where predominate development patterns dictate otherwise;</i> <i>c. not locate parking between the building and the street;</i> <i>d. site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall;</i> <i>e. provide entrances and transparent windows facing the street for non-residential uses;</i> <i>f. support transit and active transportation modes;</i> <i>g. consolidate access points and encourage shared parking, service areas and driveway entrances; and</i> <i>h. provide concept plans that show how the site can be developed with surrounding lands</i></p>	<p>Site Plan, Landscape Plan, Context Plan</p>	<p>The proposed development achieves these objectives. The proposed building faces the street, does not provide parking between the building and street, is sited to frame the street and public realms, can provide transparent or treated windows, will support transit and active transportation, consolidates access areas and driveways and as shown on the Context Plan, is consistent with recent planning approvals and the planned context for the surrounding area.</p> <p>The proposed Amendments conform to Policy 9.2.2.6.</p>
<p>Section 16 Neighbourhoods</p>		
<p>Official Plan: City Structure: Neighbourhoods</p> <p>Policy 16.1.1.2</p>		<p>The subject property is located within a <i>Neighbourhood (Lakeview)</i> and therefore the general Neighbourhood policies of the Official Plan must be considered.</p>

<p><i>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:</i></p> <ul style="list-style-type: none"> <i>a. an appropriate transition in heights that respects the surrounding context will be achieved;</i> <i>b. the development proposal enhances the existing or planned development;</i> <i>c. the City Structure hierarchy is maintained; and</i> <i>d. the development proposal is consistent with the policies of this Plan.</i> 		<p>The proposed development is sited to address the surrounding context and provides for evolution to the low-rise homes to the north by providing significant separation, 12 metres, from the property line of the houses adjacent and to the north. The podium itself is setback a minimum of 13 metres and is cited nearest the intersection of Dixie Road and Lakeshore Road east. Further, large growth trees and species will be planted within the 4.5 metre landscape buffer provided at the rear of the proposed development, which will adequately screen and provide privacy.</p> <p>The subject property is located at the intersection of two Corridors, within a MTSA and along a planned higher-order transit corridor, Lakeshore Road East. The proposed development, with a maximum height of 15 storeys and FSI of 4.31 finds balance between Provincial intensification objectives, transit-supportive development and transition to the surrounding low-rise neighbourhoods.</p> <p>The proposed Amendments are required to bring the Official Plan into conformity with Provincial policy.</p> <p>The Neighbourhood policies of the Lakeview Local Area Plan are discussed further in the next Section.</p>
---	--	--

4.4 Lakeview Local Area Plan

The subject property is located within the Lakeview Local Area Plan, the “Area Plan” and along the “Lakeshore Corridor” of the Lakeview Neighbourhood. The Area Plan must be read in conjunction with the environmental, multi-modal, urban form, city structure and land use policies of the Official Plan, Regional and Provincial policies.


POLICY / SECTION NUMBER	REPORT / PLAN	CONSISTENCY/CONFORMITY
Section 1.0 How to Read the Lakeview Local Area Plan		
	Area Context Plan, Figure 21	<p>We have read Section 1.0 – How to Read the Lakeview Local Area Plan and find that to permit the proposed development, and to bring the Official Plan and Area Plan into conformity with Provincial policy, an Amendment is required to facilitate the 15 storeys proposed.</p> <p>The direction of Section 1.0 was followed and applied when reviewing the following policies:</p>
Section 5 Vision		
<p><i>Guiding Principle 5.1.1</i></p> <p><i>Reconnect Lakeview to the waterfront by protecting view corridors to the lake and along the shoreline, providing a mix of uses and public access to the waterfront.</i></p>	Area Context Plan	The proposed development will provide new views to the lake from south facing units. The building does not restrict any existing view corridors to the lake. New housing will provide new residents with the opportunity to enjoy the waterfront.
<p><i>Guiding Principle 5.1.2</i></p> <p><i>Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development.</i></p>	Area Context Plan	Infill and redevelopment in Neighbourhoods is to be accommodated. There are no quantifiable adverse impacts to heritage, character or compatibility anticipated.
<p><i>Guiding Principle 5.1.3</i></p> <p><i>Support complete communities in the Community Node through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities.</i></p>	Site Plan, Ground Floor Plan	The proposed development is compact and mixed-use, pedestrian oriented and contributes to the Lakeshore Road East mainstreet.
<p><i>Guiding Principle 5.1.4</i></p> <p><i>Promote community health by encouraging public transit, cycling, walking, and the active use of parks, open spaces, and community facilities.</i></p>	Site Plan, Ground Floor Plan	The proposed development is transit-supportive and will encourage active forms of transportation including transit usage, cycling and walk. The internal walkways will be connected with the existing sidewalk and bicycle network which provides access to the area abundant parks, open spaces and community facilities.

<p>Guiding Principle 5.1.5</p> <p><i>Support social well-being by providing facilities and services for a diverse population of all ages and cultures, promoting public spaces as places for social interaction, and encouraging public participation.</i></p>	<p>Ground Floor Plan, Landscape Plan</p>	<p>The proposed development provides for a mix of unit sizes and accessible units to serve a diverse and changing population. Public spaces within the ROW and adjacent to the proposed building will create a lively street that encourages interaction.</p>
<p>Guiding Principle 5.1.6</p> <p><i>Achieve leadership in sustainability by supporting development that is energy efficient and environmentally responsible, and to support the economic health, social equity and cultural vitality of Lakeview.</i></p>	<p>FSR/SWM, Landscape Plan</p>	<p>The proposed development is compact and will utilize existing available services.</p>
<p>5.2 Community Concept</p>		
<p>Guiding Principle 5.2.3 Neighbourhoods</p> <p><i>Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Neighbourhoods are considered to be primarily stable residential areas that may include a commercial centre to serve the surrounding area.</i></p>	<p>Figure 23</p>	<p>The subject property is located in the Lakeshore Corridor sub-area. The Creekside South Residential Neighbourhood is north of the subject property.</p>
<p>Guiding Principle 5.2.5 Corridors</p> <p><i>The principal document identifies Lakeshore Road East, Cawthra Road, and Dixie Road as corridors. These corridors link together the neighbourhoods of Lakeview. Corridors that run through the Community Node should develop with mixed uses oriented towards the corridor. 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 development of Lakeview. This</i></p>	<p>Figure 23</p>	<p>The subject property is located in the Lakeshore Corridor. This Report demonstrates how the subject property should be considered an appropriate area for intensification</p>

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 6 Direct Growth		
6.2 Neighbourhood Character Areas	Figure 23	The subject property is not located in a Neighbourhood Character Area. The following policies are assessed for context and given the subject property's adjacency to the South Residential (Creekside) neighbourhood.
Policy 6.2.1 <i>Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites.</i>	Figure 14, Figure 23	The subject property is located at the intersection of two Corridors. The proposed Amendments conform to Policy 6.2.1.
Policy 6.2.2 <i>Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types.</i>	Site Plan	The proposed development provides a mix of unit sizes and types, including barrier free units. The proposed Amendments conform to Policy 6.2.1.
Policy 6.2.3 <i>Intensification will be sensitive to the existing character of the residential areas and the planned context.</i>	Site Plan, Landscape Plan, Elevations	The proposed development is adequately separated and screened from the adjacent low rise neighbourhood of Creekside to the north. A total of 12.0 metres of setback and a 4.5 metre landscape buffer will screen the existing adjacent low-rise houses with the proposed building. The planned context calls for significant increases in height and density at this location. To accommodate this, the majority the buildings mass is sited nearest Lakeshore Road East. The proposed Amendments conform to Policy 6.2.3.
6.3 Lakeshore Road Corridor	Figure 23	The subject property is located in the Lakeshore Road Corridor. The following section provides an analysis of the relevant policies.
Policy 6.3.1 <i>Intensification will occur through infilling or redevelopment.</i>	Site Plan, Statistics, Figure 14	The subject property is located at the intersection of two Corridors where intensification and infilling can be accommodated. The proposed Amendments conform to Policy 6.3.1.

<p>Policy 6.3.2</p> <p><i>Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses.</i></p>	<p>Site Plan, Elevations</p>	<p>The proposed development is adequately separated and screened from the adjacent low rise neighbourhood of Creekside to the north. A total of 12.0 metres of setback and a 4.5 metre landscape buffer will screen the existing adjacent low-rise houses with the proposed building. The planned context and Provincial and Regional policy call for significant increases in height and density at this location. To accommodate this, the majority the buildings mass is sited nearest Lakeshore Road East.</p> <p>The proposed Amendments conform to Policy 6.3.2.</p>
<p>Policy 6.3.3</p> <p><i>Intensification will address matters such as:</i></p> <ul style="list-style-type: none"> a. <i>contribution to a complete community;</i> b. <i>contribution to the mainstreet character;</i> c. <i>respecting heritage; and</i> d. <i>protecting views to the waterfront.</i> 	<p>Site Plan, Elevations, Area Context Plan</p>	<p>The proposed development contributes to the creation of a complete community by providing for a mix of uses, creating a lively streetfront and Lakeshore Road East, by not impeding any heritage elements in the surrounding area and by protecting and creating views to the waterfront.</p> <p>The proposed Amendments conform to Policy 6.2.3.</p>
<p>Section 8 Complete Communities and Housing</p>		
<p>Section 8</p> <p><i>The future Community Node and the Lakeshore Corridor will provide a mix of uses and services to residents in the adjacent neighbourhoods.</i></p>	<p>Figure 3</p>	<p>The proposed development will support the achievement of complete communities. The proposed development achieves this as the subject property is nearby several community facilities, employment opportunities, schools and community centres the proposed dwelling types create, supply and diversify the existing housing stock while not proposing any change to the existing housing stock. A retail component is proposed at-grade to service the surrounding area.</p> <p>The proposed Amendments conform to Section 8.0 – Complete Communities.</p>
<p>8.1 Housing</p> <p>Policy 8.1.1</p> <p><i>Preservation of existing affordable housing will be a priority. Where development applications are proposing the removal of existing affordable housing, the replacement of these units will be encouraged on site or within the community.</i></p>	<p>Site Plan, Statistics</p>	<p>The removal or replacement of affordable housing is not contemplated.</p> <p>The proposed Amendments conform to Policy 8.1.1.</p>
<p>Policy 8.1.2</p> <p><i>The Community Node and Lakeshore Corridor are encouraged to develop using a range of housing choices in terms of type, tenure and price.</i></p>	<p>Site Plan, Floor Plans, Statistics</p>	<p>The proposed development provides for a mix of 1-bedroom, 2-bedroom and 3-bedroom units. Thirty-six (36) of which are barrier free units.</p> <p>The proposed Amendments conform to Policy 8.1.2.</p>

<p>Policy 8.1.3</p> <p><i>Mississauga will encourage the provision of affordable housing, including rental housing and seniors' housing within the Community Node and in the Lakeshore Corridor.</i></p>	<p>Site Plan, Statistics</p>	<p>We recognize the City's current initiatives to facilitate and encourage affordable, seniors and rental housing. Affordable housing is not proposed. The proposed development will provide housing for other market segments and provides for a range of options, sizes and configurations in this regard.</p> <p>The proposed Amendments conform to Policy 8.1.3.</p>
<p>Section 10 Desirable Urban Form</p>		
<p>Policy 10.1</p> <p><i>Neighbourhoods are stable residential areas where the existing character is to be preserved and enhanced. Development may occur through modest infilling or redevelopment of existing commercial plazas and vacant sites. Neighbourhood policies are intended to reflect a number of objectives, including among other things:</i></p> <ul style="list-style-type: none"> • <i>to ensure development is sensitive to the existing low rise context and reinforce the planned character of the area;</i> • <i>to ensure Lakeshore Road East will provide appropriate development and public realm that reinforces its planned role as a connected community and fosters an active pedestrian and cycling environment; and</i> • <i>to appropriately balance the constraints associated with both the Canadian National Railway line and adjacent residential uses.</i> 		<p>New development is explicitly referenced to occur on commercial plazas. Redevelopment under the current policy regime requires it to occur at densities and heights supportive of transit. The proposed development is sensitive to the adjacent low-rise buildings to the north by providing for adequate separation between existing and planned uses combined with screening along the property line(s). The Lakeshore Road East public realm will be enhanced as shown on the Landscape Plan and combined with the planned ROW improvements on Lakeshore Road East and Dixie Road, Lakeshore Road East will foster an active pedestrian and cycling environment.</p> <p>The proposed Amendments conform to Policy 10.1.</p>
<p>Section 10.3 – Lakeshore Corridor</p>		
<p>Within the Lakeshore Corridor, development is required to address:</p> <ul style="list-style-type: none"> • <i>creating a pedestrian oriented environment;</i> • <i>ensuring built form</i> 	<p>Figure 3, 4, Site Plan, Statistics</p>	<p>The proposed development addresses and synthesizes these requirements in the context of current Provincial policy guidance and as outlined in the following sections.</p>

<p><i>compatibility and transition in heights to adjacent neighbourhoods;</i></p> <ul style="list-style-type: none"> <i>• minimizing access points along Lakeshore Road East;</i> <i>• preserving light and sky views; and</i> <i>• creating an attractive public realm.</i> 		
<p>Policy 10.3.1</p> <p><i>Development should preserve and enhance the views and vistas to the natural environment.</i></p>	Figure 3, Site Plan, Elevations	<p>Views and vistas to the natural environment are not impeded. The proposed development creates opportunities for future residents to experience and enjoy the views and vistas from the podium.</p> <p>The proposed Amendments conform to Policy 10.3.1.</p>
<p>Policy 10.3.2</p> <p><i>The City will seek opportunities for views to Lake Ontario through development applications for new north-south roads and road extensions, including among others, Ogden Avenue and Hydro Road.</i></p>	Site Plan, Figure 3, Elevations	<p>From street level, Lake Ontario cannot be seen from the subject property. The building heights proposed will allow future residents to enjoy views of the Lake.</p> <p>The proposed Amendments conform to Policy 10.3.2.</p>
<p>Policy 10.3.3</p> <p><i>Development will be encouraged to locate parking to the rear of buildings or underground.</i></p>	Site Plan, Underground Plans,	<p>The proposed development provides the majority of parking spaces underground. Surface parking is provided at the rear of the building to service visitors and patrons of the retail component.</p> <p>The proposed Amendments conform to Policy 10.3.3.</p>
<p>Policy 10.3.4</p> <p><i>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.</i></p>	Elevations	<p>The proposed Amendments seek to alter this requirement of the Area Plan. Since its enactment, the Area Plan has been superseded by several Provincial policies concerning minimum development densities within MTSA and along higher-order-transit corridors.</p> <p>The proposed Amendments seek a site-specific exception to the current height permissions of the Area Plan to bring the subject property into conformity with Provincial policy.</p>
<p>Policy 10.3.5</p> <p><i>Appropriate transition to adjacent low density residential will be required.</i></p>	Context Plan, Elevations	<p>Appropriate transition is provided through building separation and siting. By providing appropriate setbacks (12-13 metres) transition can be achieved. The change from high-to-low density building forms is minimized as building massing is not immediately adjacent to existing properties or built houses.</p>

		The proposed Amendments conform to Policy 10.3.5.
<p>Policy 10.3.6</p> <p><i>To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East.</i></p> <p><i>Development should address the following, among other items:</i></p> <ul style="list-style-type: none"> <i>a. maintaining an appropriate average lot depth for mainstreet commercial;</i> <i>b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage;</i> <i>c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and</i> <i>d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.</i> 	<p>Site Plan, Ground Floor Plan, Landscape Plan</p>	<p>The building provides for street related commercial uses on Dixie Road and at the immediate intersection, accessible from Lakeshore Road East. The proposed building provides a continuous street wall/frontage and incorporates a landscape plan and provides for open spaces and seating areas to enhance the pedestrian environment. The building entrance is located and faces Lakeshore Road East.</p> <p>The proposed Amendments conform to Policy 10.3.6.</p>
<p>Policy 10.3.7</p> <p><i>Development will provide an appropriate streetscape treatment of the public realm that supports pedestrian activity and provides an attractive character to the street. This may include, among other things:</i></p> <ul style="list-style-type: none"> <i>a. landscaping and planting;</i> <i>b. street furnishings;</i> <i>c. public art;</i> <i>d. quality building materials; and</i> <i>e. building design elements and features including articulated rooflines such as parapets and towers.</i> 	<p>Elevations, Landscape Plan</p>	<p>The proposed development provides for appropriate streetscape treatment for uses within the public and private realms. As demonstrated on the Landscape Plan and Streetscape Feasibility Study, adequate space is available to accommodate elements that will contribute to an attractive street and public realm. The architecture proposed is of an interesting and modern style which will provide add an interesting building to the planned context on Lakeshore Road East.</p> <p>The proposed Amendments conform to Policy 10.3.7.</p>
<p>Policy 10.3.8</p> <p><i>Development will be encouraged to provide placemaking opportunities, such as public squares, plazas, and open spaces, including among other</i></p>		<p>An opportunity for a small public corner square feature exists at the immediate intersection of Dixie Road East and Lakeshore Road East. On the Landscape Plan, we have conceptualized how this can look in the interim and before finalization with the City's streetscape design elements. Open spaces, seating areas and plantings are provided along with building frontages and within the 4.5 metre</p>

locations, at Cooksville Creek, Cawthra Road, East Avenue, Alexandra Avenue, Ogden Avenue, Hydro Road, Dixie Road, and Etobicoke Creek.		landscape buffer at the rear. Further, an 8 th floor rooftop amenity areas provides significant outdoor space for residents. The proposed Amendments conform to Policy 10.3.8.
Policy 10.2.10 <i>The Intensification Areas policies of the Plan will apply to development within the Core area.</i>	Context Plan	The proposed Amendments suggest that the Intensification Area policies should be expanded to the subject property given its location within a MTSA and on a higher-order transit corridor. The proposed Amendments conform to Policy 10.3.10.
Policy 10.2.11 <i>Single use residential buildings are permitted in the Outer Core area, subject to the following:</i> a. buildings are set back from the street; b. provision of a well landscaped front yard; c. an appropriate streetscape; and d. parking at the rear of the property or underground.	Site Plan, Elevations, Context Plan, Streetscape Feasibility Study	The proposed development is specifically permitted by Policy 10.2.11. The proposed building is setback 4.5 metres from Lakeshore Road East and 1.5 metres from Dixie Road. Both streets will have ROW improvements. The Landscape Plan and Streetscape Feasibility Study demonstrate that an appropriate streetscape can be achieved. Parking is located at the rear of the proposed development and underground. The proposed Amendments conform to Policy 10.2.11.
Policy 10.5.5 <i>Criteria for apartment development will include, among other things:</i> a. a minimum separation distance to ensure light and permeability; b. a maximum floor plate to ensure minimal impact on residential areas; and c. transition to adjacent lower built forms.	Site Plan, Shadow Study	Specific development design standards are addressed in the assessment of the Lakeview Built Form Standards included in this Report.
12.0 Land Use Designations		
Policy 12.3.2 <i>Notwithstanding the Mixed Use policies of the Plan, the following policy will apply in the Lakeshore Corridor Precinct – Outer Core area:</i> a. residential uses may be permitted on the ground floor.	Site Plan, Ground Floor Plan	Per Policy 12.3.2, residential uses are provided on the ground floor. The proposed Amendments conform to Policy 12.3.2.

4.6 City of Mississauga Zoning By-law 0225-2007

The subject property is currently zoned “Mainstreet Commercial” (“C4”) by the City of Mississauga Zoning By-law 022 (*Figure 26- Zoning By-law 0335-2007*). The “C4” zone permits only commercial and retail related uses. The draft implementing Zoning By-law included with this submission proposes to rezone the subject property to Apartment Exception - RA5-XX. The Draft Implementing Zoning By-law is enclosed as Appendix 3 of this Report.

5.0 Applicable Guidelines

5.1 Lakeview Built Form Standards

POLICY / SECTION NUMBER	REPORT / PLAN	CONSISTENCY/CONFORMITY
1.1 How to Read the Built Form Standards		
	Area Context Plan, Figure 21	The Lakeview Built Form Standards (the “Standards”) are meant to demonstrate how urban design objectives can be achieved in Lakeview. The Standards establish a set of general guidelines and they have been reviewed below in this context.
2.0 Lakeview Character Areas		
<p><i>Standard 2.1</i></p> <p><i>Lands identified as Neighbourhood Areas are considered to be generally stable residential areas where the existing character is to be preserved and enhanced. These areas will be maintained while allowing for infill which is compatible with and enhances the character of the area.</i></p>	Context Plan	The subject property is located in the Lakeshore Corridor Outer Core precinct.
<p><i>Standard 2.2.5 Apartment Dwellings</i></p> <p><i>There are a number of apartment sites within the Lakeview area. These sites generally contain buildings 5 storeys and over and are located along arterial roads, major routes or in cluster developments.</i></p> <p><i>Generally, high-rise residential cluster developments in Lakeview are considered “towers in the park”. These apartment buildings are surrounded by sunlight, open space and well landscaped yards. Additional sites may be considered for apartments due to their size and location, however these sites will be required to demonstrate that there is minimal impact on adjacent areas.</i></p>	Site Plan, Landscape Plan, Shadow Study, Wind Study	The subject property does not contain any existing apartment buildings. The proposed development contemplates the redevelopment of the subject property with one mixed use building 15 storeys in height. The proposed Amendments are justified based on the supporting material included with the overall submission. The wind, shadow, noise and engineering assessments demonstrate that there is minimal impact to adjacent areas.
<p><i>Standard 2.2.5.1 Building Heights</i></p> <p><i>The maximum building height for any new high rise residential building in the Lakeview neighbourhood areas will be 14 storeys or 44.8 m. Sites that may be suited for high density will be required to demonstrate that they can accommodate a maximum of 14 storeys or 40.6 m.</i></p>	Elevations	The proposed building is a maximum height of 54.4 metres and 15 storeys. Since enactment of the Area Plan there have been numerous Provincial policy changes that direct higher buildings to locations within MTSA's and along higher-order transit corridors. Further, the Intensification Area policies of the Official Plan require the greatest heights and densities in these locations. The increase in height sought is reflective of these policies and the need to optimize and maximize the use of transit and area services to support healthy communities.

<p>Standard 2.2.5.2 Building Separation Distances</p> <p><i>There are a number of higher built form apartments existing in the Lakeview area. They are characterized by large landscape areas and significant separation distances to ensure light and permeability. This concept should be continued for new developments.</i></p> <p><i>A building over 6 storeys or 20 m should have a minimum separation distance of 35 m to a building equivalent to, or greater than 6 storeys or 20 m.</i></p>	<p>Context Plan, Site Plan</p>	<p>Only one building is proposed on the subject property.</p>
<p>Standard 2.2.5.3 Floor Plates</p> <p><i>A building between 7 storeys (23 m) and 14 storeys (38.6 m) will have a maximum floor plate of 1000 m², including the balconies, to ensure minimal impact on adjacent low rise residential and to maintain sky views.</i></p>	<p>Site Plan</p>	<p>The proposed development contemplates a floor plate size of 741 square metres for the tallest portion of the podium building greater than 8 storeys. As demonstrated on the Site and Landscape Plans, separation is provided between adjacent low-rise areas to allow for continued sky views from these properties.</p>
<p>Standard 2.2.5.4 Transition to Lower Forms</p> <p><i>Taller buildings should be sited and organized in a way that provides desirable transition to adjacent lower form buildings and open space to ensure appropriate spatial separation between buildings.</i></p> <p><i>Where a significant difference in scale exists between building heights, developments will be required to deploy transition strategies through massing and built-form to achieve a harmonious relationship between proposed and existing development, and/or adjacent open space.</i></p> <p><i>Appropriate transition can be achieved through various design methods. The larger the difference in scale the greater the need for transition. These may include:</i></p> <ol style="list-style-type: none"> <i>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;</i> <i>To increase the building setback from a low rise development to ensure that the impact of the larger development is minimal; and</i> <i>The use of building step backs to</i> 	<p>Site Plan, Landscape Plan, Shadow Study</p>	<p>Of the strategies below, an increased setback is provided to ensure that the impact on low-rise development is minimal. The 12-13 metre setback also provides opportunity for significant landscaping and screening.</p> <p>The Shadow Study demonstrates the shadowing impact on proposed amenity and nearby areas and demonstrates how the proposed development can meet the City standards for shadow studies with partial exceptions. The Shadow Study finds that the incremental shadows do not represent adverse of undue impacts on amenity or surrounding areas.</p>

<p><i>ensure minimal impact from overshadowing and from a new building overwhelming the site.</i></p> <p><i>Each of these controls can vary according to the size of the development area, the planned intensity of the use, the context of the low scale development, and the street width. Impacts to sunlight, shade and sky views will also be considered and will adhere to the City's Urban Design Terms of Reference for Standards for Shadow Studies, June 2014.</i></p>		
<p>Standard 2.2.5.5 Micro Climatic Conditions</p> <p><i>Shadow Impact and Wind Comfort</i></p>	<p>Shadow and Wind Study</p>	<p>Shadow and Wind Studies have been prepared in support of this application.</p>
<p>Standard 2.7 Building Materials</p> <p><i>Lakeview has a mixture of building materials throughout the neighbourhood areas. These include, brick, wood siding, stone, and siding. These materials should be used in the redevelopment of any site. Materials that are not predominant in Lakeview are discouraged, including architectural concrete block and stucco.</i></p> <p><i>High quality building materials will be required in all new developments in Lakeview. The first 4 storeys of any new development will be of durable material such as brick or stone. Concrete block or painted concrete block are not permitted to be exposed for any new development. The entrances to buildings will be prominent and treated with greatest priority. Entrances will be located on the dominant street they are located on. Balconies should either be partially screened or have glass tinting so that materials that are stored on them are not visible from the public realm. For mainstreet, vision glass will be required for all store fronts. Wood features are permitted as accent pieces. Canopies and architectural features are encouraged within the property line.</i></p>	<p>Site Plan, Elevations</p>	<p>The proposed building maintains a strong four (4) storey base height throughout the pedestrian realm creating a consistent street edge along both dixie and lakeshore, stepping up to an eight (8) storey podium with roof top amenities. A fifteen (15) storey crown has been situated at the immediate intersection of Lakeshore Road East and Dixie Road. The design utilizes a mix of solid materials, brick at the base and a precast grid feature on the tower providing both visual and functional projections that help tie in the balconies.</p>
<p>3.0 Lakeshore Corridor Precinct</p>		
<p>Standard 3.1 Lakeshore Corridor Precinct</p> <p><i>The Lakeshore Corridor Precinct has a unique identity and function in the community. It contains a mix of uses and a variety of built form. The Lakeshore Corridor Precinct contains a larger neighbourhood area and a portion of the employment lands.</i></p>	<p>Figure 25, Site Plan, Ground Floor Plan, Landscape Plan</p>	<p>The proposed development recognizes the transition occurring on Lakeshore Road East at this prominent intersection and entry into the City. As such, a pedestrian oriented and plaza-like streetscape in front of Lakeshore Road East is provided for and as demonstrated on the Landscape Plan. The proposed building is sited parallel to Lakeshore Road East and no parking is proposed between the building and street. A retail component is provided to contribute to this mainstreet</p>

<p><i>While the Neighbourhood policies in the previous section also apply to this precinct, additional development criteria must be adhered to.</i></p> <p><i>The principles of built form along Lakeshore Road East will include:</i></p> <ul style="list-style-type: none"> <i>i. A pedestrian oriented environment;</i> <i>ii. Closely spaced buildings fronting onto Lakeshore Road East;</i> <i>iii. Minimize access points;</i> <i>iv. No parking between the building and the street;</i> <i>v. Design that enhances a mainstreet retail environment; and</i> <i>vi. On-street parking along Lakeshore Road East where appropriate.</i> <p><i>In recent years, development interest is gradually changing this area into a new mainstreet, with new mixed use buildings along the corridor. The Lakeshore Corridor Precinct is linear, and includes properties fronting along Lakeshore Road East from Seneca Avenue to the eastern boundary of Mississauga</i></p>		<p>environment.</p>
<p><i>The Standards provide that:</i></p> <p><i>“...the Outer Core, which is described as the area from Hydro Road to the Etobicoke Creek and the eastern boundary of the City of Mississauga. Retail is encouraged to front onto Lakeshore Road East but not required. Where residential fronts onto Lakeshore Road East, in the Outer Core area, buildings should be set back from the street to ensure a well landscaped front yard and appropriate streetscape.</i></p>		<p>The subject property is located in the Outer Core. A retail component is included in the proposed development to contribute to the mainstreet atmosphere and to provide a mix of uses. The proposed building is setback 4.5 metres for Lakeshore Road East which provides adequate space for landscape features and an appropriate streetscape.</p>
<p>Standard 3.2</p> <p><i>The following criteria will apply to development in the Lakeshore Corridor Precinct:</i></p> <ul style="list-style-type: none"> <i>a. The minimum building height along Lakeshore Road East highlighted in blue will be 2 storeys and the maximum building height permitted is 4 storeys, however some sites will be permitted to have building heights of more than 4 storeys as shown on Schedule 2 of the Area Plan;</i> <i>b. Development along Lakeshore Road East will be close to the street and have a minimum setback of 0.6 m and a maximum setback of 3.0 m from the property line. The appropriate setback will</i> 	<p>Site Plan, Elevations</p>	<p>An amendment to the Area Plan is required to bring the subject property into conformity with Provincial policy and adjust the Area Plan height requirement of 2-4 storeys.</p> <p>Setbacks have been adjusted to accommodate a larger public realm.</p> <p>Canopies are located within the property limits.</p> <p>Transition is created by providing separation between new and existing uses.</p>

<p>be determined through an analysis of the public realm and streetscape treatments. Additional setbacks may be required to ensure an appropriate pedestrian realm can be accommodated due to the location of the utilities and right-of-way widths;</p> <p>c. Buildings fronting onto Lakeshore Road East should have a minimum of 90% of the building wall within 0.6 m to 3.0_m from the front property line;</p> <p>d. Building entrances will be located along Lakeshore Road East;</p> <p>e. Canopies, overhangs and signage will be designed so that they are located within the private property limits;</p> <p>f. Where residential buildings are permitted a minimum setback of 7.5 m from Lakeshore Road East will be required to ensure appropriate transition to Lakeshore Road East; and</p> <p>g. Buildings will transition down to stable residential areas (see Section 3.3 for details).</p>		
<p>Standard 3.4</p> <p>A minimum of 4.5 m wide unobstructed landscape buffer will be required when a mixed use zone abuts a residential zone to screen buildings from adjacent residential properties. Through the site plan process, additional recommendations, such as the location and type of planting will be provided to ensure effective screening. This helps to ensure that trees and vegetation on the existing property and adjacent properties are preserved and enhanced. A 1.2 m fence will be required between the residential and mixed use zone to further ensure buffering of uses.</p> <p>Utilities, walkways, amenity space and garbage areas will not be permitted in the 4.5 m landscape buffer.</p>	<p>Site Plan, Landscaping Plan</p>	<p>A 4.5 metre buffer is provided along the north property line. The buffer can support large growth tree species and is unobstructed below.</p>
<p>Standard 3.5</p> <p>Building setbacks along Lakeshore Road East are to provide a consistent street edge. Where buildings are discontinuous along the street, the street edge should be defined through landscape elements such as street trees, plantings, low-level walls and decorative fences, pergolas, or acceptable alternatives.</p> <p>a. Building setback along Lakeshore Road East will be a minimum of</p>	<p>Site Plan</p>	<p>A continuous street wall is provided along with street furniture, street trees, bicycle rings and seating areas.</p>

<p>0.6 m to 3.0 m. The exact building setback will be determined through streetscape analysis to ensure that the boulevard width is a minimum of 5.6 m from the street curb to the face of the building to ensure a consistent and viable pedestrian sidewalk and the potential for a tree zone and street furniture. Depending on the location of the utilities, the boulevard width may need to be increased;</p> <p>b. New buildings should form a continuous street wall. There should be minimal breaks in the streets frontages to encourage a pedestrian friendly environment. 90% of the frontage should be occupied by the building façade; and</p> <p>c. Street trees, street furniture, such as benches, banners, waste receptacles, bike racks and public art will be required within the boulevard.</p>		
<p>Standard 3.6</p> <p><i>To promote a pedestrian friendly main street environment, street related retail commercial uses will be located along, and front onto Lakeshore Road East. A maximum lot depth of 55 m for commercial uses will be maintained.</i></p> <p>a. Building entrances should be located along and face Lakeshore Road East. These entrances will provide an opening to the sidewalk and be considered the main or principal entrance from Lakeshore Road East;</p> <p>b. Generally, retail areas require a minimum of 4.5 m of clear height from grade and a minimum of 15 m width;</p> <p>c. Minimum of 60% glass will be required for retail storefronts along the street wall;</p> <p>d. Minimum 6 m store front extension around the corner from a primary street is required where there are commercial uses;</p> <p>e. Signs will be limited to the first floor level;</p> <p>f. Tenant signage will be of a consistent design if there is more than one tenant in a building;</p> <p>g. Retail tenants signs will be designed of high quality material, colour and scale to compliment</p>	<p>Site Plan</p>	<p>The proposed building is facing and parallel to Lakeshore Road East. Retail spaces is accommodated on the ground floor and can accommodate future retail uses. Specific detailed design can be addressed at the Site Plan stage.</p>

<p>the remainder of the building;</p> <p>h. Ground signs are prohibited;</p> <p>i. Store front window signage is permitted up to 25% of the glass surface area and will not block the clear view of entrances; and</p> <p>j. Tables and other active uses adjacent to storefront windows are encouraged.</p>		
<p>Standard 3.7</p> <p><i>Consolidation of vehicle access points for properties fronting along Lakeshore Road East will be encouraged to minimize the requirement for mid-block access points from Lakeshore Road East. Vehicle access for redevelopment should be considered from existing north/south side streets.</i></p>	<p>Site Plan</p>	<p>Vehicle access is provided from Dixie Road and Cherriebell Road, both north-south streets.</p>
<p>Standard 3.8</p> <p><i>The design of parking, servicing and loading areas for nonresidential uses is a key component in the development of sites. These areas serve a functional need, but should be designed in a manner that screens these areas and provides high quality treatment of exposed areas while addressing safe and efficient movement of pedestrians and vehicles.</i></p> <p>a. <i>Parking should be located underground, internal to the building or to the rear of the building where it is not visible from the streets, particularly on Lakeshore Road East;</i></p> <p>b. <i>Above grade parking structures should be screened in such a manner that vehicles are not visible to the public, be designed to compliment adjacent buildings and materials, and with appropriate directional signage to the structure;</i></p> <p>c. <i>Service, loading and garbage storage areas should be integrated into the building or located at the rear of the building and screened from the public realm and adjacent residential uses. Screen walls may be used, provided they are the same material as the building. Alternatively, landscape material may be used where there is ample room for generous treatment.</i></p>	<p>Site Plan</p>	<p>Parking and service areas are located at the rear of the building, internalized and underground.</p>

6.0 Supporting Studies, Plans and Reports

6.1 Traffic Impact and Parking Study, dated August 20, 2020

In support of the proposed development a Traffic Impact and Parking Study was prepared by Cole Engineering Group Ltd. The Study includes a review on existing and future traffic conditions, site access operations and safety, parking analysis, transportation demand management (TDM) considerations and the impact of the proposed development on the surround road network.

The Study found that the Dixie/Lakeshore intersection is operating over-capacity and soft mitigation by adjusting signal timing total splits will be sufficient to improve congestion at this intersection. The proposed accesses from Dixie Road and Cherriebell Road is anticipated to function appropriately from a traffic circulation perspective and therefore is a suitable location for vehicular access. Through the review of access operations and safety, it was concluded that vehicles can safely maneuver within the site and that sufficient sightlines will be achieved at Cherriebell road to support a full moves access. Overall, the proposed development is expected to have negligible impact on the surrounding road network.

The Study's review of parking found that an appropriate number of bicycle and vehicle parking for residents, visitors and commercial visitors have been provided in the proposed development and will support TDM objectives.

6.2 Phase I & II Environmental Reports, dated January 8, 2020 and January 31, 2020

Phase I & II Environmental Site Assessments (ESA) were prepared by Brown Associates Limited to assess soil contamination on the subject property. The Phase I ESA identified potentially contaminating activities within the study area associated with former uses within the study area in operation from the 1950s to mid 1970s. The findings of the Phase I ESA confirmed that a Phase II ESA is warranted. A preliminary Phase II ESA has been prepared and submitted with the subject submission package and includes a review of previous studies and the Phase I ESA report and the advancement of four geo-environmental boreholes for testing. Given that existing commercial building on the site covers a significant area of the property, further soil characterization will be required when the building is demolished.

As the proposed development for residential uses increases environmental sensitivity, a Record of Site Condition is required to be acknowledged by the Ministry of Environment, Conservation and Parks.

6.3 Stage 1 & 2 Archaeological Assessment, dated June 5, 2020

A Stage 1 & Stage 2 Archaeological Assessment was prepared by The Archeologists Inc. to assess the archaeological potential of the subject property. The Stage 1 Assessment included a background study of the property including a review of its geography, history, previous archaeological fieldwork and current land condition and concluded that the property exhibited

archaeological potential. As such, a Stage 2 Assessment was prepared including the completion of a test pit survey. The Stage 2 Assessment did not identify any archaeological resources within the subject property and recommended that no further archaeological assessment is required.

The Stage 1 & 2 Archaeological Assessment was entered into the Ontario Public Register of Archaeological Reports on June 16, 2020 by the Ministry of Heritage, Sport, Tourism and Culture Industries.

6.4 Preliminary Environmental Noise Report, dated August 18, 2020

A Preliminary Environmental Noise Report was prepared by Jade Acoustics Inc. to investigate the potential impact of noise on the proposed development to the satisfaction of the City of Mississauga and Region of Peel. The Report identified transportation and stationary noise sources including road and rail traffic and existing industries on the south side of Lakeshore Road East. The Report also provided a preliminary overview of noise sources from the proposed development.

To address noise impacts from transportation sources, the Report recommends a number of mitigation measures that will create a satisfactory noise condition for indoor and outdoor spaces that meet MOE guidelines. Detailed noise study is required at a later design and approvals stage to further assess noise conditions, noise sources within the proposed development and ensure compliance with MOE guidelines. The Report concluded that no mitigation is required to address stationary noise sources, as the existing commercial and industrial facilities are expected to meet the applicable MOE noise guidelines.

The Report confirms that with the implementation of recommended noise abatement measures, the proposed development is supportable from a noise perspective.

6.5 Streetscape Feasibility Study, dated August 18, 2020

A Streetscape Feasibility Study was prepared by Skira & Associates Ltd. and MSLA to demonstrate that the proposed development can accommodate the appropriate boulevard treatment within the public right-of-way and that the associated building setbacks are adequate. The Study includes review of the existing utilities as well as proposed Streetscape Cross Sections along Dixie Road, Lakeshore Road East and Cherriebell Road.

The Study concludes that an appropriate boulevard treatment can be accommodated in the public right-of-way boulevards adjacent to Lakeshore Road East and Dixie Road in accordance with the City's streetscape requirements.

6.6 Preliminary Pedestrian Wind Study, dated August 14, 2020

A Preliminary Pedestrian Wind Study was prepared by Theakston Environmental Consulting Engineers with the objective to study the pedestrian level wind environment, determine areas of

higher than normal wind velocities induced by the proposed building and surroundings, and assess mitigative solutions, as needed.

The Study concluded that the proposed development is predicted to overall achieve comfortable wind conditions for sitting, standing and walking throughout the year. Under high ambient winter wind conditions, at two test locations on the rooftop amenity may be uncomfortable from time to time, though will remain appropriate for the intended purpose. Mitigation measures are therefore recommended for the rooftop amenity space to achieve seasonally comfortable conditions including consideration for surface roughness, building articulation, plantings and landscaping, among other options.

As such, the proposed development is predicted to be suitable from a wind comfort perspective.

6.7 Functional Servicing Report, dated August 18, 2020

A Functional Servicing Report was prepared by Skira & Associates Inc. to define the existing municipal services to the subject property and the proposed servicing details required to support the proposed development.

The Report identified an existing 450 mm diameter storm sewer on Lakeshore Road, a 300 mm diameter sanitary sewer on Dixie Road and a 600 mm diameter watermain also on Dixie Road which the proposed development will connect to for stormwater, sanitary and water servicing. To assist with stormwater management, a green roof and grey water reuse system is proposed that will be confirmed at detailed design through Site Plan Approval. The proposed development will utilize the existing fire hydrants on Lakeshore Road East and Dixie Road for external fire coverage.

The Report confirms that the proposed development will be accommodated by existing infrastructure and services.

6.8 Shadow Study, dated August 2020

A Shadow Analysis prepared by R. Bouwmeester & Associates was prepared to assess potential shadow impact from the proposed development. The Study was prepared in accordance with the City's Standards for Shadow Studies and considers shadow impact to nearby private amenities (rear yards, etc.), impact to communal places where children play (public areas and common private amenities), impact to the public realm, impact to public turf and flower gardens and potential use of solar energy.

The Study concludes that the proposed development meets the standards of the City's Standards for Shadow Studies with partial exceptions required. The Study suggests that the exceptions are reasonable and limited and that the incremental shadows do not represent adverse or undue impacts. As such the proposed development is appropriate from a shadow impact perspective.

6.9 Arborist Report, dated December 5, 2019 and Tree Preservation and Removals Plan, dated August 14, 2020

An Arborist Report was prepared by DA White Tree Care to identify potential impacts of the proposed development's construction on the trees on the site and on adjacent properties. A Tree Preservation and Removals Plan was also prepared by MSLA that reflects the conclusions of the Arborist Report.

The Arborist Report concluded that a total of five (5) privately owned trees over 15cm DBH and nine (9) City-owned trees over 15cm DBH are required to be removed to facilitate the proposed development. There are no neighbouring trees that require injury or removal.

6.10 Landscape Master Plan, dated August 14, 2020

A Landscape Master Plan has been prepared by MSLA to illustrate the vision for streetscape and landscaping for the proposed development. The Landscape Master Plan illustrates species, quantity and location of various trees and plantings across the site including along public streets and along the north property line that will provide a screening function. The Plan also illustrates paving materials, planter boxes, seating, a transit shelter on Lakeshore Road East, and a common outdoor amenity on the ground floor.

7.0 Rationale for Amendments to the Official Plan and Zoning By-law / Review of Overarching Planning Policies

This Report has demonstrated how the proposed Amendments will support the achievement of complete communities while accommodating the efficient and orderly development of land within a Major Transit Station Area and how the current policy requirements established by the Province have been implemented. Housing is to be provided in a manner that maximizes the use of community resources and infrastructure while meeting the needs and preferences of residents. Section 2 of this Report describes in detail the plentiful and services, amenities, public facilities, parks, commercial and educational facilities available to service the future residents of the proposed development. The Functional Servicing Report demonstrates how existing infrastructure can be utilized. These abundant resources are trademarks of appropriate locations for intensification. The proposed development will result in the creation of 242 new residential units with 1 to 3 bedrooms, 36 of which will be accessible barrier-free units, in an area consisting of mostly single-detached and grade-related dwellings. The City of Mississauga is required to ensure that housing is provided in a manner that fully implements the intent of Provincial and Regional housing policies. The Official Plan directs growth to areas that will be supported by planned and higher order transit, high density, pedestrian oriented development and community resources, services, and facilities.

The subject property is within a Major Transit Station Area and is an approximately 10-minute walk to the Long Branch GO Station. The Lakeshore line is a Priority Transit Corridor as illustrated on Schedule 5 of the Growth Plan (Appendix 4 of this Report). At the Provincial level, intensification is to be prioritized within MTSA's and on Priority Transit Corridors to maximize and optimize the transit investments in these areas. The Growth Plan further requires municipalities to complete detailed planning for MTSA's to support planned service levels and the minimum density requirements. The City of Mississauga Official Plan does not currently conform with these policies for MTSA's. The Growth Plan specifically states that “[w]ithin major transit station areas on priority transit corridors or subway lines, land uses and built forms that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited.” As illustrated on Figures 2 and 4, the area within Mississauga captured by the Long Branch GO Station MTSA largely consists of open spaces, parks, golf courses and several existing tower-in-the-park apartments surrounded by existing neighbourhoods. The lands fronting Lakeshore Road East and including the subject property may be the City's best opportunity to achieve the Growth Plan requirements for density within a MTSA. It is our opinion that the proposed Amendments will facilitate the transit supportive development required by the Province.

At the local level, the proposed development is transit supportive and supports active transportation. The numerous walking, cycling and recreational opportunities in the immediate area support the density proposed. Further, a Transportation Demand Management (TDM) plan was prepared, which refers to a variety of strategies to reduce congestion, minimize the number of single-occupant vehicles, encourage non-auto modes of travel to reduce auto-dependency. The Lakeshore Connects study is reviewing the possibility of express bus service and dedicated bike lanes on Lakeshore Road East. The subject property is within Segment 7, which shows separated

cycling lanes and an exclusive transit median with BRT connections to the TTC streetcar. These initiatives demonstrates the local investments in transit infrastructure in the immediate area and further support the requirement for densities beyond what is currently mandated in the Official Plan for the subject property.

The Lakeview community has a distinct identity and character that is historical and deeply rooted in its origins as a waterfront community. The large lot, single family homes are reflective of a planning context that didn't contemplate urban and transit supportive uses. These areas cannot remain static in perpetuity considering the Province's significant investments in transit infrastructure and the City's investments in services and facilities in this area. The Dixie Road and Lakeshore Road East intersection of two Corridors is a prominent site located within the Long Branch GO Station MTSA. The subject property should be developed for its highest and best use to realize the full potential of these investments and to breathe new life into the area and Lakeshore Road East. The Lakeview Outer Core is envisioned as a pedestrian friendly area. To achieve this, people are required to populate and create destinations and public environments. The proposed development will contribute to this mainstreet atmosphere by providing additional population to create a dynamic public realm more conducive to active transportation and mobility which may ultimately improve pedestrian safety and health.

Compatibility with adjacent neighbourhoods still must reviewed under this context and in this case compatibility with the existing low-rise residential dwellings to the immediate north. Compatible is defined as *"..development, which may not necessarily be the same as, or similar to, the existing and desired development, but nonetheless enhances an established community and co-exists with existing development without unacceptable adverse impact on the surrounding area."* It should be first noted that development is not proposed within these neighbourhoods. Intensification however is encouraged along Corridors and within MTSAs so long as the built form is compatible with the surrounding development. The proposed development is sited as far as possible away from these areas (12 and 13 metres) and a landscape buffer of 4.5 metres will accommodate large-growth trees to adequately screen and provide privacy to the houses. The underground parking garage has been designed to stop at the 4.5 metre buffer to allow unimpeded tree growth. The proposed building is sited 12 metres from the north property line, 1.5 metres from the west lot line, 4.5 metres from the south lot line and 1.5 metres to the east lot line. Parking and service areas are purposefully located internal to the building to avoid inference and nuisance conflicts with the residential neighbourhood. With respect to character, the proposed development introduces a high-quality distinctive built form with a visually appealing façade. It is our opinion that there are no undue or unacceptable impact to matters of character and privacy and the proposed development does not represent an over-utilization of the subject property but realizes the potential of a severely under-utilized property.

There is no doubt that the proposed development introduces a new built form concept to the area. The proposed 15-storey height with urban built-form, the proposed structure will be one of the tallest structures in the immediate area, save for the existing "tower in-the-park" apartments nearby. However, it cannot be anticipate that these areas will remain undeveloped and static over time, considering the significant investments in transit in the immediate area. The proposed development facilitates Provincial policy and will bring the subject property into conformity with the same.

8.0 Conclusion

It is our opinion that the proposed Official Plan Amendment and Zoning By-law Amendment applications will bring the City's Official Plan and Zoning By-law into conformity with upper-tier planning policy and into consistency with the PPS. This opinion is based on this review of the policy planning framework currently in effect for the subject property and as demonstrated by this Report. The supporting studies prepared to technically assess and evaluate the proposed development are shown to support this opinion. As such the proposed Official Plan Amendment and Zoning By-law Amendment are justified and represent good planning for the following reasons:

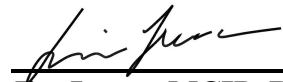
1. The proposed Amendments are consistent with the policies of the Provincial Policy Statement and conform with the Growth Plan and the Region of Peel Official Plan in relation to intensification within settlement areas, contributing to a range of housing options and efficiently utilizing existing infrastructure;
2. The current land uses designation applicable to the subject property contained in the City of Mississauga Official Plan diverge with Provincial and Regional policies regarding the efficient use of land, diverse housing and complete communities within MTSA and Priority Transit Corridors. The proposed Amendments are consistent with and conform to Provincial and Regional policies and will facilitate the development of a severely underutilized property;
3. The proposed development is well served by existing community infrastructure such as neighbourhood/commercial services, existing recreational open spaces, institutional facilities and transit services; and recreational and institutional services;
4. The proposed fifteen (15) storey building represents a more efficient use of land and will provide a compact form of development at an appropriate density which can connect to existing services and utilize existing community infrastructure;
5. The diverse unit sizes and option for barrier free units will accommodate singles, couples and young families, those with varying accessible needs as well as older residents choosing to age in place.
6. The proposed development provides for an improved public realm and streetscape and will accommodate the City and Region ROW objectives;
7. The proposed development is respectful to and consistent with existing surrounding and planned-for development;
8. The proposed development is appropriate for this prominent intersection and entry node into the Lakeview community; and

9. Planned and approved heights and densities needed are needed to support existing and future transit and there are no unacceptable adverse impacts.

As demonstrated in this Report, the proposed Official Plan and Zoning By-law Amendments demonstrate consistency with the Provincial Policy Statement (2020) and conformity with the Growth Plan for the Greater Golden Horseshoe (2019), Region of Peel Official Plan (2016) and will bring the City of Mississauga Official Plan (2018) into conformity the current Provincial policy framework.

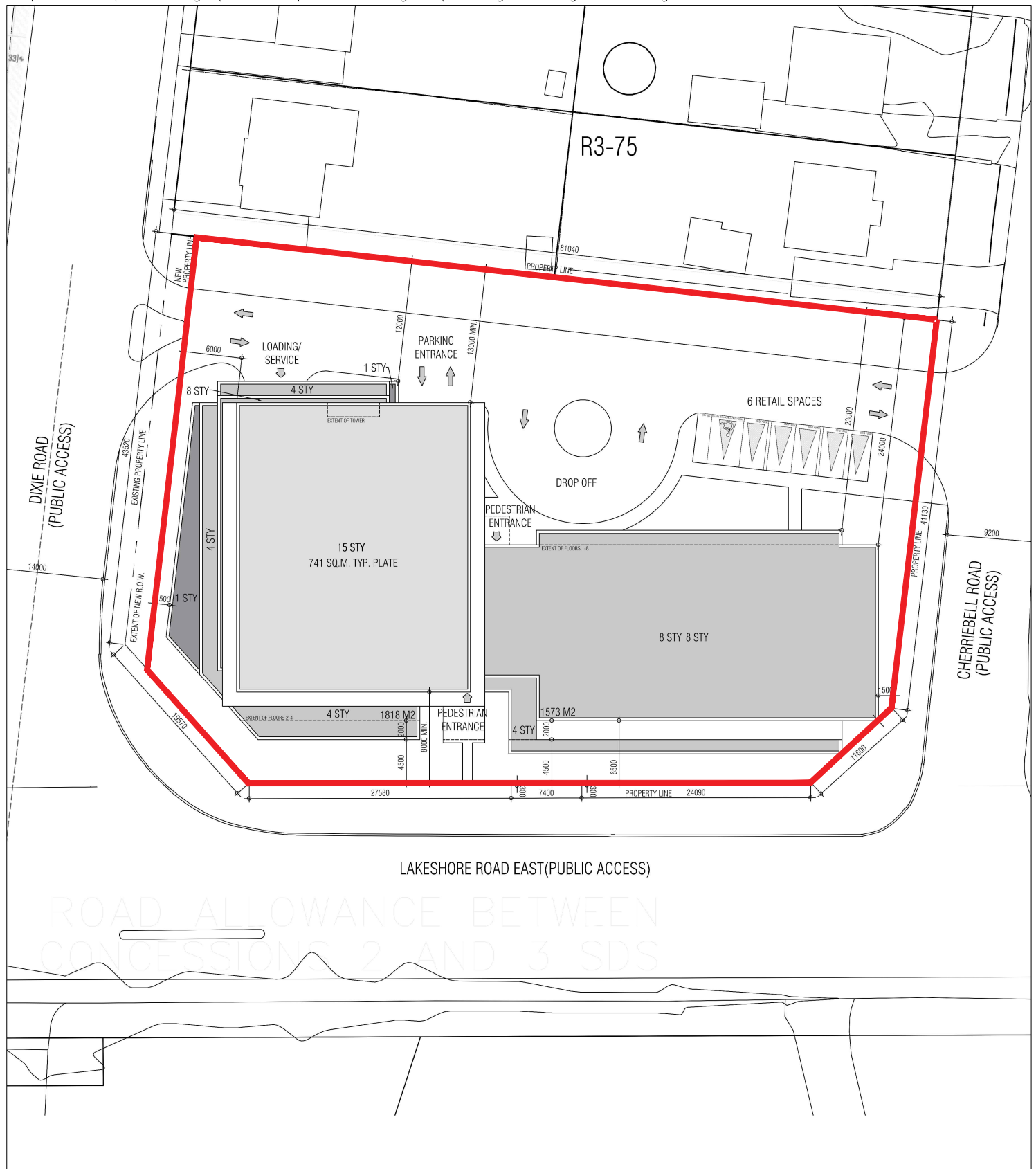
Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.



Jim Levac, MCIP, RPP
Partner

Appendix I



APPENDIX 1 SITE PLAN

1381 LAKESHORE ROAD EAST,
CITY OF MISSISSAUGA, REGIONAL
MUNICIPALITY OF PEEL

Subject Property

Scale NTS
August 14, 2020



Appendix II

Amendment No. XX to Mississauga Official Plan

The following text and Maps "A" and "B" attached herein constitute Amendment No. XX to the Mississauga Official Plan.

To be attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated XX, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to change the land use designation of the subject lands from “Mixed Use” to “Residential High Density” and to create a Special Site within the Lakeview Local Area Plan to permit a 15-storey residential condominium building with at-grade commercial/retail uses.

LOCATION

The lands subject to this Amendment are located at the northeast corner of the intersection of Dixie Road and Lakeshore Road East, approximately 800 metres from the Long Branch GO Station. The subject lands are located in the Lakeview Local Area Plan and specifically within the Lakeview Corridor Sub-Area.

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site-specific appeals to the Local Planning Appeal Tribunal.

The Mississauga Official Plan City Structure defines where growth is to be accommodated within the overall planning framework for the City. Intensification Areas include the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas. The subject lands are located on two Corridors being Dixie Road and Lakeshore Road East and within a 10-minute walking distance to/from a Major Transit Station Area, the Long Branch GO Station. Lakeshore Road East is identified as a Higher Order Transit Corridor by the Mississauga Official Plan and Other Rapid Transit Corridor by the Region of Peel Official Plan. Development along Corridors is required to be compact, of mixed uses and transit-friendly. The Mississauga Official Plan provides that where intensification is to occur outside out an identified Intensification Area, it should be on a Corridor. Since the subject lands are located within a Major Transit Station Area, on a Higher Order Transit Corridor and on two Corridors, intensification and transit-supportive development should be accommodated while having regard for the existing character of adjacent and nearby areas while providing a compatible form of development.

The subject lands are within a “Neighbourhood” and within the “Lakeshore Corridor” Sub-Area of the Lakeview Local Area Plan. The Mississauga Official Plan provides that intensification within Neighbourhoods may be considered when the development is compatible in built form and scale with the surrounding context and development. To satisfy this requirement, the proposed development provides for a 15-storey building sited nearest Lakeshore Road East and away from the existing low-rise neighbourhoods to the immediate north. Siting the building nearest Lakeshore Road East will create a desirable streetscape and public realm by providing a streetwall condition and areas for public use while providing adequate separation (13 metres from the podium) to the existing adjacent low-rise neighbourhood to the north.

As per the Mississauga Official Plan General Neighbourhood policies, a maximum building height of four storeys is permitted in all Neighbourhoods. This height can, however, be exceeded subject to:

- a. an appropriate transition in heights that respects the surrounding context will being achieved;
- b. the development proposal enhancing the existing or planned development;
- c. the City Structure hierarchy being maintained; and
- d. the development proposal being consistent with the policies of this Plan.

The Mississauga Official Plan, when read as a whole, and reviewed in the context of current Provincial policies for development within Major Transit Station Areas, emphasizes the need to plan for healthy, sustainable, walkable and transit-supportive development with a mix of land uses and housing options. To permit the proposed development, and to bring the subject lands into conformity with Provincial policy, a Special Site policy is required to be added to the Mississauga Official Plan Land Use Designations and to create a new height permissions with the Lakeview Corridor of the Lakeview Local Area Plan. The existing Mixed Use designation will be changed to Residential High Density and the Lakeview Corridor permissions for height will be revised to 2-15 storeys.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with and does not conflict with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) and the Region of Peel Official Plan (2018).
2. The policies and objectives of the Mississauga Official Plan are supported by the proposal as it contributes to the City's housing stock and provides residential uses in a location where future residents can support and utilize existing services, employment, amenities commercial/retail and personal service uses.
3. The proposed development finds balance between the required densities in Major Transit Station Areas, the subject properties location on a Higher Order Transit Corridor and the adjacent residential neighbourhood by proposing an appropriate density and height for the subject lands, considering its locational attributes, with adequate separation to the rear.
4. The proposed development includes non-residential uses at grade, in-keeping with the Corridor functions of Dixie Road and Lakeshore Road East. The proposed development creates an interesting and continuous streetwall, as per urban design policy directives for Corridors in the Official Plan, an improvement from the existing surface level parking lot currently along the street edge on the subject lands. There are direct entrances to the building from Lakeshore Road East and active uses at grade contribute towards the animation of the street.
5. The proposal represents the redevelopment of a severely underutilized commercial plaza for transit-supportive residential uses compatible with the surrounding neighbourhood.
6. The compatibility to the existing houses adjacent and to the south of the subject lands is addressed by the siting of the building away from the homes, landscape buffers with large growth trees and the architectural design and features.

7. The proposal contributes to the range of housing choices, including accessible options, in the City and the surrounding neighbourhood and provides transit-supportive development consistent with Major Transit Station Area policies.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by deleting the land use designation of the subject lands from “Mixed Use” to “Residential High Density – Special Site”, as shown on Map "A" of this Amendment.

2. Section 13.1.XX, Special Site Policies, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by adding the following:

13.1.XX The lands identified as Special Site X, located at the northeast corner of Lakeshore Road East and Dixie Road.

13.1.XX Notwithstanding the policies of this Plan, a maximum height of 15 storeys will be permitted.

13.1.XX Notwithstanding the policies of this plan, a maximum Floor Space Index (FSI) of 4.32 will be permitted.

3. Map 3 Lakeview Local Area Plan Height Limits of the Lakeview Local Area Plan is hereby amended to permit a maximum height of 2-15 storeys, as shown on “Map B” of this Amendment.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, the Mississauga Official Plan will be amended in accordance with this Amendment. The lands will be concurrently rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan November 22, 2019.

INTERPRETATION

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan.

Map “A”

MAP 'A' - PART OF Schedule 10 Land Use Designations

LAND USE DESIGNATIONS

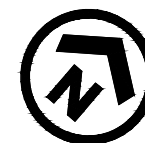
	Residential Low Density I		SUBJECT PROPERTY
	Residential Low Density II		Industrial
	Residential Medium Density		Airport
	Residential High Density		Institutional
	Mixed Use		Public Open Space
	Convenience Commercial		Private Open Space
	Motor Vehicle Commercial		Greenlands
	Office		Parkway Belt West
	Business Employment		Utility
			Partial Approval Area

BASE MAP INFORMATION

	Heritage Conservation District		Civic Centre (City Hall)
	1996 NEP/2000 NEF Composite Noise Contours		City Centre Transit Terminal
	LBPIA Operating Area Boundary See Aircraft Noise Policies		GO Rail Transit Station
	Area Exception from LBPIA Operating Area		Transitway Station
	Natural Hazards		Public School
			Catholic School
			Hospital
			Community Facilities

City Structure

	Downtown		Corporate Centre
	Major Node		Employment Area
	Community Node		Special Purpose Area
	Neighbourhood		



SCALE 1:3000
AUGUST 10, 2020





EXISTING LAND USE DESIGNATIONS

PROPOSED LAND USE DESIGNATIONS

Map “B”

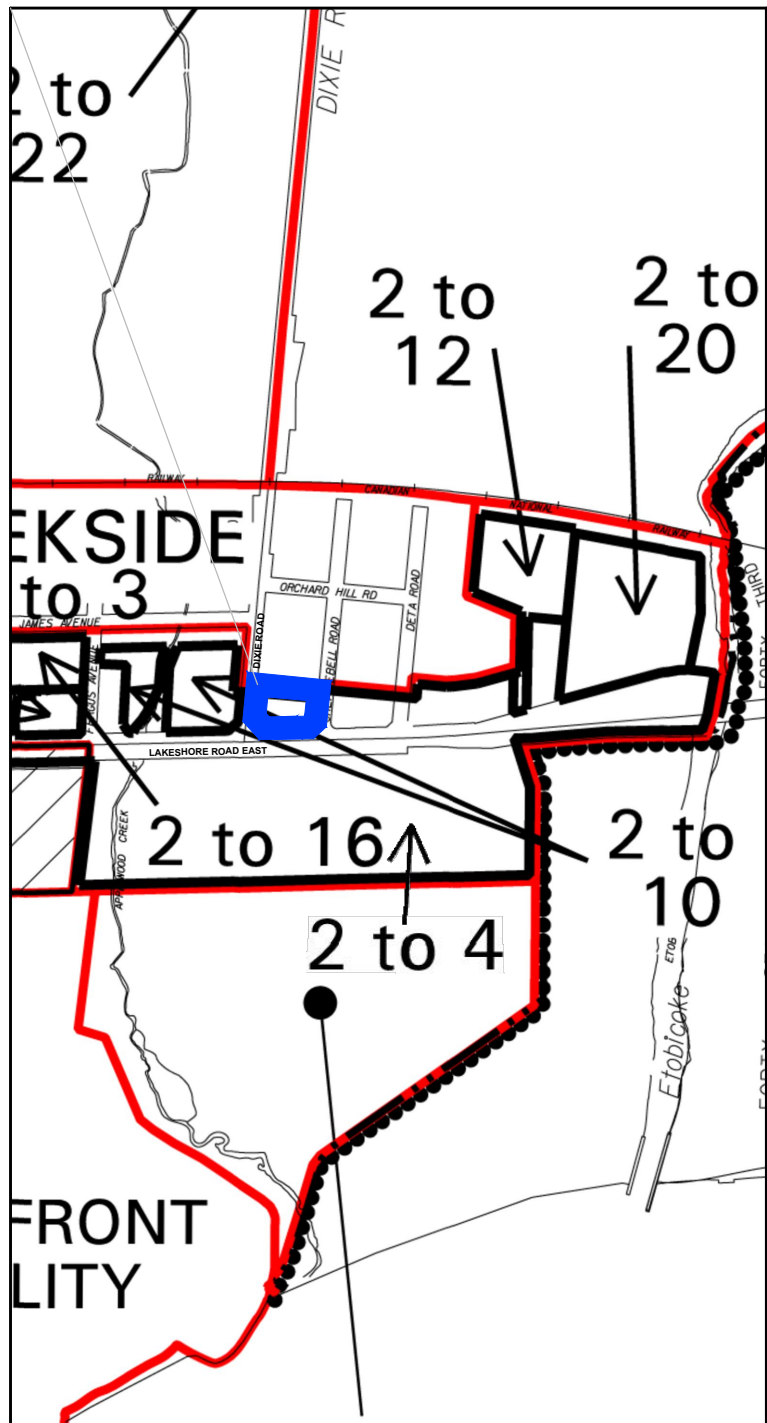
MAP 'B' - PART OF Map 3 Lakeview Local Area Plan Height Limits

Legend

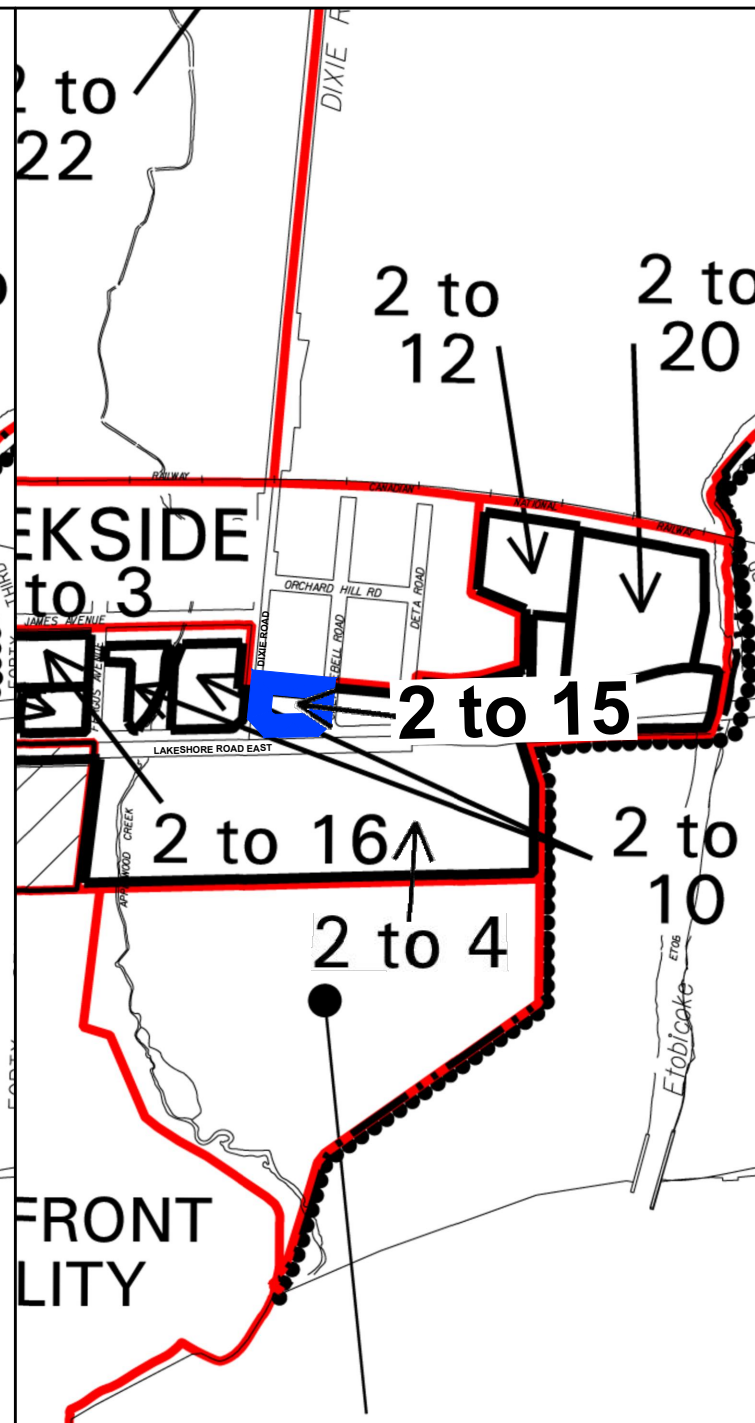
-  Sub-Area Boundary
-  To Be Determined
-  Local Area Plan Boundary
-  SUBJECT PROPERTY



SCALE 1:10,000
AUGUST 10, 2020



EXISTING HEIGHT LIMITS



PROPOSED HEIGHT LIMITS

A by-law to Adopt Mississauga Official Plan Amendment No. #

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel, ("Region" or "Regional") an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. XXX, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a land use designation change and to add a Special Site Policy within the Hurontario Neighbourhood Character Area;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. XXX to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 2020.

MAYOR

CLERK

Appendix III

A By-law to amend By-law 0225-2007, as amended.

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the Council may amend a Zoning By-law;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. By-law 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

4.15.6.XX	Exception: RA5-XX	Map # 05	By-law:
In a RA5-XX zone the permitted uses and applicable regulations shall be as specified for a RA5 Zone except that the following uses /regulations shall apply:			
Additional Permitted Uses			
4.15.6.XX.1	Retail Store		
Regulations			
4.15.6.XX.2	The regulations of Subsections 2.1.14 and 2.1.30, Sentence 3.1.1.4.3 and 3.1.1.4.4 and Lines 15.2 and 15.6 contained in Table 4.15.1 of this By-law shall not apply		
4.15.6.XX.3	Maximum floor space index – Apartment Zone	4.31	
4.15.6.XX.4	Maximum encroachment of a balcony into a required yard	2.0 m	
4.15.6.XX.5	Maximum projection of a balcony from the outermost face or faces of the building from which the balcony projects	2.0 m	
4.15.6.XX.6	Minimum setback from a parking structure to any lot line	0.0 m	
4.15.6.XX.7	Minimum landscaped area	30% of the lot area	
4.15.6.XX.8	A retail store shall only be located on the ground floor of an Apartment		
4.15.6.XX.9	Minimum number of resident parking spaces per dwelling unit	1.0	
4.15.6.XX.10	Minimum number of visitor parking spaces per dwelling unit	0.15	
4.15.6.XX.11	Minimum number of parking spaces for a retail store	4.3 space per 100m ² gfa – non-residential	
4.15.6.XX.12	All site development shall comply with Schedule RA5-XX of this Exception		

2. Map Number 5 of Schedule “B” to By-law 0225-2007, as amended, being the City of Mississauga Zoning By-law, is amended by changing thereon from “C4” to “RA5-XX” PROVIDED HOWEVER THAT the “RA5-XX” zoning shall only apply to the lands which are shown on the attached Schedule “A” outlined in the heaviest broken line with the “RA5-XX” zoning indicated thereon.

ENACTED and PASSED this _____ day of _____ 2020.

Mayor

Clerk

APPENDIX “A” TO BY-LAW NO. _____

Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to permit a 15 storey apartment building with and limited commercial uses on the ground floor.

This By-law amends the zoning of the property outlined on the attached Schedule “A” from “C4” to “RA5-XX.

The “C4” zone permits various retail, service and office uses

The “RA5-XX” zone permits an apartment with a maximum floor space index of 4.2, in compliance with Schedule RA5-XX

Location of Lands Affected

Property on the north side of Lakeshore Road East between Dixie Road and Cherriebell Road as shown on the attached Map designated as Schedule “A”.

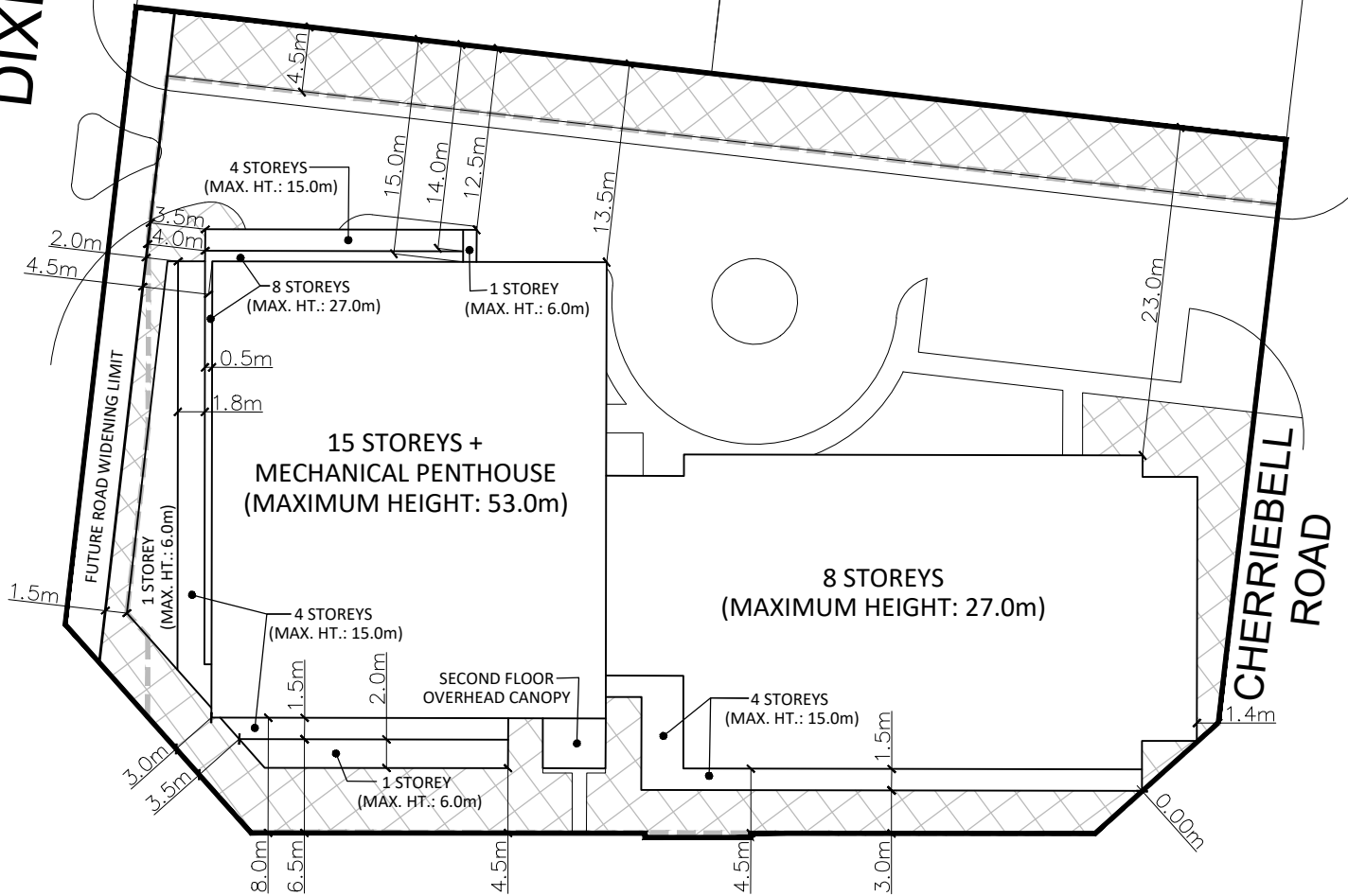
Further information regarding this By-law may be obtained from XXXXXX of the City Planning and Building Staff at (905) 615-3200 x XXXX.



PART OF LOTS 6-10 AND PART OF LANE
(CLOSED BY BY-LAW 4239, INSTRUMENT No. BL790)
REGISTERED PLAN A-20
CITY OF MISSISSAUGA

THIS IS SCHEDULE "A" TO
BY-LAW _____
PASSED BY COUNCIL

DIXIE ROAD



LAKESHORE ROAD EAST



LEGEND

- BUILDABLE AREA
- LIMIT OF PARKING STRUCTURE
- LANDSCAPE BUFFER

NOTE:
ALL MEASUREMENTS ARE IN METRES
AND ARE MINIMUM SETBACKS,
UNLESS OTHERWISE NOTED.

SCHEDULE 'RA5-XX'
MAP XX

Appendix IV



APPENDIX 4 - GROWTH PLAN SCHEDULE 5 - MOVING PEOPLE - TRANSIT

1381 LAKESHORE ROAD EAST,
CITY OF MISSISSAUGA, REGIONAL
MUNICIPALITY OF PEEL

Subject Property


Scale NTS
August 14, 2020



Appendix V



FIGURE 1 SITE CONTEXT PLAN
1381 LAKESHORE ROAD EAST,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

 Subject Property

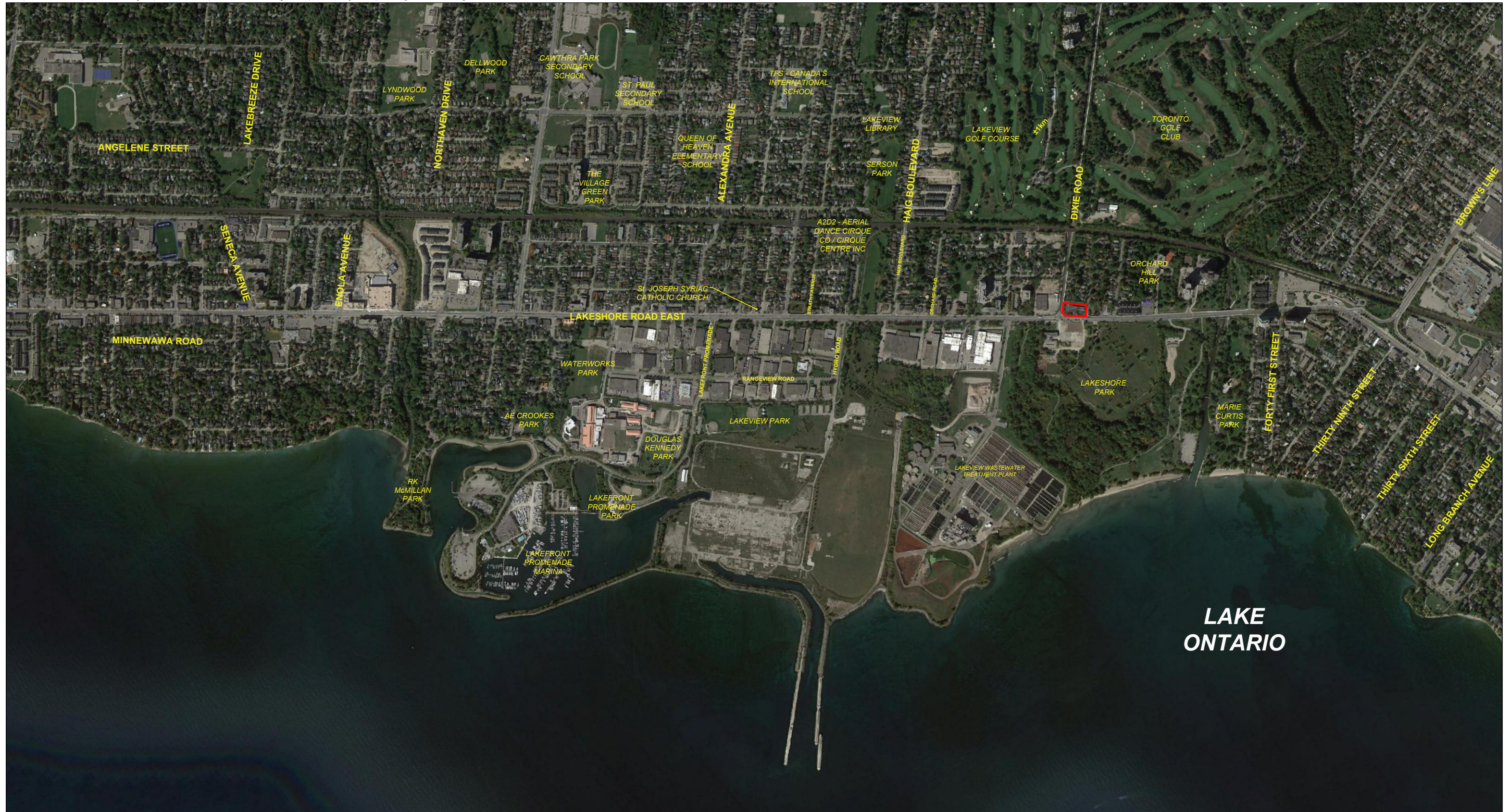



FIGURE 2
AREA CONTEXT PLAN

1381 LAKESHORE ROAD EAST
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

 Subject Property

Scale NTS
August 6, 2020 

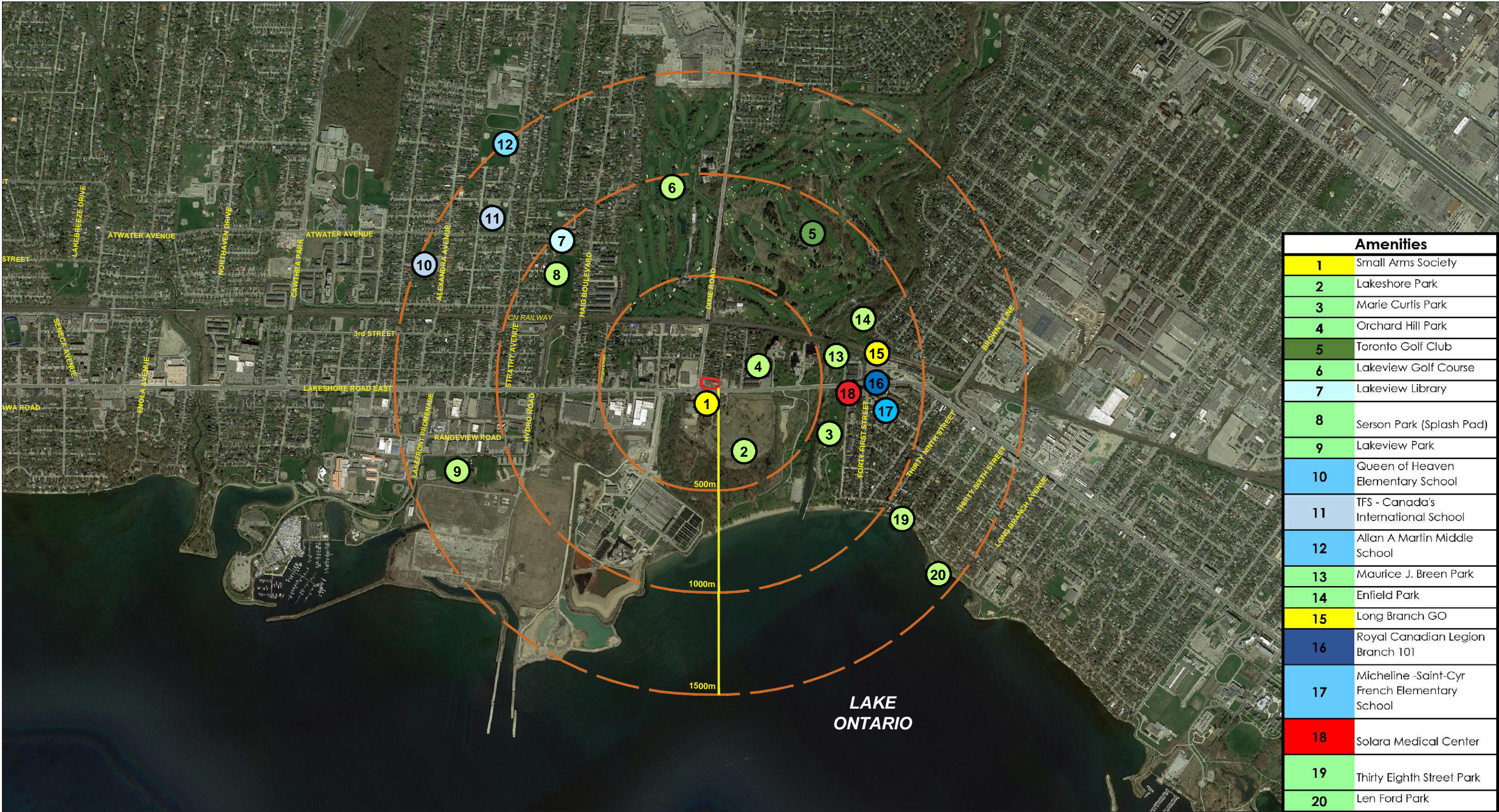


FIGURE 3
COMMUNITY AMENITIES
MAP

1381 LAKESHORE ROAD EAST,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

LEGEND

- Subject Property
- Site Proximity Buffer
(500-1000-1500 m)
- City Facility
- Emergency Services
- Open Space:
- Public Park/Park Facilities, Open Space
- Private Open Space

Public SchoolPrivate SchoolLegion HallLibrary / Community Centre / Seniors CentreMulti-Service Health Facility

Scale NTS
August 6, 2020

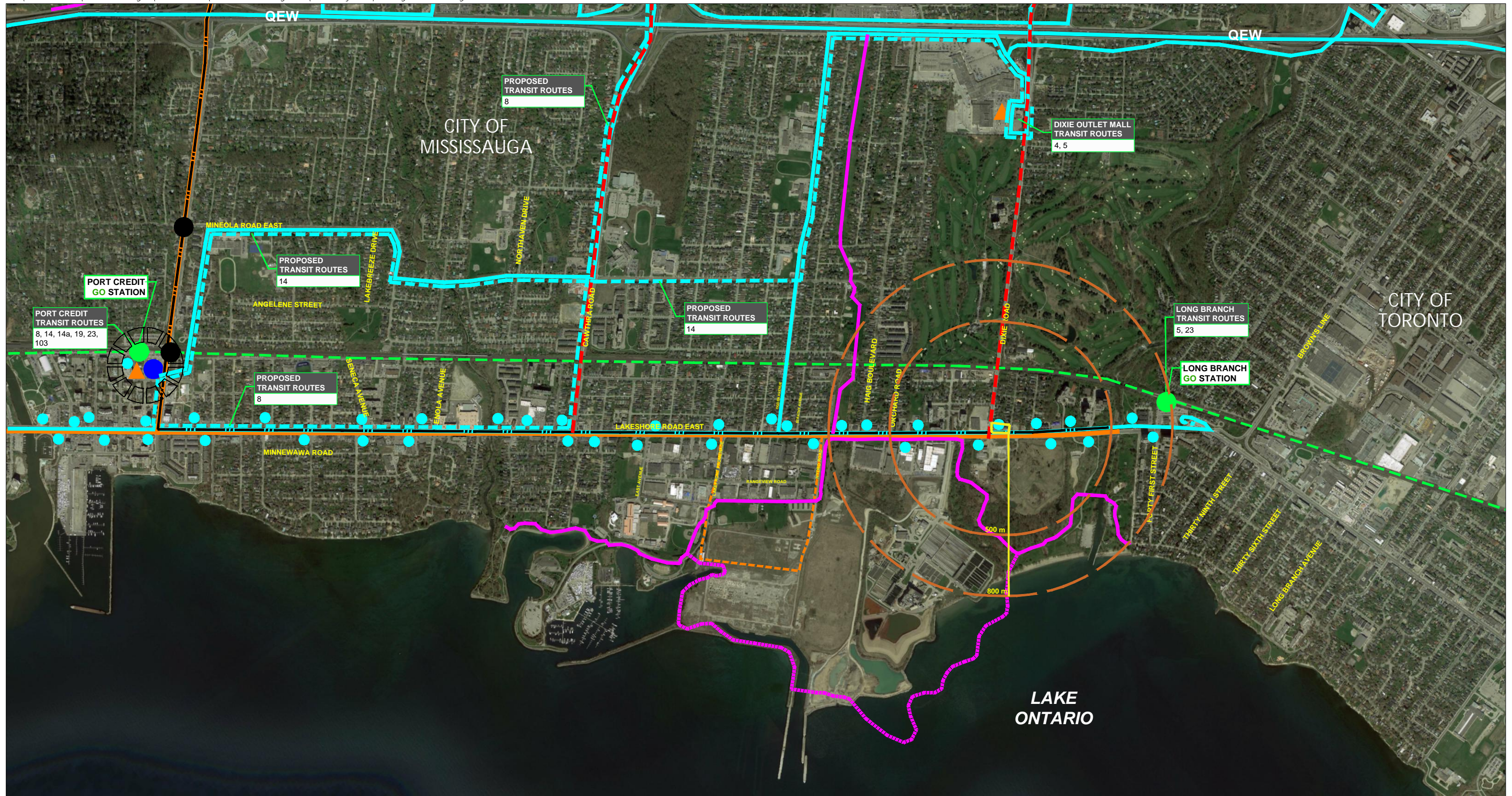


FIGURE 4
MOBILITY MAP

1381 LAKESHORE ROAD EAST,
CITY OF MISSISSAUGA, REGIONAL MUNICIPALITY OF PEEL

Subject Property

Site Proximity Buffer (500-800m)

HIGHER ORDER TRANSIT

- GO RAIL
- GO STATION
- HIGHER ORDER TRANSIT CORRIDOR
- LIGHT RAIL TRANSIT STATION
- MOBILITY HUB
- EXISTING MISSISSAUGA TRANSIT TERMINAL
- FUTURE ENHANCED TRANSIT ROUTE

MISSISSAUGA TRANSIT

- TRANSIT ROUTES
- TRANSIT STOPS
- PROPOSED TRANSIT ROUTES

LONG TERM CYCLING ROUTES

- PRIMARY OFF-ROAD ROUTES
- PRIMARY ON-ROAD / BOULEVARD ROUTES (REGIONAL)
- PRIMARY ON-ROAD / BOULEVARD ROUTES

Scale NTS
August 6, 2020





FIGURE 5
DEVELOPMENT CONCEPT

1381 LAKESHORE ROAD EAST,
CITY OF MISSISSAUGA, REGIONAL
MUNICIPALITY OF PEEL

Scale NTS
August 6, 2020



FIGURE 6 ELEVATIONS

1381 LAKESHORE ROAD EAST,
CITY OF MISSISSAUGA, REGIONAL
MUNICIPALITY OF PEEL

Scale NTS
August 6, 2020



FIGURE 7
PEEL OFFICIAL PLAN
SCHEDULE 'D' - REGIONAL
STRUCTURE

1381 LAKESHORE ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL
 MUNICIPALITY OF PEEL

— Subject Property

Scale NTS
 August 6, 2020



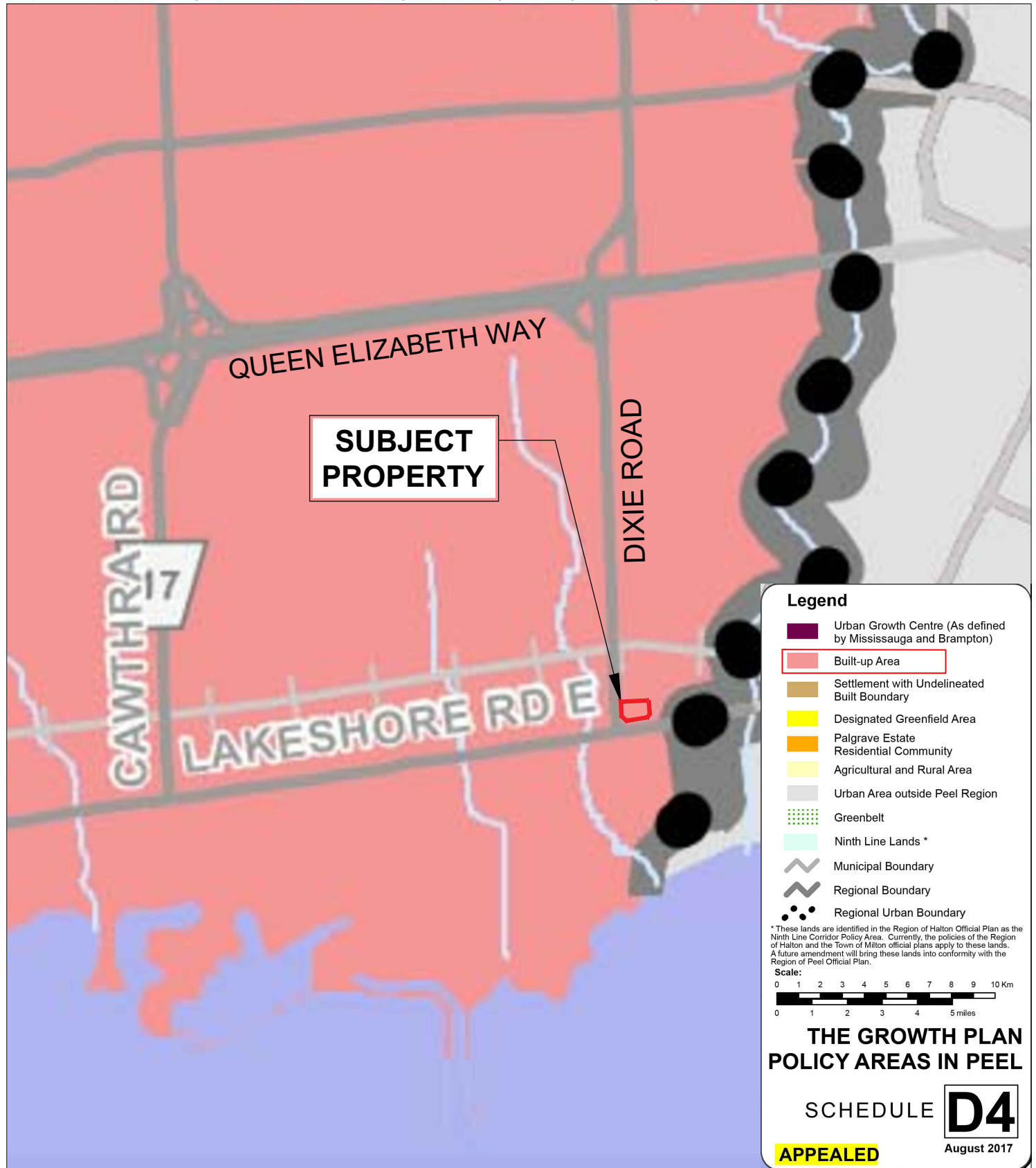


FIGURE 8
PEEL OFFICIAL PLAN
SCHEDULE 'D4' - GROWTH PLAN
POLICY AREAS

1381 LAKESHORE ROAD EAST,
CITY OF MISSISSAUGA, REGIONAL
MUNICIPALITY OF PEEL

— Subject Property

Scale NTS
August 6, 2020



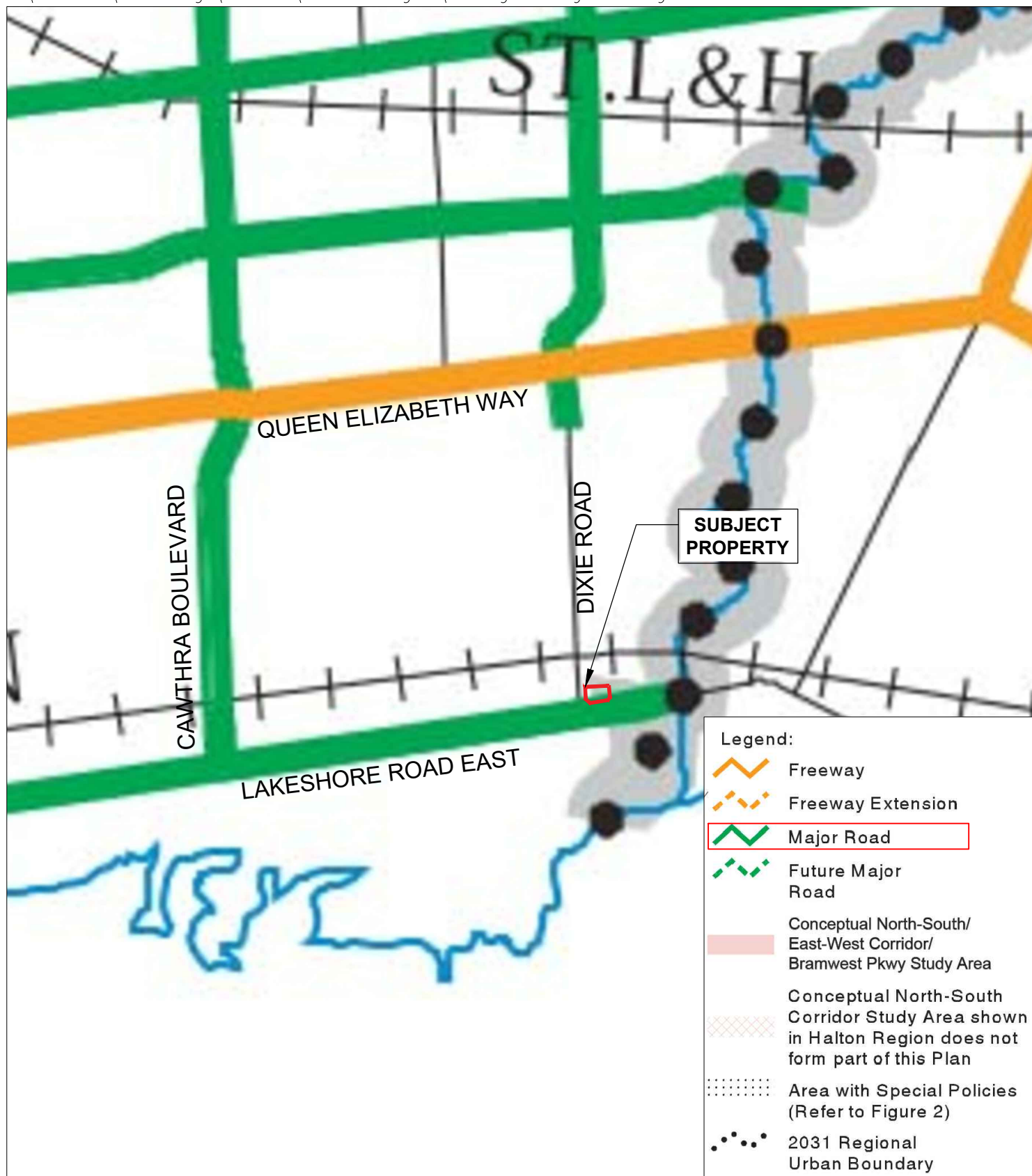


FIGURE 9
PEEL OFFICIAL PLAN
SCHEDULE 'E' - MAJOR ROAD
NETWORK

1381 LAKESHORE ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL
 MUNICIPALITY OF PEEL

Subject Property

Scale NTS
 August 5, 2020



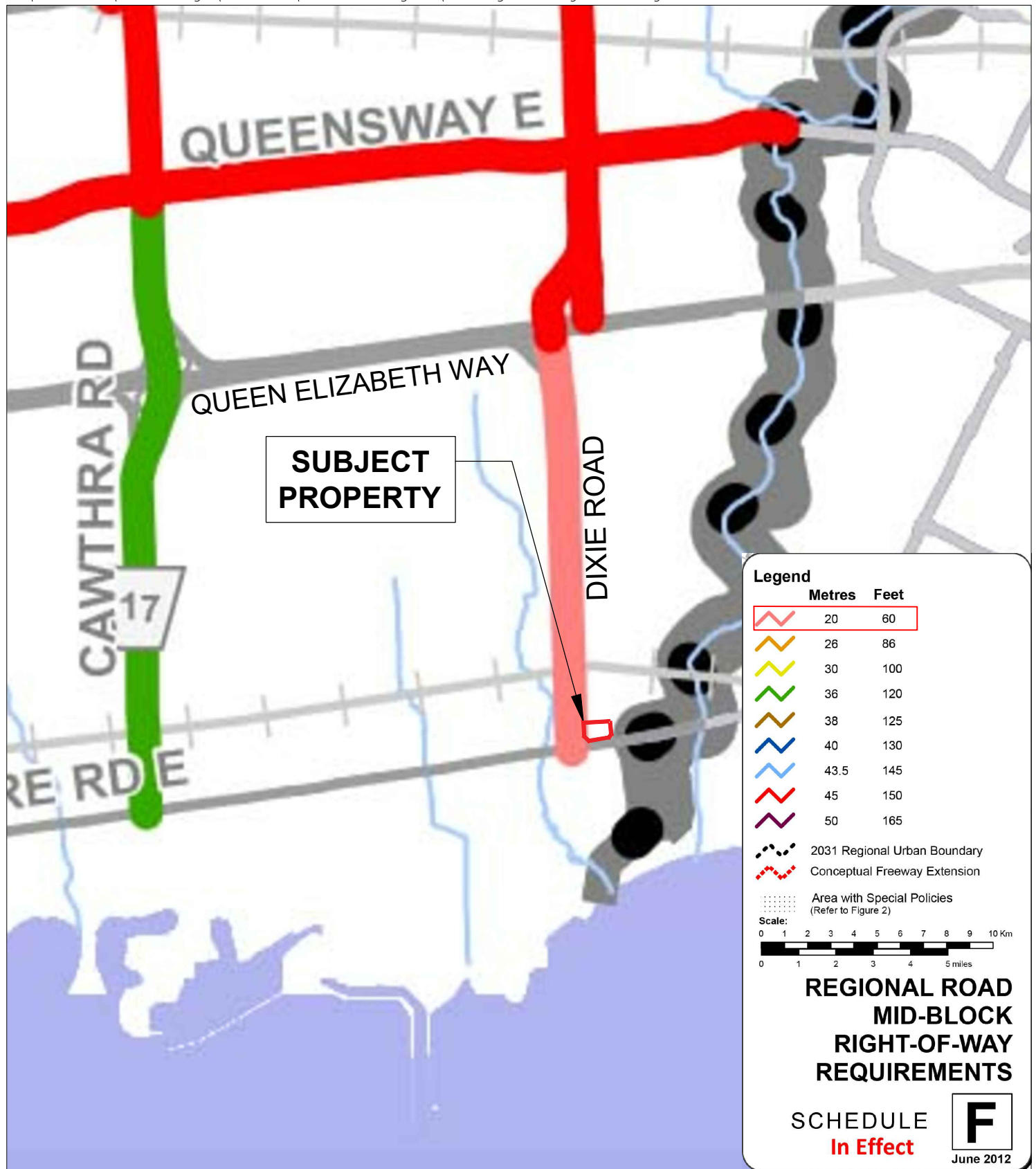


FIGURE 10
PEEL OFFICIAL PLAN
SCHEDULE 'F' - REGIONAL ROAD
MID-BLOCK RIGHT-OF-WAY

1381 LAKESHORE ROAD EAST,
CITY OF MISSISSAUGA, REGIONAL
MUNICIPALITY OF PEEL

Subject Property

Scale NTS
August 5, 2020



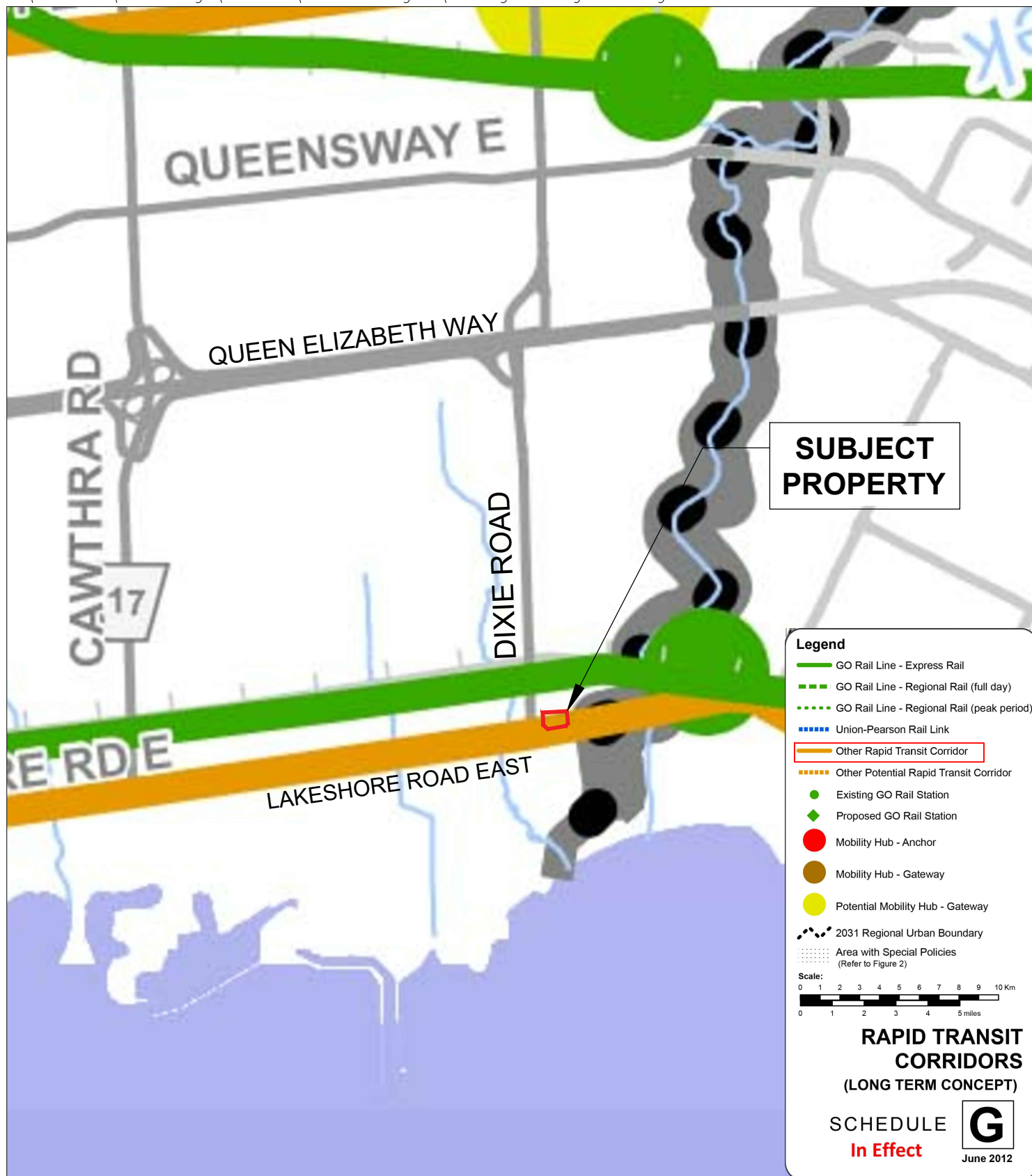


FIGURE 11
PEEL OFFICIAL PLAN
SCHEDULE 'G' - RAPID TRANSIT
CORRIDORS

1381 LAKESHORE ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL
 MUNICIPALITY OF PEEL

Subject Property

Scale NTS
 August 6, 2020



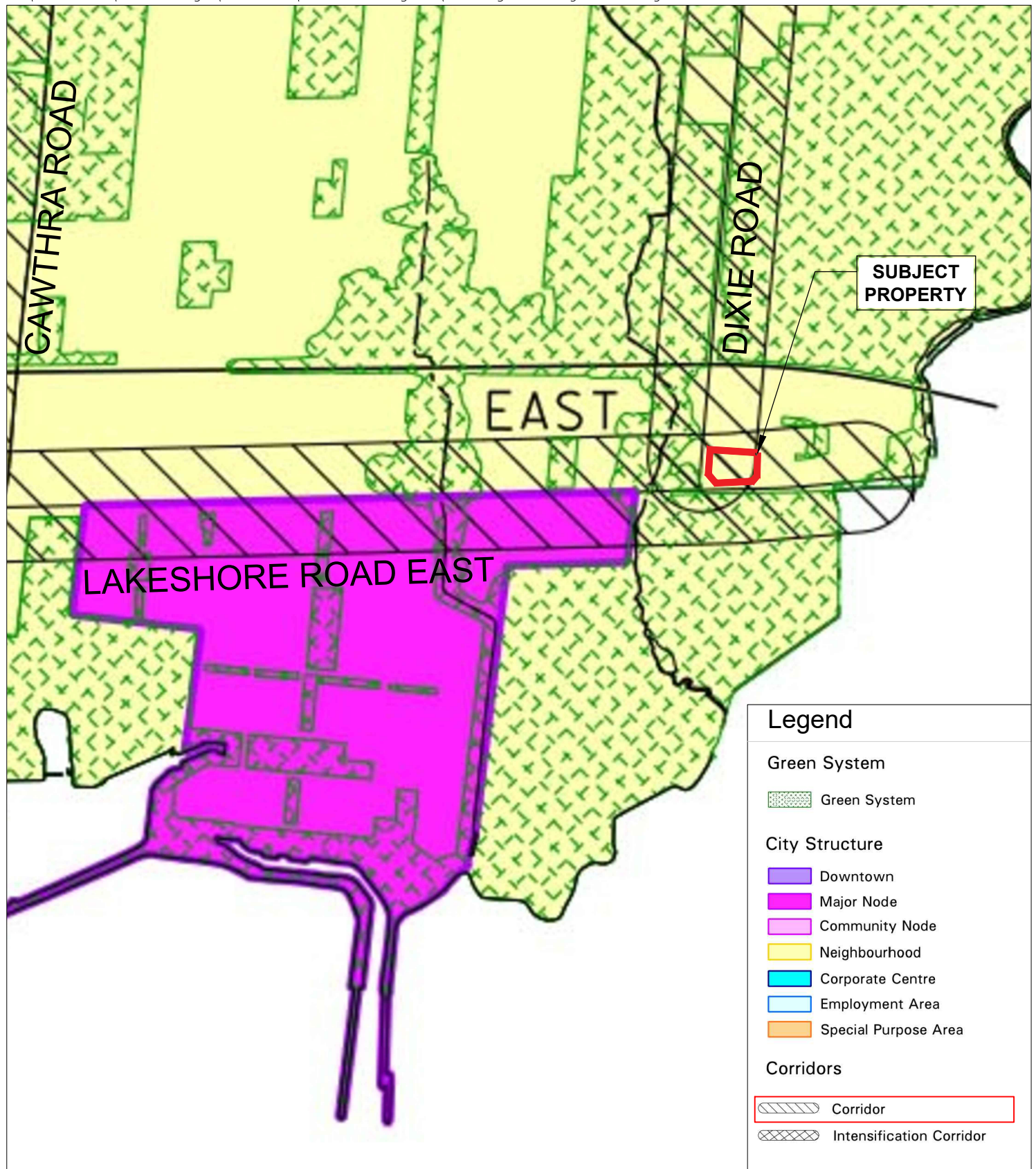


FIGURE 12
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '1' - URBAN SYSTEM

1381 LAKESHORE ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL
 MUNICIPALITY OF PEEL

Subject Property

Scale NTS
 August 6, 2020



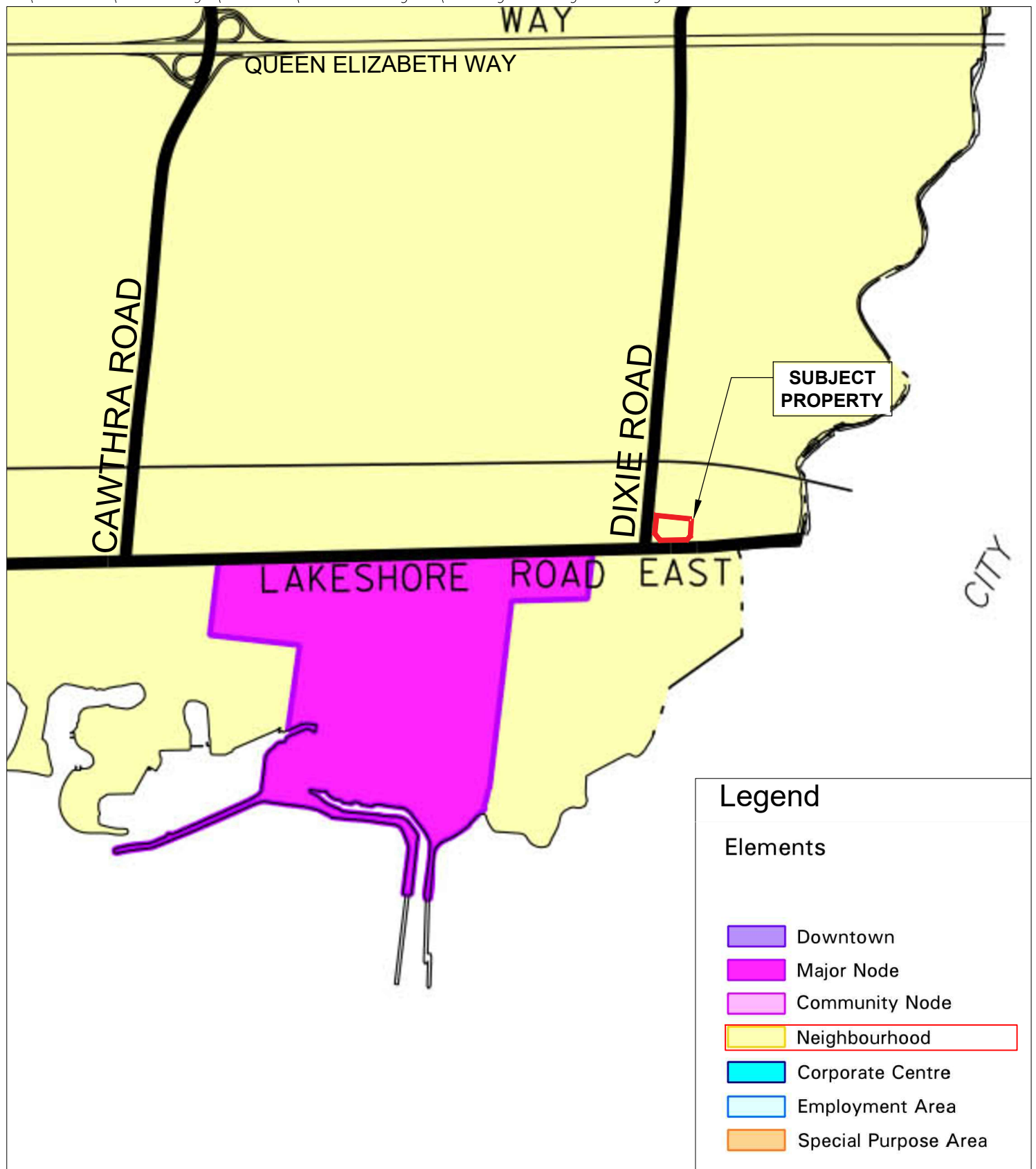


FIGURE 13
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '1b' - URBAN SYSTEM-
CITY STRUCTURE

1381 LAKESHORE ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL
 MUNICIPALITY OF PEEL

Subject Property

Scale NTS
 August 6, 2020



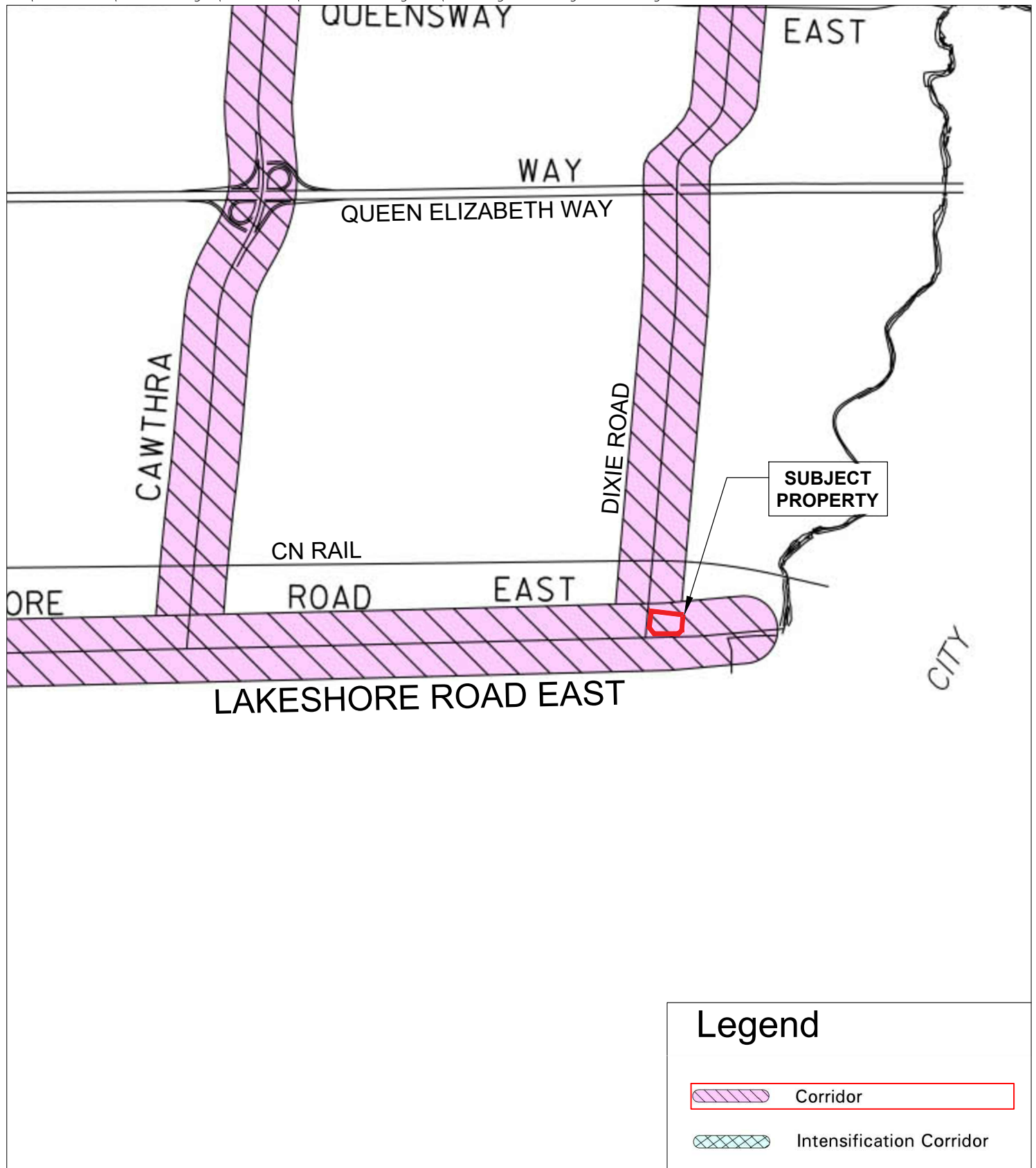


FIGURE 14
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '1c' - URBAN SYSTEM-
CORRIDORS

1381 LAKESHORE ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL
 MUNICIPALITY OF PEEL

Subject Property

Scale NTS
 August 6, 2020



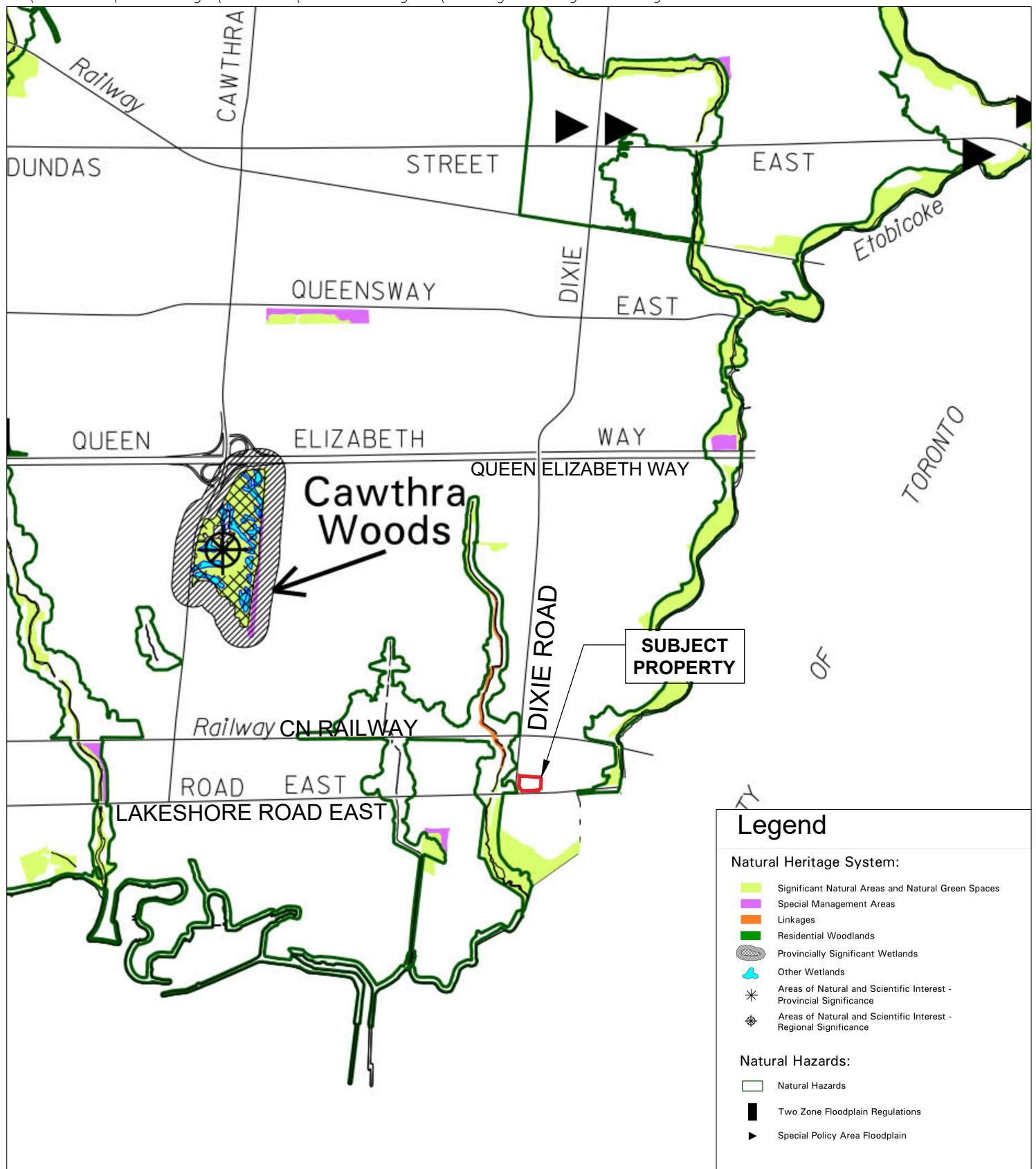


FIGURE 15
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '3' - NATURAL SYSTEM

1381 LAKESHORE ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL
 MUNICIPALITY OF PEEL

■ Subject Property

Scale NTS
 August 6, 2020



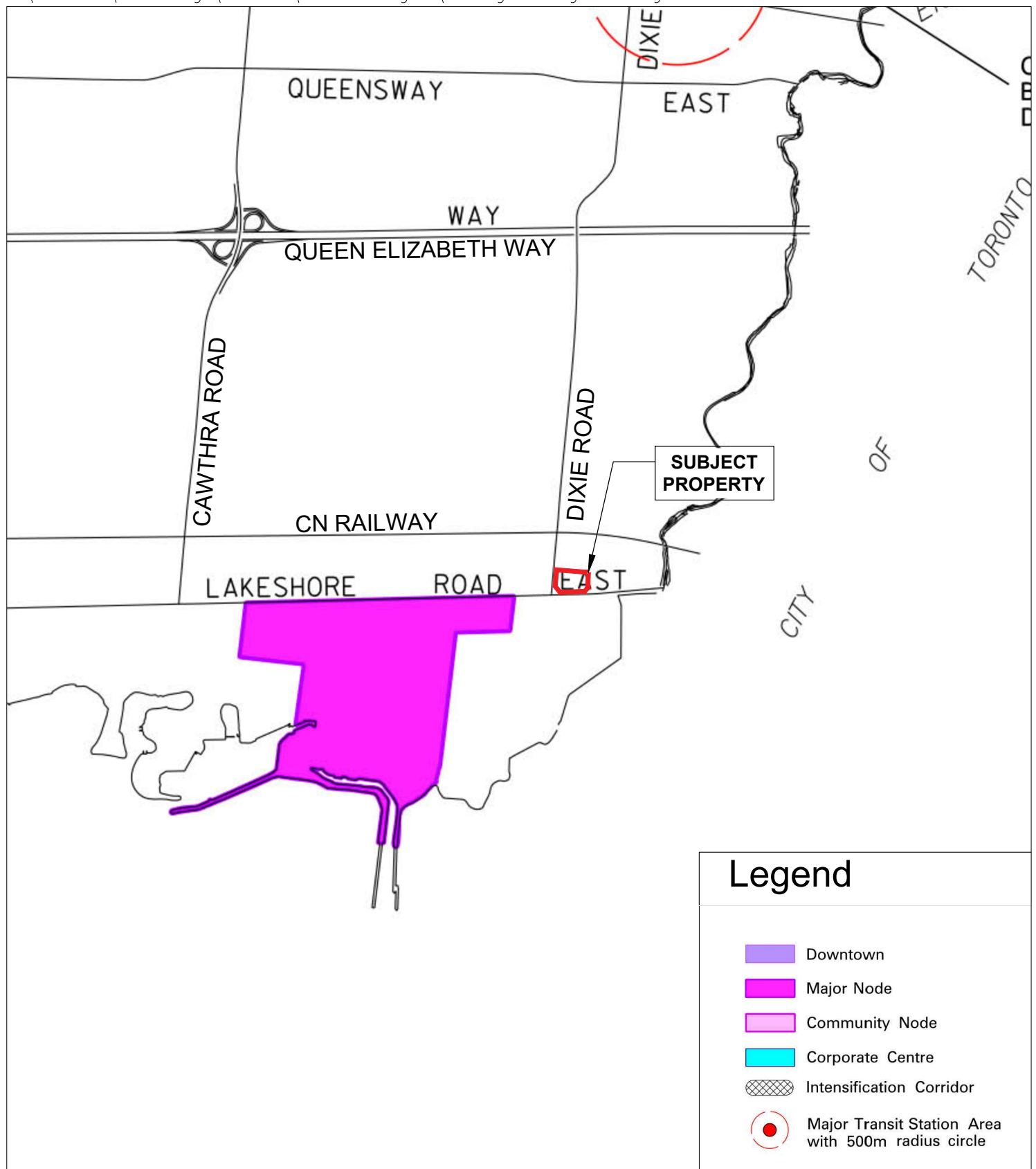


FIGURE 16
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '2' - INTENSIFICATION
AREAS

1381 LAKESHORE ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL
 MUNICIPALITY OF PEEL

■ Subject Property

Scale NTS
 August 6, 2020



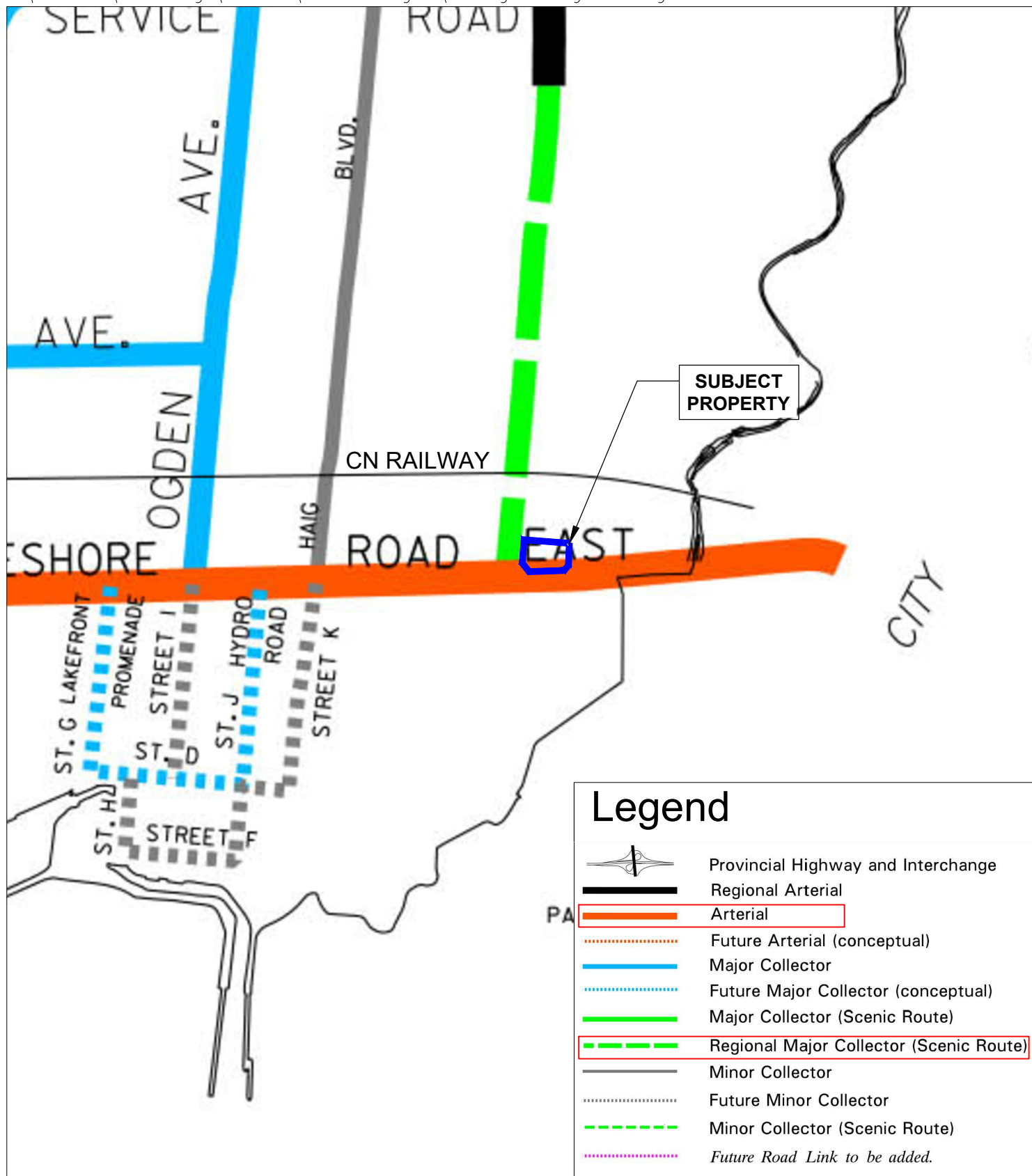


FIGURE 17
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '5' - LONG TERM ROAD
NETWORK

1381 LAKESHORE ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL
 MUNICIPALITY OF PEEL

Subject Property

Scale NTS
 August 6, 2020



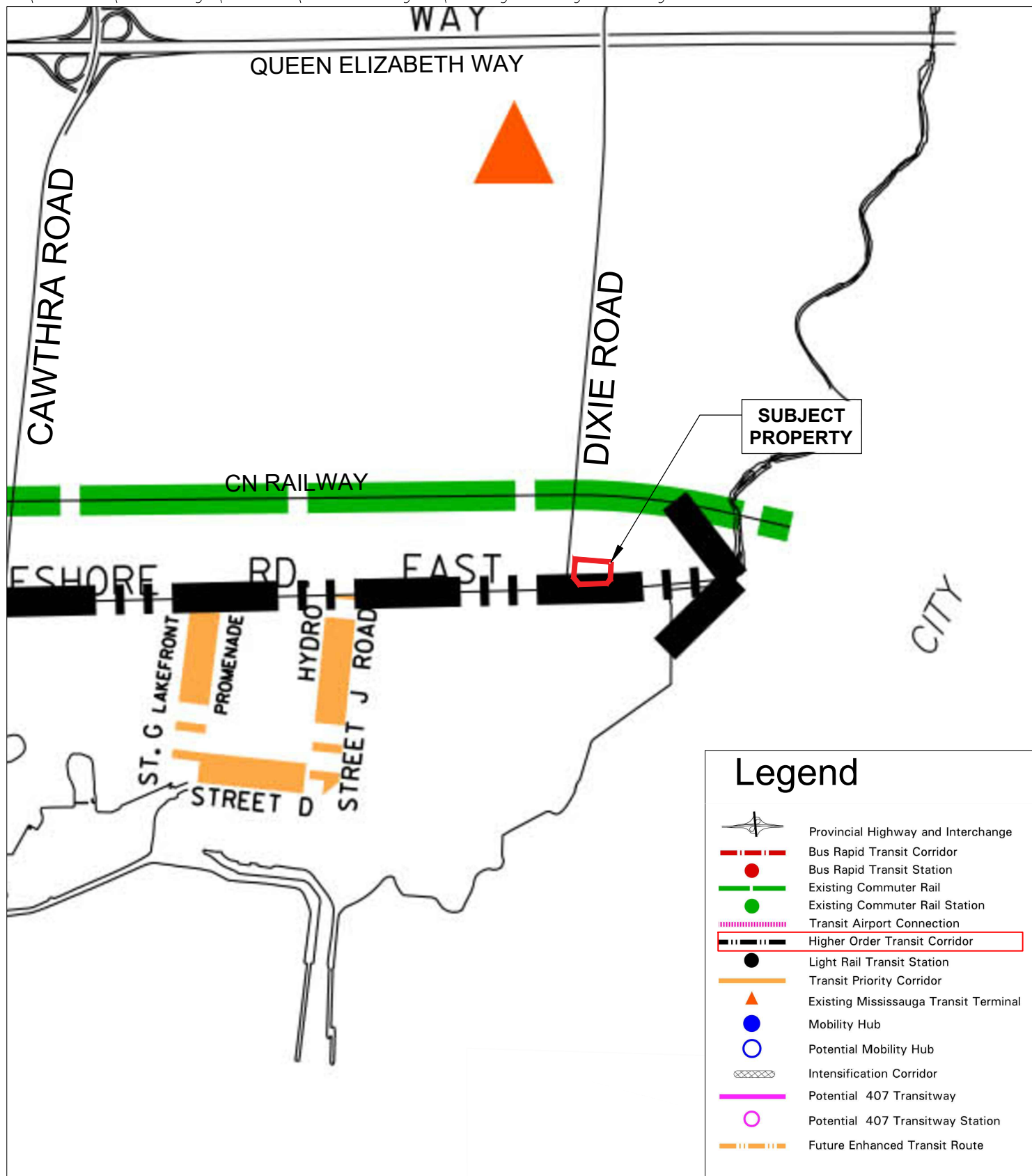


FIGURE 18
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '6' - LONG TERM TRANSIT
NETWORK

1381 LAKESHORE ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL
 MUNICIPALITY OF PEEL

Subject Property

Scale NTS
 August 6, 2020



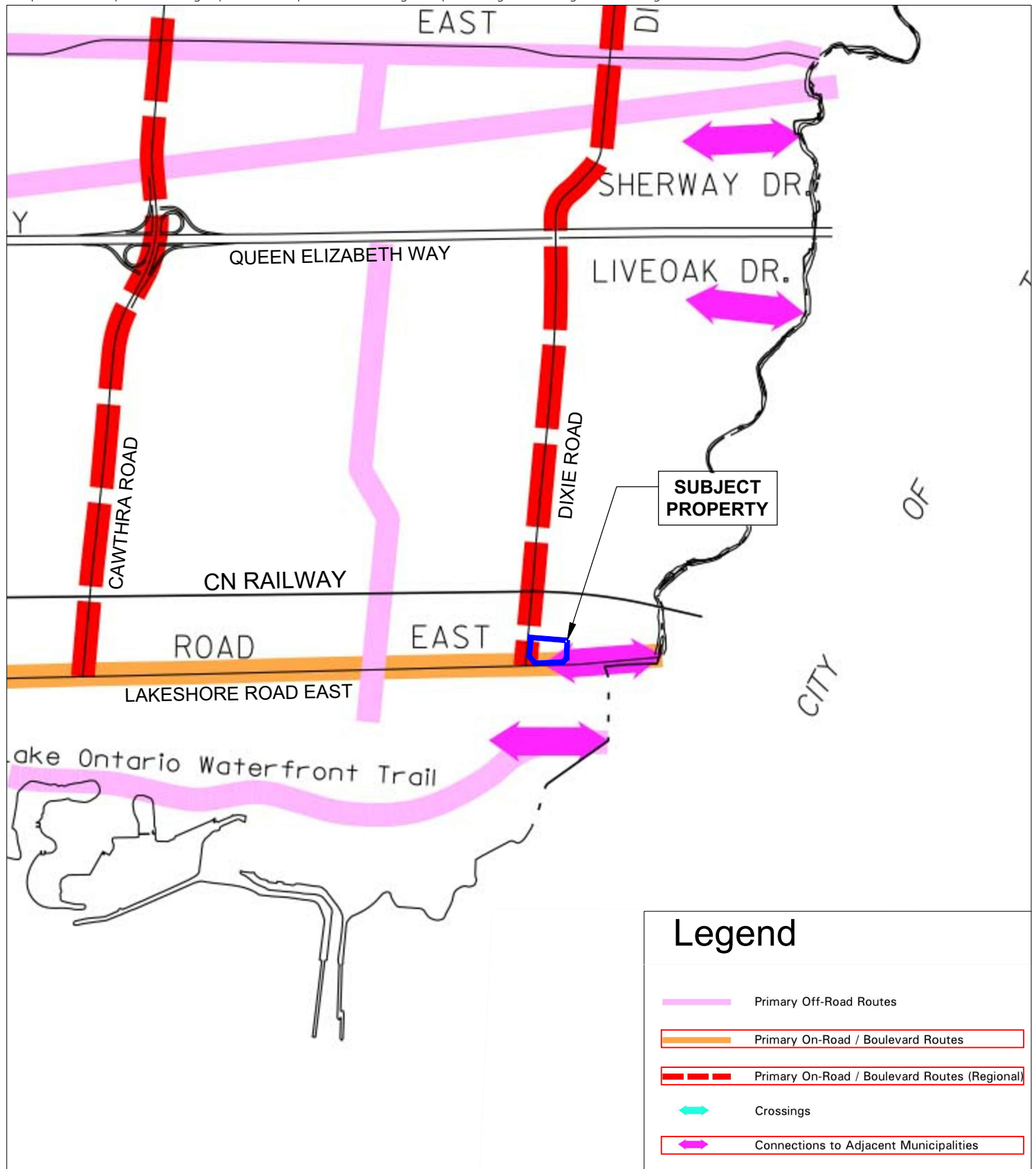


FIGURE 19
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '7' - LONG TERM
CYCLING ROUTES

1381 LAKESHORE ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL
 MUNICIPALITY OF PEEL

█ Subject Property

Scale NTS
 August 6, 2020



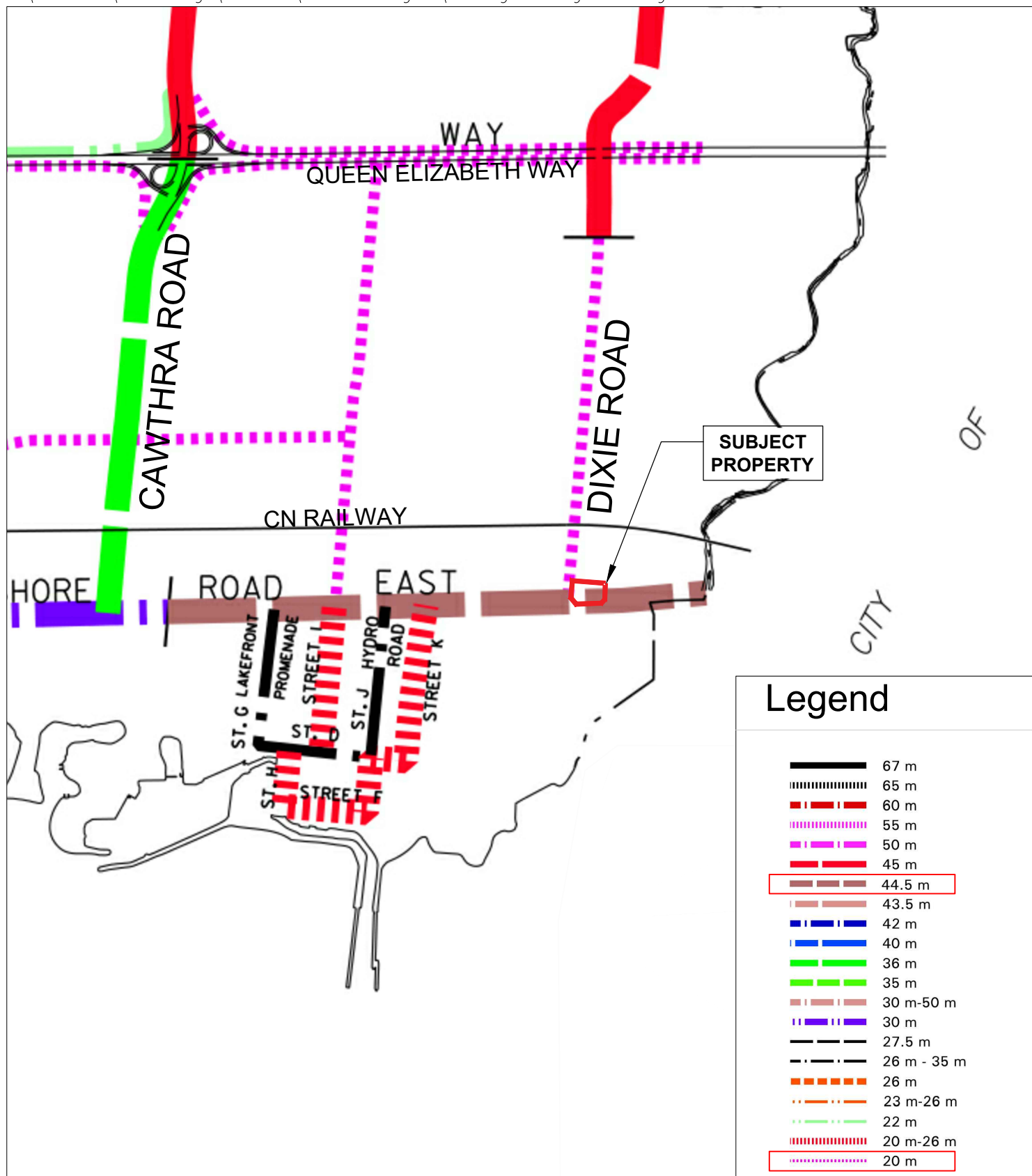


FIGURE 20
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '8' - DESIGNATED ROW
WIDTHS

1381 LAKESHORE ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL
 MUNICIPALITY OF PEEL

Subject Property

Scale NTS
 August 6, 2020



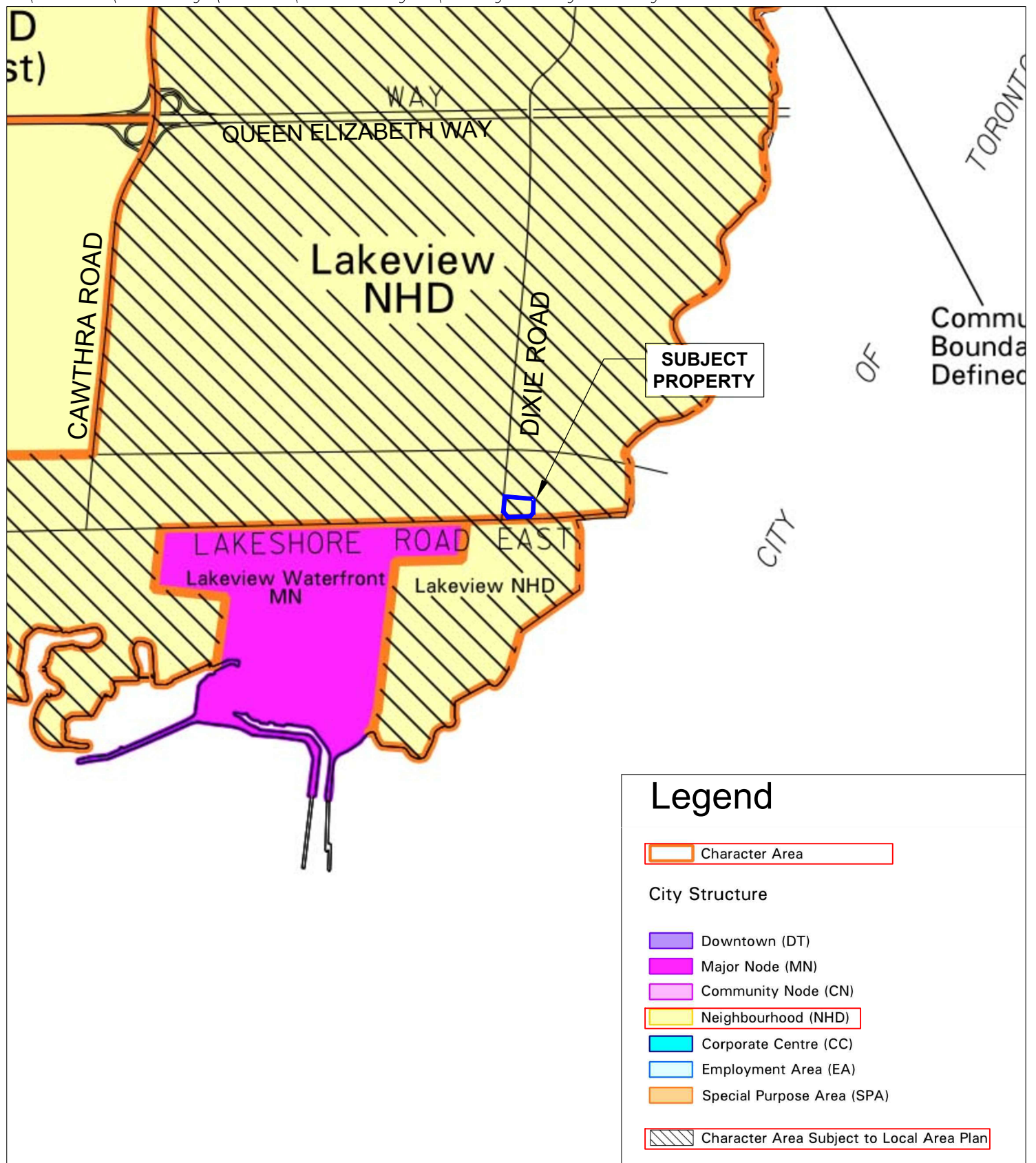


FIGURE 21
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '9' - CHARACTER AREAS

1381 LAKESHORE ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL
 MUNICIPALITY OF PEEL

Subject Property

Scale NTS
 August 6, 2020



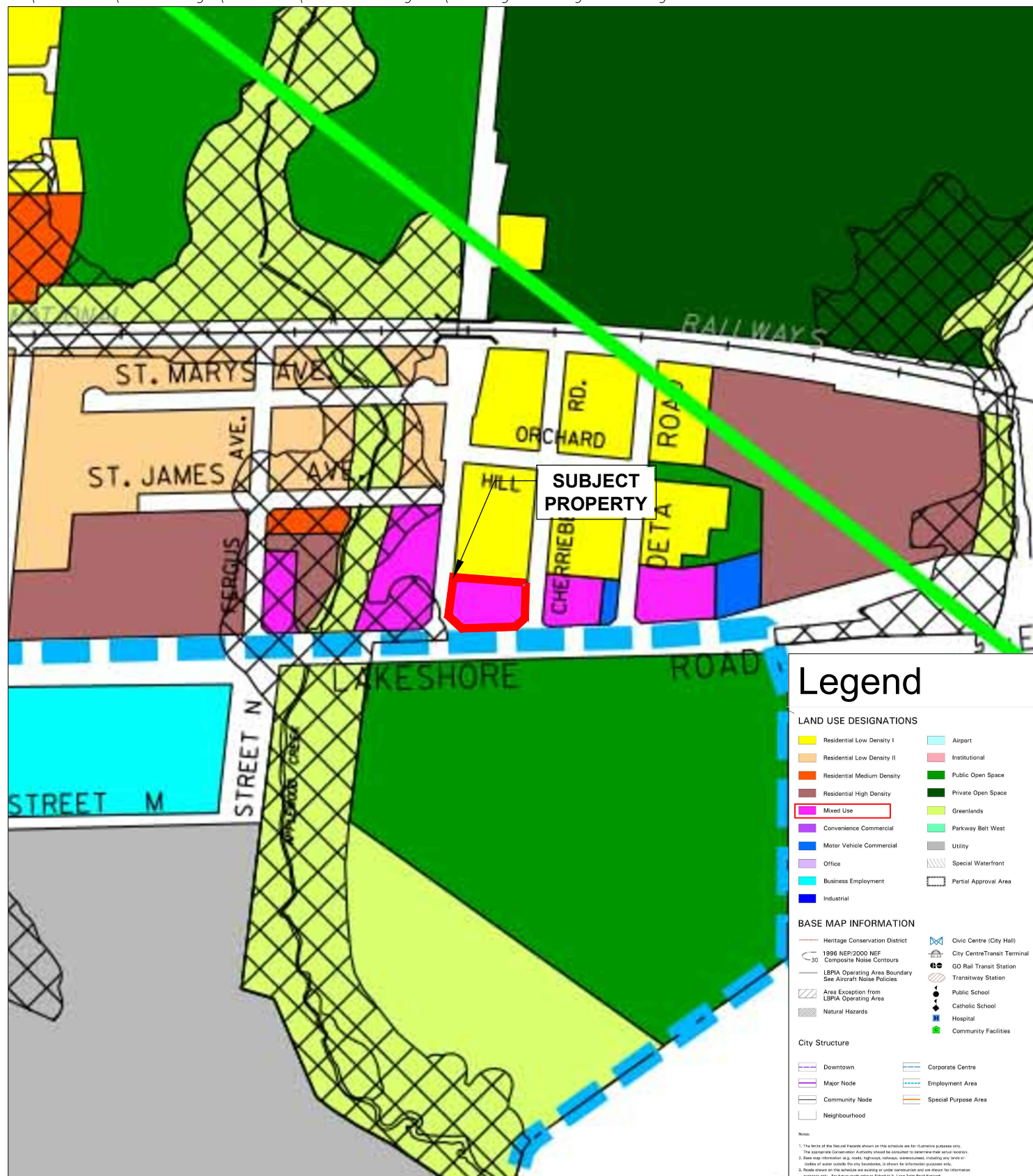


FIGURE 22
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '10' - LAND USE
DESIGNATIONS

1381 LAKESHORE ROAD EAST,
CITY OF MISSISSAUGA, REGIONAL
MUNICIPALITY OF PEEL

■ Subject Property

Scale NTS
August 6, 2020



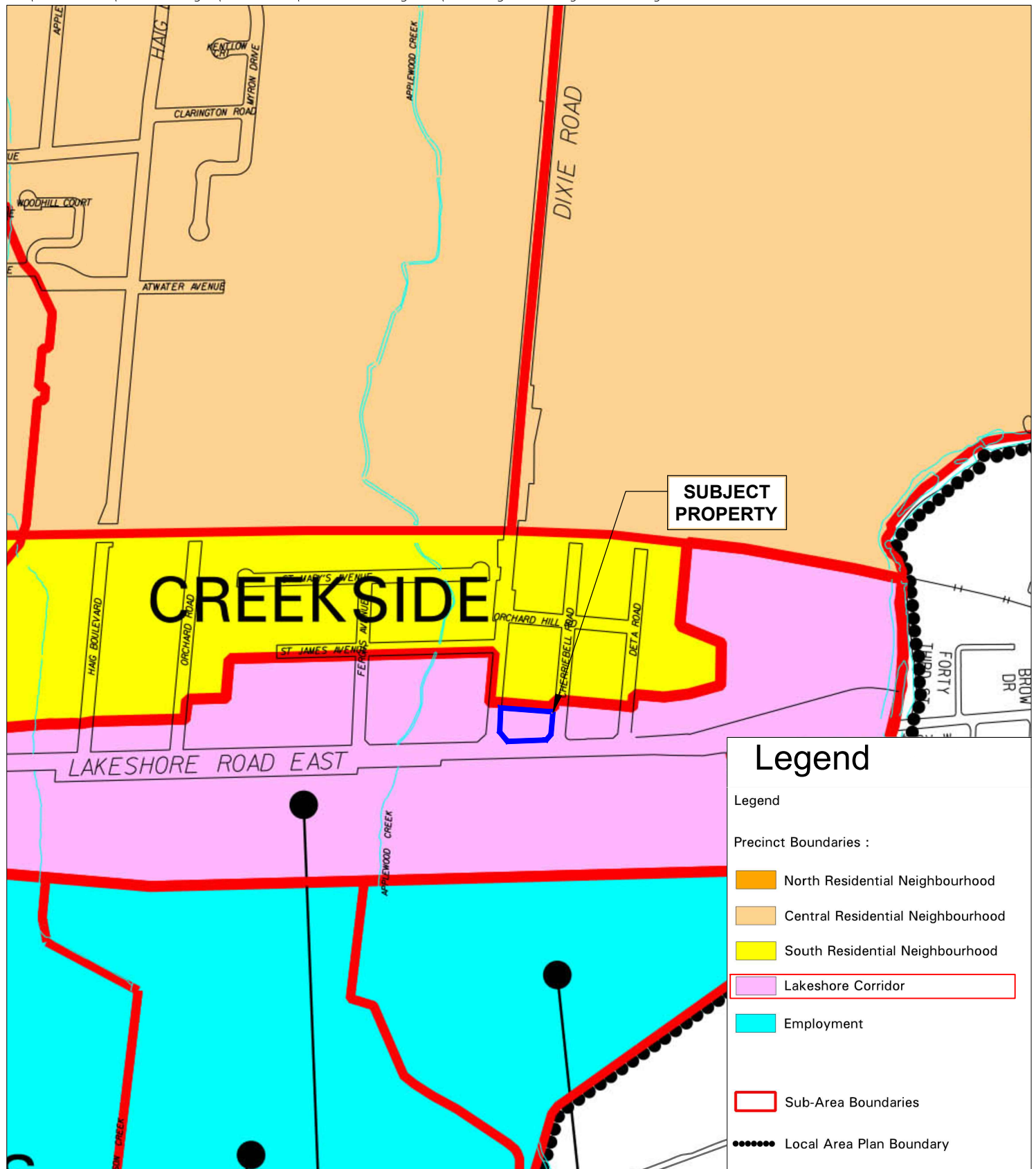


FIGURE 23
LAKEVIEW LOCAL AREA PLAN
MAP 1 - LAKEVIEW LOCAL AREA
PLAN PRECINCTS & SUB-AREAS

1381 LAKESHORE ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL
 MUNICIPALITY OF PEEL

— Subject Property

Scale NTS
 August 6, 2020



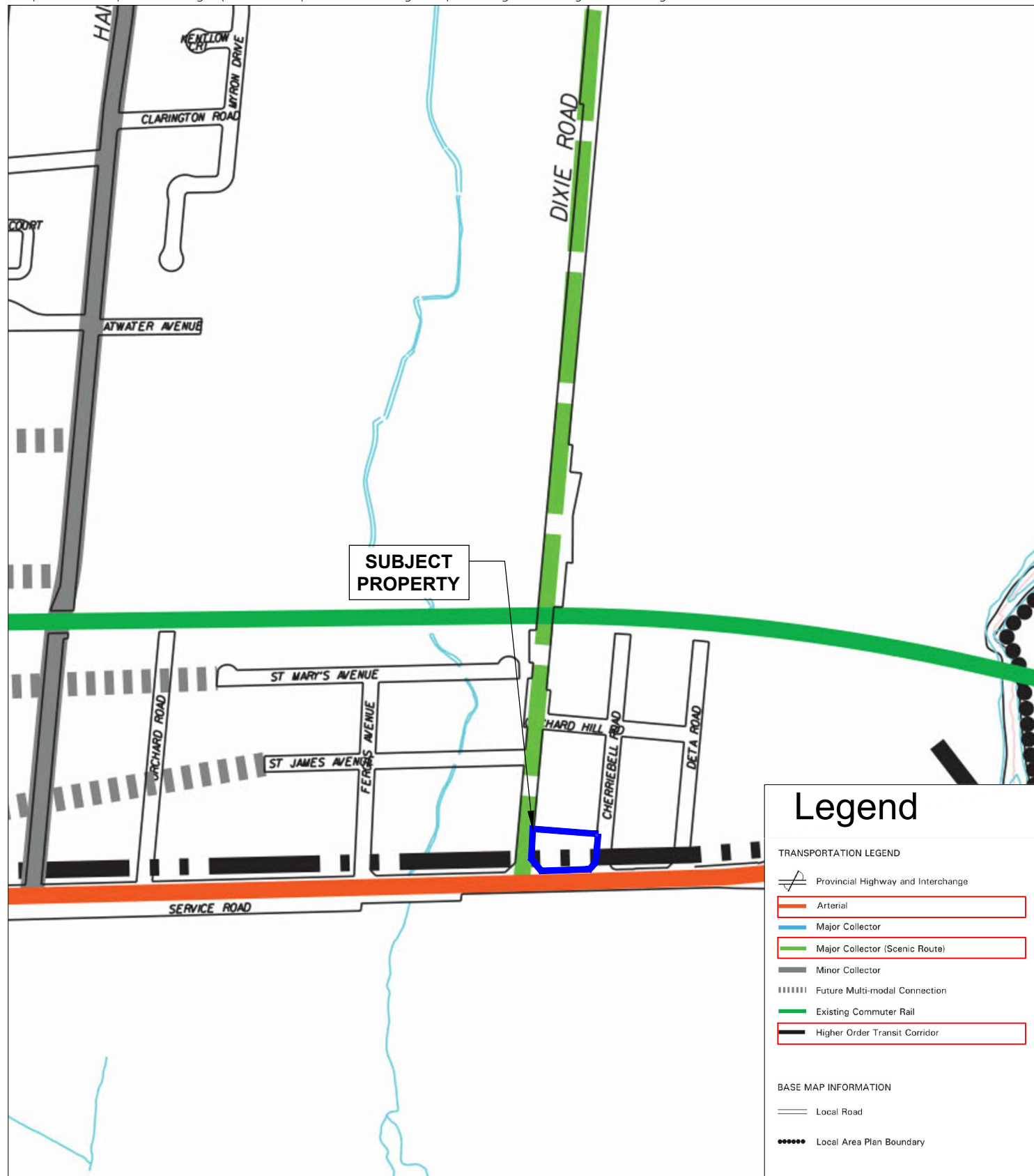


FIGURE 24
LAKEVIEW LOCAL AREA PLAN
MAP 2 - LAKEVIEW LONG TERM
ROAD & TRANSIT NETWORK

1381 LAKESHORE ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL
 MUNICIPALITY OF PEEL

Subject Property

Scale NTS
 August 5, 2020



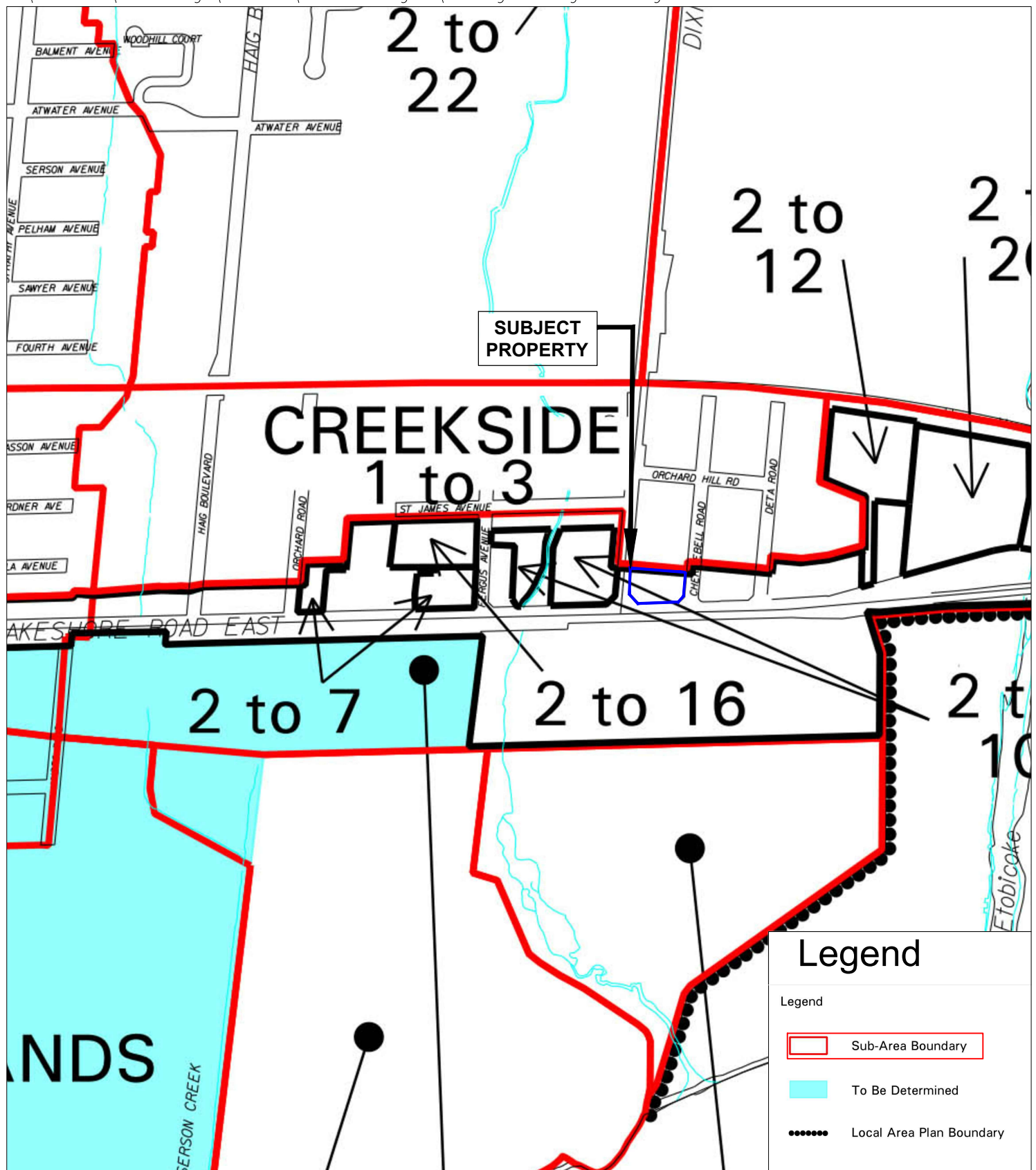


FIGURE 25
LAKEVIEW LOCAL AREA PLAN
MAP 3 - LAKEVIEW PLAN HEIGHT
LIMITS

1381 LAKESHORE ROAD EAST,
 CITY OF MISSISSAUGA, REGIONAL
 MUNICIPALITY OF PEEL

SUBJECT PROPERTY SUBJECT PROPERTY: 2-4 STOREYS

Scale NTS
 August 6, 2020



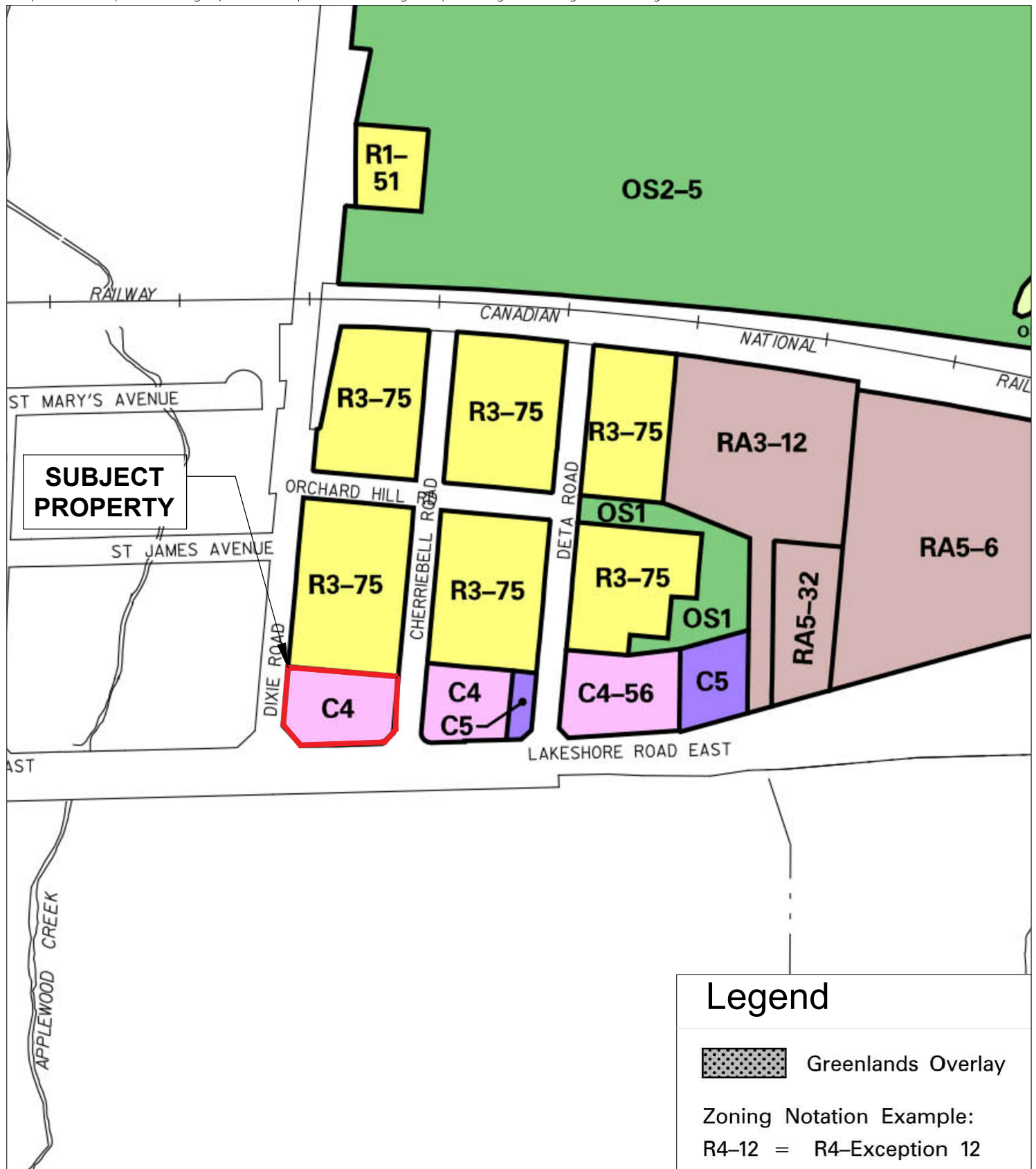


FIGURE 26
ZONING No. 0225-2007
C4 Zoning

1381 LAKESHORE ROAD EAST,
CITY OF MISSISSAUGA, REGIONAL
MUNICIPALITY OF PEEL

 Subject Property

Scale NTS
August 6, 2020

