



**NOTICE OF THE PASSING OF
AN OFFICIAL PLAN AMENDMENT AND A ZONING BY-LAW**

DATE OF NOTICE	July 08, 2021	
OPA NUMBER	OPA 124 (By-law 0182-2021)	
ZONING BY-LAW NUMBER	0183-2021	
DATE PASSED BY COUNCIL	June 30, 2021	
LAST DATE TO FILE APPEAL	July 28, 2021	
FILE NUMBER	OZ 20/005	Ward 1
APPLICANT	Glen Schnarr & Associates	
PROPERTY LOCATION	Southwest corner of Lakeshore Road East and East Avenue, in the City of Mississauga	

TAKE NOTICE that on June 30, 2021 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA 124 and Zoning By-law, under Section 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13, as amended.

THE PURPOSE AND EFFECT of the Official Plan Amendment is to change the land use designation of the subject lands from Mixed Use and Residential Low Density II to Residential High Density and to increase the maximum height limit on the subject lands.

The purpose of the Zoning By-law is to permit a seven storey apartment building with 151 dwelling units. This By-law amends the zoning of the property outlined on the attached Schedule "A" from "R3-75" (Detached Dwellings - Typical Lots - Exception) and "RM8-14" (Back to Back and/or Stacked Townhouses - Exception) to "H-RA2-59" (Apartments - Exception with a Holding Provision). "R3-75" permits detached dwellings with a minimum lot frontage of 15.0 m and maximum heights of 9.5 m and 7.5 m for sloped and flat roofs respectively. "RM8-14" permits back to back and/or stacked townhouses with additional regulations pertaining to frontage, floor space index, height, yards, setbacks, encroachments, parking, driveways, roads, amenity and landscaped area. Upon removal of the "H" provision, the "RA2-59" zone will permit an apartment building with a maximum floor space index of 1.8 and a maximum height of seven storeys.

The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 124 is in full force and effect.

The decision of Council is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

IF YOU WISH TO APPEAL to the Ontario Land Tribunal a copy of an appeal form is available from the OLT website at olt.gov.on.ca. An appeal must be filed by mail or courier addressed to the Clerk of the City of Mississauga, Attention: Diana Rusnov, 300 City Centre Drive, Mississauga, Ontario L5B 3C1 no later than **July 28, 2021**.

Only individuals, corporations and public bodies may appeal a by-law to the Ontario Land Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment and/or by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the City of Mississauga Council or, in the opinion of the Ontario Land Tribunal, there are reasonable grounds to add the person or public body as a party.

The Notice of Appeal must:

- 1) set out reasons for the appeal;
- 2) be accompanied by a fee in the amount of \$1,100.00 per application, payable to the Minister of Finance, and
- 3) be accompanied by a fee in the amount of \$300.00, payable to the City of Mississauga.
- 4) Four (4) copies of the appeal package.

MORE INFORMATION: A copy of the Official Plan Amendment and Zoning By-law in their entirety can be found at www.mississauga.ca/portal/cityhall/publicnotices or from **Paul Stewart** of the City of Mississauga, Planning and Building Department at (905) 615-3200 X 5813.

Sacha Smith, Manager & Deputy Clerk
Legislative Services,
Corporate Services Department
905-615-3200 X 4516

Amendment No. 124

to

Mississauga Official Plan

By-law No. 0182-2021

A by-law to Adopt Mississauga Official Plan Amendment No. 124

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. 124 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 change in land use designation and other mapping modifications, and a maximum height increase within the Lakeview 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. 124 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 30 day of June, 2021.

Signed Bonnie Chouhrie Signed W. P. Rubin
MAYOR CLERK

Amendment No. 124
to
Mississauga Official Plan

The following text and Maps "A", "B", "C", "D" and "E" attached constitutes Amendment No. 124.

Also 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 June 4, 2021, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to change the land use designation of the subject lands from Mixed Use and Residential Low Density II to Residential High Density and to increase the maximum height limit on the subject lands.

LOCATION

The lands affected by this Amendment are located at the southwest corner of Lakeshore Road East and East Avenue. The subject lands are located in the Lakeview Neighbourhood Character Area, as identified in Mississauga Official Plan.

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 majority of the subject lands are designated Mixed Use which permits a range of uses including commercial, institutional, office, and residential uses in conjunction with other permitted uses.

A small triangular area at the southeast corner of the site is designated Residential Low Density II, which permits detached, semi-detached, duplexes and triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

An Official Plan Amendment is required to redesignate the subject lands from Mixed Use and Residential Low Density II to Residential High Density to permit an apartment building and to increase the maximum building height permitted from four storeys to seven storeys.

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

1. The proposed development is compatible with the surrounding land uses and is located on a corridor where intensification and higher density uses are to be directed.
2. The housing policies of Mississauga Official Plan are supported by the proposal as it contributes to an increase in the supply of low and moderate income rental housing.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 1, Urban System, of Mississauga Official Plan, is hereby amended by removing lands from the Green System, as shown on Map "A" of this Amendment.
2. Schedule 1a, Urban System - Green System, of Mississauga Official Plan, is hereby amended by removing lands from the Green System, as shown on Map "B" of this Amendment.
3. Schedule 4, Parks and Open Spaces, of Mississauga Official Plan, is hereby amended by removing lands from Educational Facilities, as shown on Map "C" of this Amendment.
4. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designation of the subject lands from Mixed Use and Residential Low Density II to Residential High Density, as shown on Map "D" of this Amendment.
5. Map 3, Lakeview Local Area Plan Height Limits of the Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by changing the height permission for the subject site from four storeys to seven storeys, as shown on Map "E" of this Amendment.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan September 3, 2020.


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.

LEGEND


GREEN SYSTEM

 Green System

CITY STRUCTURE

 Downtown


 Major Node

 Community Node

 Neighbourhood


 Corporate Centre

 Employment Area

 Special Purpose Area

CORRIDORS

 Corridor

 Intensification Corridor

 AREA OF AMENDMENT

Note:

Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



MAP 'A'
Part of
Schedule 1-Urban System
of Mississauga Official Plan



LAKE SHORE ROAD E.

E.

LAKE SHORE ROAD E.

E.



EXISTING

AMENDED

LEGEND:

 GREEN SYSTEM

 AREA OF AMENDMENT

Note:

Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

0 50 100 150
metres



MAP 'B'

Part of Schedule 1a
Urban System - Green System
of Mississauga Official Plan




LAKESHORE ROAD E.

E.

LAKESHORE ROAD E.

E.

LEGEND Public and Private Open Spaces Parkway Belt West Educational Facilities Utilities AREA OF AMENDMENT**Notes:**

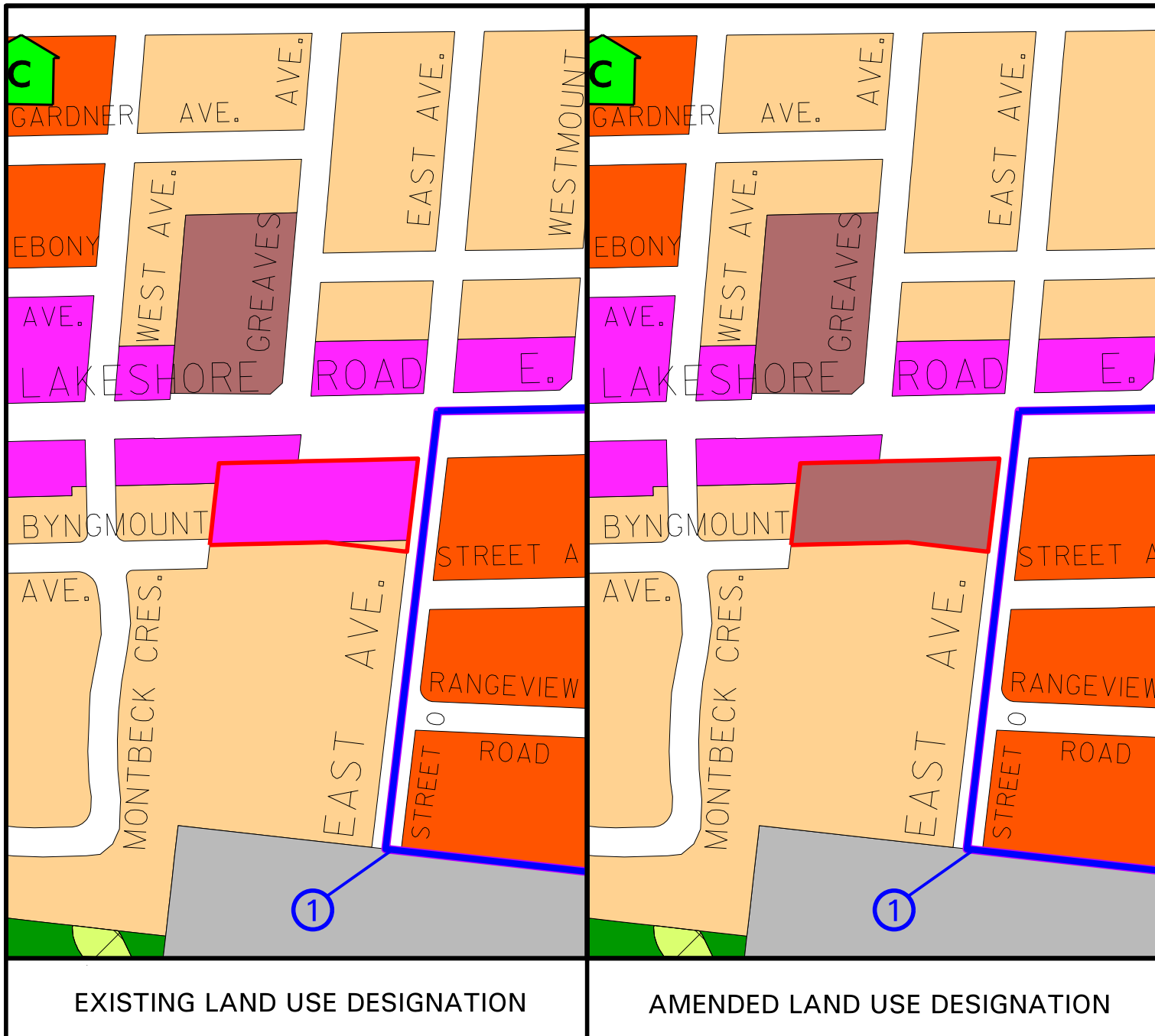
1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenlands as shown on Schedule 10.

0 50 100 150
metres

**MAP 'C'**

Part of Schedule 4
Parks and Open Spaces
of Mississauga Official Plan

 **MISSISSAUGA**
EXISTING**AMENDED**



EXISTING LAND USE DESIGNATION

AMENDED LAND USE DESIGNATION

LAND USE DESIGNATIONS

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

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 Exempt from LBPIA Operating Area	Public School
Natural Hazards	Catholic School
	Hospital
	Community Facilities

City Structure

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

Lands subject to employment conversion through the Region of Peel's Municipal Comprehensive Review

AREA OF AMENDMENT

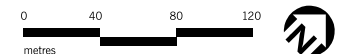
FROM:

RESIDENTIAL LOW DENSITY II

MIXED USE

TO:

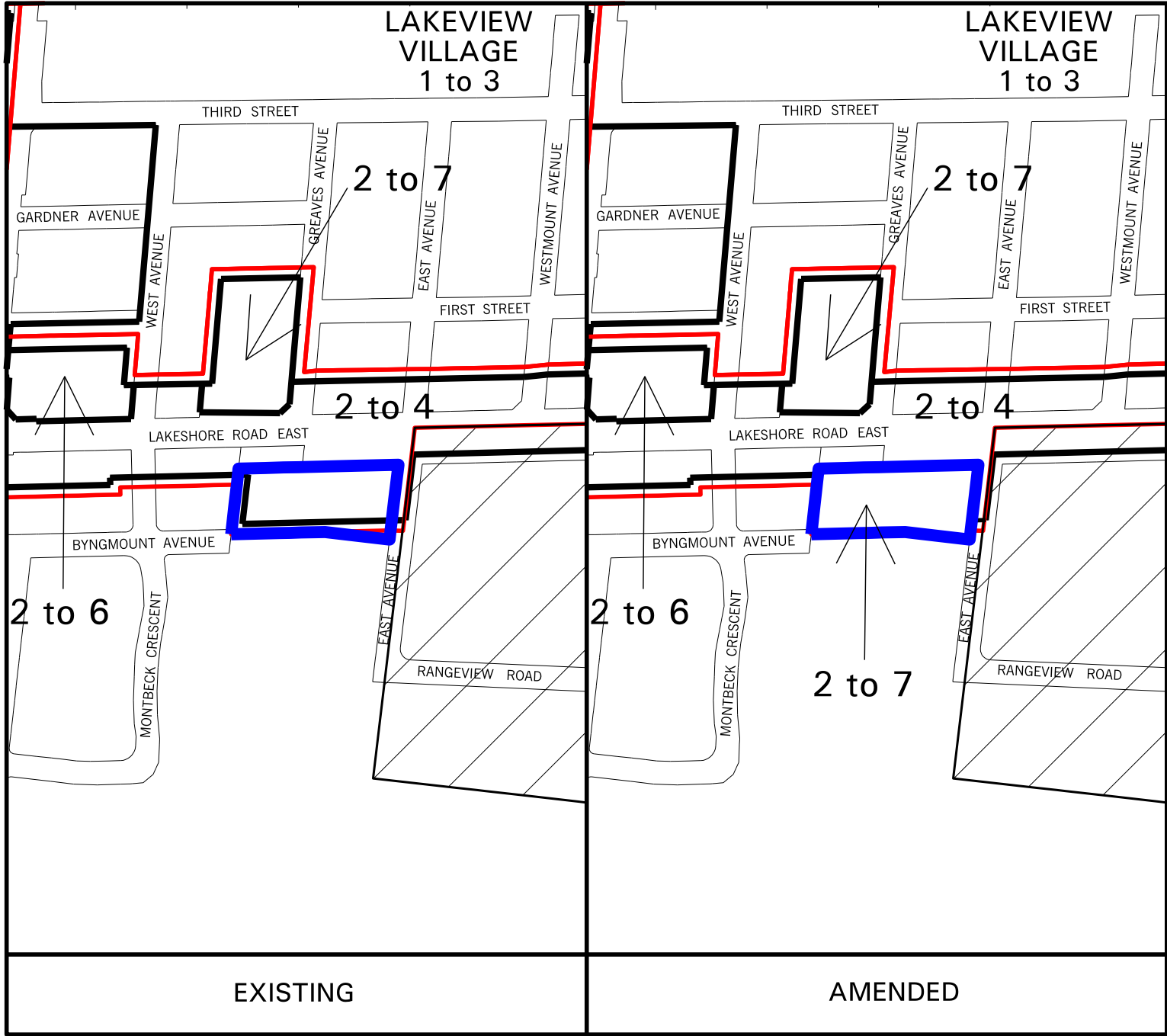
RESIDENTIAL HIGH DENSITY



MAP 'D'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan

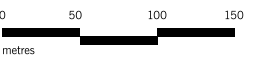




LEGEND:

- SUB-AREA BOUNDARY
- AREA OF AMENDMENT

Note:
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



MAP 'E'
Part of Map 3
Lakeview Local Area Plan
Height Limits



APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on January 11, 2021 in connection with this proposed Amendment.

Four members of the public spoke at the meeting and a number of residents submitted written correspondence. Issues raised included the impact from the potential extension of Byngmount Avenue, the need for commercial or community uses on the ground floor, scale, height and design of the proposed building, which have all been addressed in the Planning and Building Department Report attached to this Amendment as Appendix II.

City of Mississauga

Corporate Report



<p>Date: June 4, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: OZ 20/005 W1</p>
	<p>Meeting date: June 28, 2021</p>

Subject

RECOMMENDATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a seven storey rental apartment building with 151 units

958-960 East Avenue, southwest corner of Lakeshore Road East and East Avenue

Owner: Peel Housing Corporation

File: OZ 20/005 W1

Recommendation

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the applications under File OZ 20/005 W1, Peel Housing Corporation, 958-960 East Avenue to amend Mississauga Official Plan to **Residential High Density**; to change the zoning to **H-RA2-Exception** (Apartments – Exception) to permit a seven storey rental apartment building, be approved subject to the conditions referenced in the staff report dated June 4, 2021 from the Commissioner of Planning and Building.
3. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.
5. That the "H" holding symbol is to be removed from the **H-RA2-Exception** (Apartments - Exception) zoning applicable to the subject lands, by further amendment upon confirmation

from applicable agencies and City Departments that matters as outlined in the report dated June 4, 2021, from the Commissioner of Planning and Building have been satisfactorily addressed.

6. That notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the maximum permitted height shall not increase.

Executive Summary

- The applications are to amend the policies of the official plan, and change the zoning by-law to allow a seven storey, 151 unit, apartment building that will be owned and operated by Peel Housing Corporation
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including an increased building setback above the fourth floor, reconfigured access and loading area, extended pedestrian walkway and updated building design (e.g. additional articulation, and façade materials)
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved with an "H" holding symbol to address remaining technical issues

Background

A public meeting was held by the Planning and Development Committee on January 11, 2021, at which time an Information Report was received for information. The report can be accessed at the following link:

<https://pub-mississauga.escribemeetings.com/FileStream.ashx?DocumentId=8329>

Recommendation PDC-0008-2021 was then adopted by Council on January 20, 2021.
PDC-0008-2021

1. That the report dated December 18, 2020, from the Commissioner of Planning and Building regarding the applications by Peel Housing Corporation to permit a seven storey rental apartment building containing 151 units, under File OZ 20/005 W1, 958-960 East Avenue, be received for information.
2. That five oral submissions be received.

The purpose of this report is to make a recommendation to Planning and Development Committee on the application.

Comments

REVISED DEVELOPMENT PROPOSAL

The applicant has made some minor modifications to the proposed development including:

- Increasing the building setback above the 4th floor from 1.5 m (4.9 ft.) to 3.0 m (9.8 ft.) to improve the pedestrian condition along Lakeshore Road East
- Reconfiguring the vehicle access and loading area in order to improve functionality and vehicular circulation while reducing the proposed parking by seven spaces
- Updating the architectural components of the building including additional articulation, façade materials, colouring, and fenestration

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on June 24, 2020. A community meeting was held by Ward 1 Councillor Dasko on December 2, 2020. Approximately 50 people attended the meeting and 45 written submissions and emails were received. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on January 11, 2021. Five members of the public made deputations regarding the applications. A second community meeting was held by Ward 1 Councillor Dasko on June 3, 2021. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to change the designation from **Mixed Use** and **Residential Low Density II** to **Residential High Density**. A zoning by-law amendment is also required to change the zoning for the site from **RM8-14** (Back to Back and/or Stacked Townhouses – Exception) and **R3-75** (Detached Dwellings – Exception) to **RA2-Exception** (Apartments – Exception). The zoning requires an "H" Holding Symbol that can be removed once a number of issues associated with technical plans, studies, reports and agreements have been resolved.



Aerial image of subject property and applicant's rendering of proposal

The proposed official plan amendment and rezoning applications to permit a seven storey apartment building have been found acceptable. The applicant has addressed the criteria for site specific applications as set out in MOP. Although the applicant is increasing the height and number of units, staff can support the official plan amendment and rezoning for the following reasons:

- The proposed development is consistent with the direction in Mississauga Official Plan and the Lakeview Local Area Plan which allows for sensitive intensification and directs higher density uses along corridors (i.e. Lakeshore Road East) where residents can access existing and planned transit;
- The proposed seven storey height limit is reasonable given permitted heights in the vicinity. A stepback above the fourth storey helps deemphasize height and contributes to the pedestrian scale. The proposed building does not create an overwhelming street presence and is not considered a "tall building" given the width of Lakeshore Road East (building

height represents just over half of the right-of-way width whereas to be considered as "tall", the building must be equivalent to or exceed the full right-of-way width);

- The built form is compatible with surrounding land uses as there are no unacceptable adverse impacts (the proposed building is more than 60 m (197 ft.) from the closest adjacent detached home);
- The proposed development will increase the variety of available housing in the neighbourhood, providing 151 new rental housing units that will range in size from one-bedroom to three-bedroom units and cater to a range of income levels.

Strategic Plan

The applications are consistent with the Connect pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion


In summary, the proposed development is compatible with the surrounding land uses and is located on a corridor where intensification and higher density uses are to be directed. The housing policies of Mississauga Official Plan are supported by the proposal as it contributes to an increase in the supply of low and moderate income rental housing. The proposed official plan amendment and rezoning applications are acceptable from a planning standpoint and should be approved.

Should the applications be approved by Council, the implementing official plan amendment and zoning by-law will be brought forward to Council.

Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Paul Stewart, Development Planner

City of Mississauga Corporate Report



<p>Date: December 18, 2020</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: OZ 20/005 W1</p> <hr/> <p>Meeting date: January 11, 2021</p>
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Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a seven storey rental apartment building with 151 units

958-960 East Avenue, southwest corner of Lakeshore Road East and East Avenue

Owner: Peel Housing Corporation

File: OZ 20/005 W1

Recommendation

That the report dated December 18, 2020, from the Commissioner of Planning and Building regarding the applications by Peel Housing Corporation to permit a seven storey rental apartment building containing 151 units, under File OZ 20/005 W1, 958-960 East Avenue, be received for information.

Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

PROPOSAL

The official plan amendment and rezoning applications are required to permit a seven storey rental apartment building containing 151 units. The applicant is proposing to amend the official plan designation from **Mixed Use** and **Residential Low Density II** to **Residential High Density**. The zoning by-law will also need to be amended from **RM8-14** (Back to Back and/or Stacked Townhouses- Exception) and **R3-75** (Detached Dwellings – Exception) to **RA2-Exception** (Apartments –Exception) to implement this development proposal.

During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

Comments

The property is located at the southwest corner of East Avenue and Lakeshore Road East within the Lakeshore Corridor area of the Lakeview Neighbourhood Character Area. The site is currently occupied by two vacant residential rental buildings that are two storeys in height and contain 30 units.



Aerial image of 958 – 960 East Avenue



Applicant's rendering of the proposed apartment building elevation fronting Lakeshore Road East

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

Originator's file: OZ 20/005 W1

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the *Growth Plan*, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 5.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 8.

Financial Impact

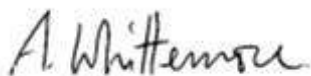
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional technical information, use of an "H" holding provision in the proposed zoning by-law and ensuring the proposal is compatible with the character of the area, and respects the policies and principles of Mississauga Official Plan.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Paul Stewart, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Peel Housing Corporation

958-960 East Avenue

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1. Site History

- November 2, 1966 - building permit application submitted to permit a two-storey residential development on the subject property
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The majority of the subject lands were zoned **RM9** (Horizontal Multiple Dwellings) which permitted horizontal multiple dwellings. A small triangular parcel of land at the southeast corner of the site, part of the former Byngmount Beach school site, was zoned **R3** (Detached Dwellings – Typical Lots) which permits detached dwellings as well as schools and essential emergency services
- November 14, 2012 – Mississauga Official Plan came into force which designated the majority of the lands **Mixed Use** and a small corner of the site as **Residential Low Density II**, in the Lakeview Neighbourhood Character Area
- June 24, 2015 – Council approved, as part of a larger south Mississauga review concerning detached dwellings, city initiated zoning amendments which rezoned the southeast corner of the site from **R3** (Detached Dwellings) to **R3-75** (Detached Dwellings – Exception) and established a maximum height for a flat roof of 7.5 m (24.6 ft.) and then later established a maximum height – highest ridge sloped roof of 9.5 m (31.2 ft.) along with maximum height of eaves and dwelling depth requirements.
- October 14, 2015 – Lakeview Local Area Plan (LAP) came into force, and replaced the previous LAP with updated policies. The LAP included new policies applicable to the site pertaining to transportation and urban form. The LAP also included Built Form Standards as an appendix.
- February 15, 2019 – The Local Planning Appeal Tribunal approved a City initiated amendment that changed the zoning from **RM9** (Horizontal Multiple Dwellings) to **RM8-14** (Back to Back and/or Stacked Townhouses – Exception). The zoning reflected a reorganization of zoning categories and did not affect any land use regulations on the property.
- July 30, 2020 – Joint federal-provincial funding announced an affordable housing project consisting of 151 units on the property.

2. Site and Neighbourhood Context

Site Information

The subject property is located at the southwest corner of Lakeshore Road East and East Avenue, within the Lakeview Neighbourhood Character Area. The site is relatively flat and is currently occupied by two vacant residential rental buildings that are two storeys in height and contain a total of 30 bachelor and one bedroom units, along with surface parking and outdoor amenity space. These buildings were operated by the Peel Housing Corporation.



Existing Conditions – facing south from Lakeshore Road East

Property Size and Use	
Frontage:	136 m (447 ft.)
Depth:	64 m (210 ft.)
Gross Lot Area:	.78 ha (1.9 ac.)
Existing Use:	Vacant townhouse complex

The site is encumbered by a number of municipal and regional easements that require building setbacks and restrict development. The largest easement is located on the western side of the property, and is necessary to provide servicing infrastructure to the water treatment plant.

In order to accommodate the proposed development, Peel Housing Corporation will acquire a small triangular parcel of land from the Region of Peel at the southeast corner of the site. In addition, a small parcel of land at the southwest corner of the site, will be transferred to the City to accommodate any future multi-modal connection between Byngmount Avenue

and East Avenue. Both of these land parcels have been incorporated into the development application.

The Region of Peel will also grant an easement along the southern border of the site, over lands associated with the paramedic station, in order to allow permanent access to the proposed development.



Easements restrict the developable area on the site. Land transfers with Region & City are required along southern property limits.

Surrounding Land Uses

The surrounding area contains a range of land uses, including: low density residential dwellings, commercial and mixed-uses along Lakeshore Road East, industrial buildings that were part

of the former Lakeview Industrial Area, municipal infrastructure including the Lakeview Water Treatment Plant and Region of Peel Paramedic Centre as well as parkland such as the Lakeview Promenade park.

The surrounding land uses are:

- North:** A 5 storey rental apartment building at the northwest corner of Lakeshore Road East and Greaves Avenue. There are also a number of 2 storey mixed-use buildings, typically with ground floor commercial uses and residential uses on the second floor, and 1 storey automotive commercial buildings.
- East:** One storey buildings currently accommodating employment uses. These properties were redesignated in 2018 to permit residential medium density uses with a maximum height of 8 storeys fronting Lakeshore Road and taller buildings behind of 9-15 storeys.
- South:** Region of Peel Paramedic Centre, and the Lakeview Water Treatment Plant.
- West:** Detached homes fronting Byngmount Avenue and a 3 storey mixed residential and commercial building fronting Lakeshore Road East.



Aerial Photo of 958-960 East Avenue with
current Official Plan designation overlay

The Neighbourhood Context

The subject property is located on the eastern edge of an established residential neighbourhood characterized by detached homes that were initially built in the 1940s but has been experiencing considerable renovations and rebuilding in recent years.

The subject property is located on the western edge of the Lakeview Waterfront Major Node which is planned as a mixed use community with residential uses, open spaces, cultural and recreational amenities and employment opportunities. Existing businesses along Lakeshore Road East and Rangeview Road currently remain as they are subject to employment conversion through the Region of Peel's

Municipal Comprehensive Review. Planning for the remaining lands within the Major Node is primarily being addressed through development applications submitted by Lakeview Community Partners.

The subject property is within the Lakeshore Corridor as identified in the local area plan. Development along Lakeshore Road East has evolved over time and reflects different building heights, setbacks, landscaping, land uses and parking requirements. Lakeshore Road is identified as a Corridor in the Mississauga Official Plan (MOP) Urban System and as Higher Order Transit Corridor in the MOP Long Term Transit Network.

Demographics

Based on the 2016 census, the existing population of the Lakeview Neighbourhood Character Area was 21,520 people with a median age of 45 (compared to the City's median age of 40). 67% of the neighbourhood population are of working age (15 to 64 years of age), with 14% children (0-14 years) and 18% seniors (65 years and over).

The average household size is 2 persons with 32% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 6,395 units (72%) owned and 2,440 units (28%) rented with a vacancy rate of approximately 0.8% (source CMHC).

Other Development Applications

In the general vicinity of the subject property the following development application is being processed:

- SP 18/110 - northeast corner of Lakeshore Road East and Westmount Avenue. A site plan application is under review for a 4 storey building with ground floor commercial uses and 12 residential units.

Within the broader area the following larger development applications are in process or were recently approved:

- OZ 20/018 – northeast corner of Lakeshore Road East and Dixie Road. Official plan amendment and rezoning applications were recently submitted to permit a residential condominium building with a height of 8 to 15 storeys, containing 242 units with 3 levels of underground parking and ground floor commercial space
- OZ 18/009 – northwest corner of Lakeshore Road and Dixie Road. Official plan amendment and rezoning applications were approved by the Planning and Development Committee in December 2019 for a residential development containing 397 units in buildings ranging from 4 to 12 storeys with ground floor commercial uses.
- OZ 19/003 – redevelopment of the Ontario Power Generating site. Official plan amendment and rezoning applications are under review to create a mixed use community including 8,050 residential units and commercial, employment, institutional and park uses.
- OZ 20/009 – southwest corner of Lakeshore Road East

and Enola Avenue. Official Plan amendment and rezoning applications are under review to permit a residential condominium building with a height of 12 storeys, containing 195 units with ground floor commercial uses.

- SP 19/068 – northwest corner of Lakeshore Road East and Enola Avenue. A site plan application is under review for a 4 storey rental apartment building consisting of 68 residential units with 586 m² (6,300 ft²) of ground floor commercial uses.

Community and Transportation Services

This application will have minimal impact on existing services in the community. The area is well served by City of Mississauga parks such as AE Crooks Park and Douglas Kennedy Park, all of which are within approximately a half kilometer (1,640 ft.) radius of the subject property. The following MiWay bus routes currently service the subject property:

- Route 5 – running north/south along Ogden Avenue, some 700 m (2,300 ft.) to the east of the subject property, this route provides access to the Mississauga BRT.
- Route 23 – running east/west along Lakeshore Road East, in front of the subject property, this route provides access to the Long Branch GO station and the Port Credit GO Station and Hurontario LRT.

Existing bus stops are located on the south side of Lakeshore Road East adjacent to the subject property at East Avenue and on the north side of Lakeshore Road East at Greaves Avenue.

Lakeshore Road Transportation Master Plan

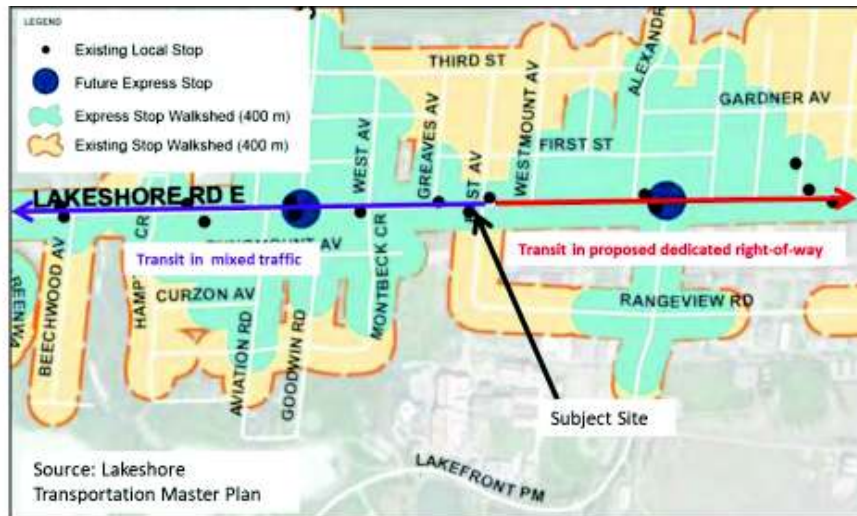
The Lakeshore Connecting Communities Transportation Master Plan, which was endorsed by Council in June 2019, recommended as part of a Phase 2 implementation strategy that express buses in exclusive lanes be developed between East Avenue and the Etobicoke Creek.

The express bus service is to transition into mixed transit in front of the subject property. Land within the City owned right-of-way in front of the subject property could also accommodate a protected bike lane, sidewalk, paved/planted furniture zone including a potential double row of trees.



The conceptual location for the express service transit stop, where transit has an exclusive lane, is at Lakefront Promenade. The proposed stop is approximately 400 m (1,312 ft.) to the east of the subject property and is within the typical benchmark distance that is often used to determine a Major Transit Station Area.

The City is currently initiating the next step in the process of implementing the Master Plan and is undertaking a Transit Project Assessment Process / Environmental Assessment and Preliminary Design.



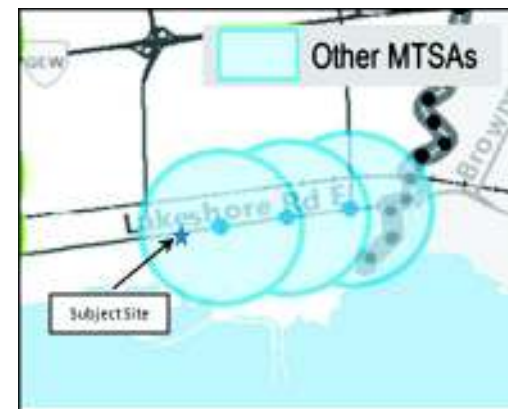
The subject property is in close proximity to proposed higher order transit (bus in a proposed dedicated right-of-way)

Major Transit Station Area Assessment

The Provincial Growth Plan introduced new direction to align transit investment and land use planning by directing transit-

supportive densities to Major Transit Station Areas (MTSA), particularly those on transit priority corridors.

MTSAs include land around any existing or planned higher order transit station or stop within a settlement area. They are defined in the Growth Plan as the area within an approximate 500 to 800 m (1,640 to 2,625 ft.) radius of a transit station, representing about a 10 minute walk.



The subject property is within a radius of 800 m (2,625 ft.) of the most westerly MTSA proposed at Lakeshore Road East and Lakefront Promenade.

Although Lakeshore Road East is not identified as a priority transit corridor in the Growth Plan, it is planned to accommodate higher order transit (bus service in a dedicated right-of-way) from East Avenue to the City of Toronto border. The proposed transit stop at Lakefront Promenade and surrounding area (including the subject site) are expected to be within an MTSA as per the draft Region of Peel MTSA boundaries.

The Region is in the process of developing MTSA policies that will be implemented subject to Provincial approval. Once approved, the City will conform to these policies by preparing its own detailed policies through amendments to the MOP.

Design Charrette and Associated Studies

The Region of Peel originally acquired the Byngmount Beach Public School property for future water plant expansion; however, due to the size of the property, opportunities for additional uses were identified (e.g. paramedic station, affordable housing).

On July 3, 2014, Regional Council received a report entitled “Byngmount Beach Property Redevelopment”, which referenced a study prepared by MHBC Planning that reviewed redevelopment options for the site. As part of the work program the consultant facilitated a community charrette on April 5, 2014. The main ideas / comments included:

- Preservation of green spaces
- Access to the waterfront
- Low to mid-rise development to protect views to the lake
- Provision of affordable housing

The MHBC report assessed two concepts which both included a stand alone paramedic station. Concept 1 was a lower density option that included 104 units in a 3 storey building and 136 units in a mixed-use 4 storey building. Concept 2 had a higher density consisting of 163 units in a 4 storey building and 286 units in a mixed-use 6 storey building. The consultants identified Concept 2 as the optimal development

option for the site.

In September 2017, the Board of Directors for the Peel Housing Corporation received a report entitled “Redevelopment of 958/960 East Avenue” which referenced a study prepared by MHBC that undertook additional analysis and evaluated three options including a preliminary financial analysis.



The analysis identified Option 1: One mid-rise building of 5 to 7 storeys, with 156 apartment units and 157 surface parking spaces as the preferred option.

The current development application’s proposed height and massing is similar to Option 1, however, some of the surface parking has been removed (i.e. spaces originally proposed behind the Region of Peel Paramedic Centre), and are replaced with underground parking beneath the apartment building. In addition, the study noted that the short-term retail demand for the site was considered to be minimal in 2014.

3. Project Details

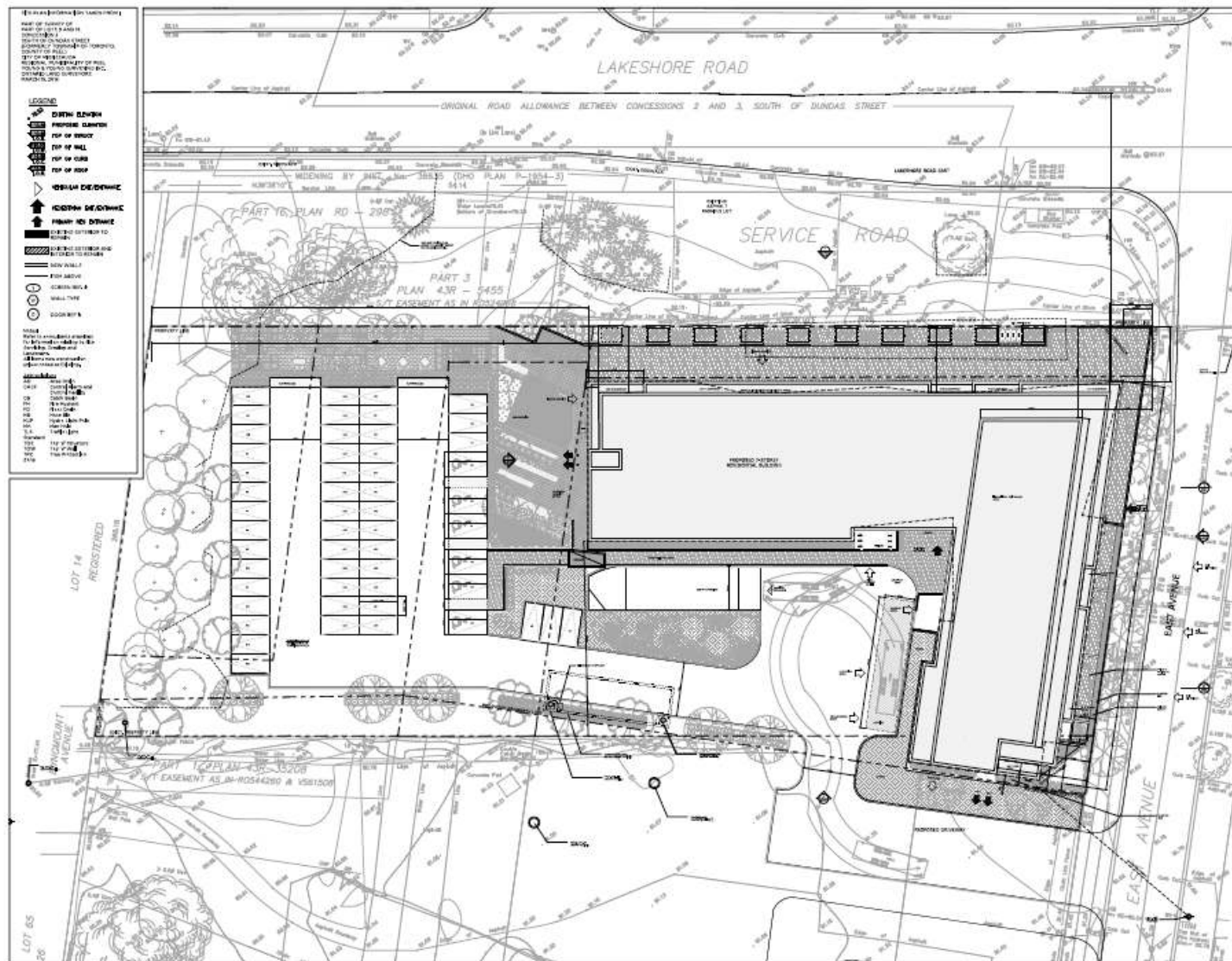
The applications are to amend the official plan and zoning by-law to permit a 7 storey rental apartment building containing 151 units, with a stepback at the 5th floor. The building will be owned and operated by Peel Housing Corporation.

Development Proposal		
Applications submitted:	Received: May 12, 2020 Deemed complete: June 22, 2020	
Developer/ Owner:	Peel Housing Corporation	
Applicant:	Glen Schnarr & Associates Inc.	
Number of units:	151 units	
Proposed Gross Floor Area:	13 310 m ² (143,272 ft ²)	
Height:	7 storeys / 22.5 m (73.8 ft.) Step back at 5 th storey of 1.5 m (4.9 ft.)	
.Floor Space Index:	1.8	
Landscaped Area:	30 %	
Anticipated Population:	331* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	195	119
visitor spaces	<u>30</u>	<u>38</u>
Total	225	157
Green Initiatives:	<ul style="list-style-type: none"> • Green roof • Permeable pavers 	

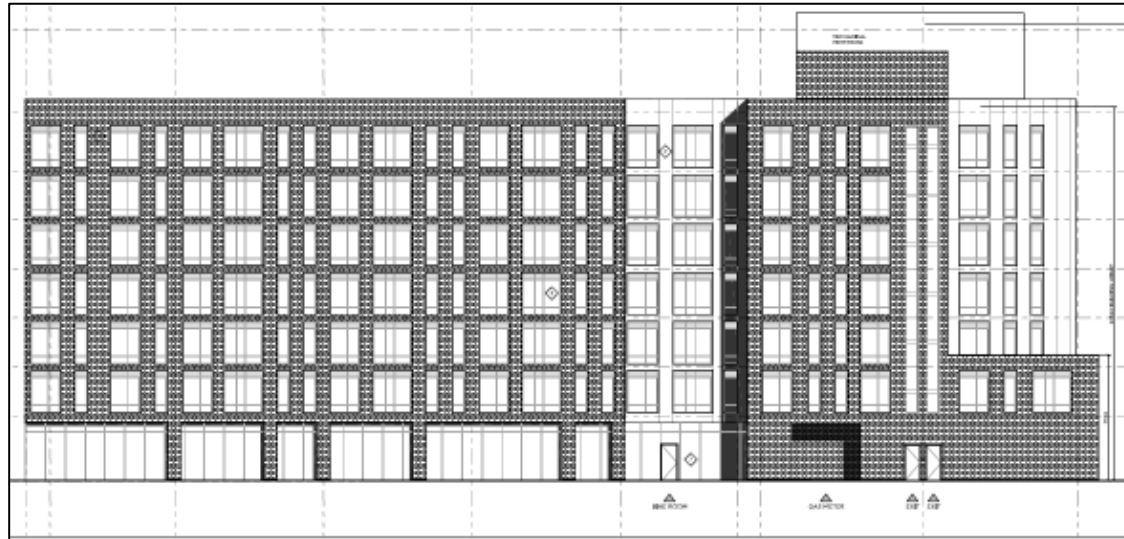
Supporting Studies and Plans

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

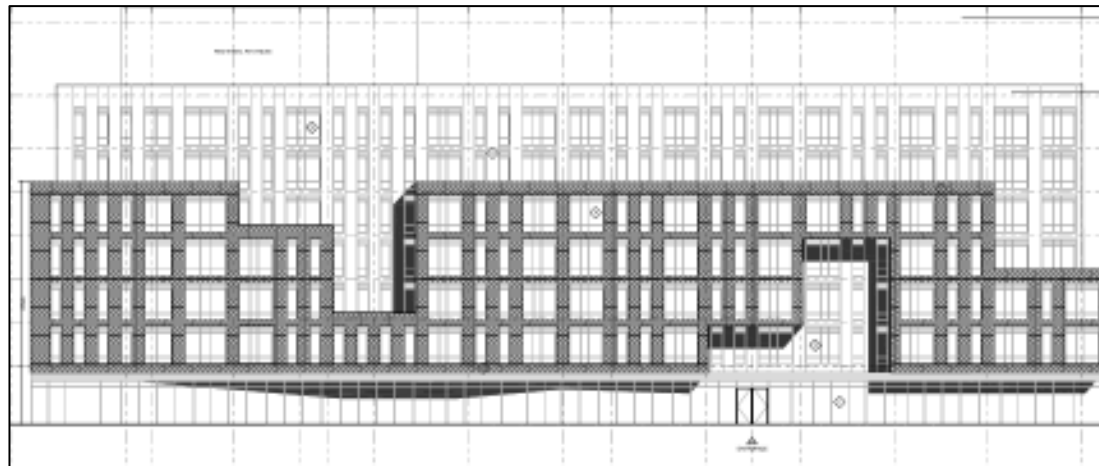
- Survey
- Context Plan
- Concept Site Plan
- Floor & Roof Plans
- Building Elevations
- Cross Sections
- Site Servicing and Grading
- Site Servicing Sections
- Noise Impact Study
- Pedestrian Wind Assessment
- Shadow Impact Analysis
- Arborist Report
- Tree Protection Plan & Notes
- Environmental Impact Study
- Planning Justification Report
- Transportation Study
- Functional Servicing and Stormwater Management Report
- Environmental Site Assessment (Phase I & II)
- Parcel Registry Document
- Existing and Draft Reference Plans
- Draft Official Plan & Zoning Amendments



Conceptual Site Plan



South Building Elevation



North Building Elevation



East Building Elevation



West Building Elevation



Applicant's Rendering
(Looking Southwest from intersection of Lakeshore Road East and East Avenue)

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

The majority of the site is designated **Mixed Use** and a small triangular parcel of land located at the southeast corner of the site is designated **Residential Low Density II**.

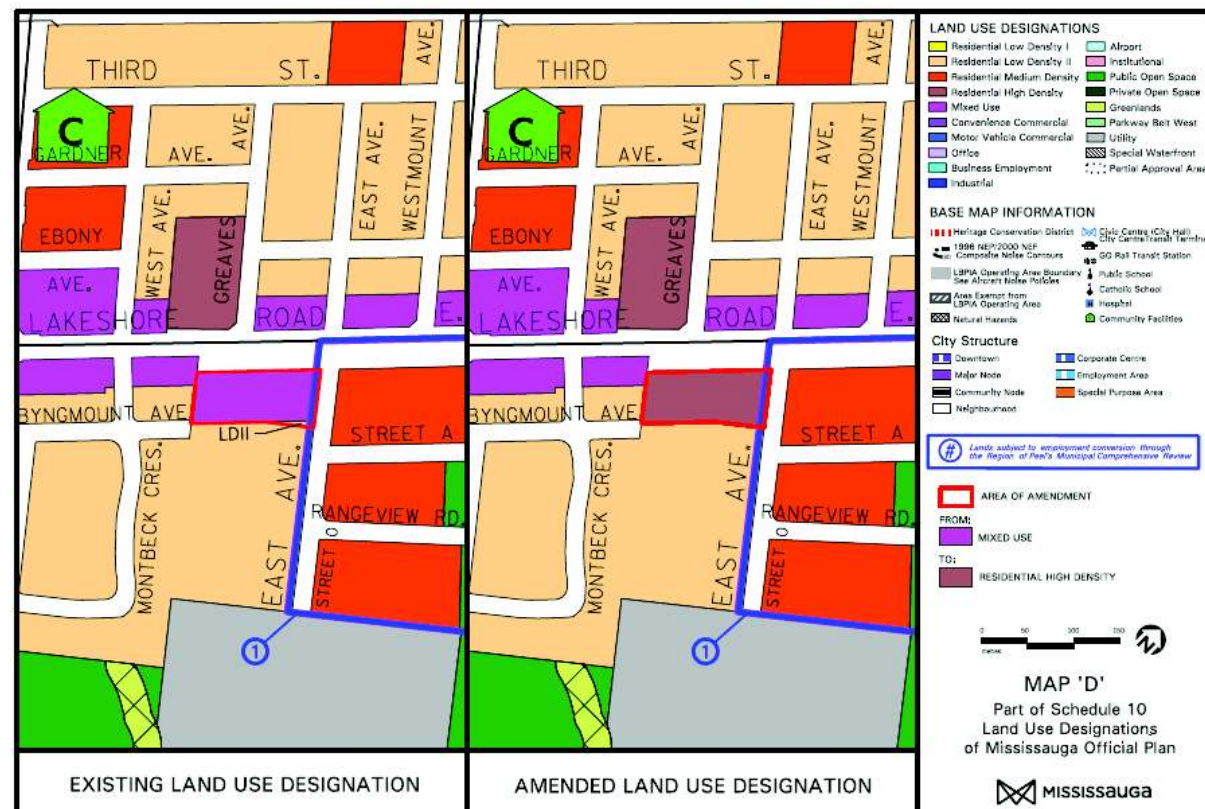
Proposed Designation

The **Residential High Density** designation is proposed to allow an apartment building. A maximum height of 7 storeys is proposed for the site on Map 3 Lakeview Local Area Plan Height Limits.

Identification of the site as being part of the Green System is to be removed on Schedule 1 Urban System, and Schedule 1A Green System. Identification of the site as being an Educational Facility is to be removed on Schedule 4 Parks and Open Space. These amendments are required to provide clarity and reflect existing and proposed development on the property.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report. Detailed information regarding relevant Official Plan policies are found in Section 5.

Excerpt of Lakeview Neighbourhood Character Area Land Use



Mississauga Zoning By-law

Existing Zoning

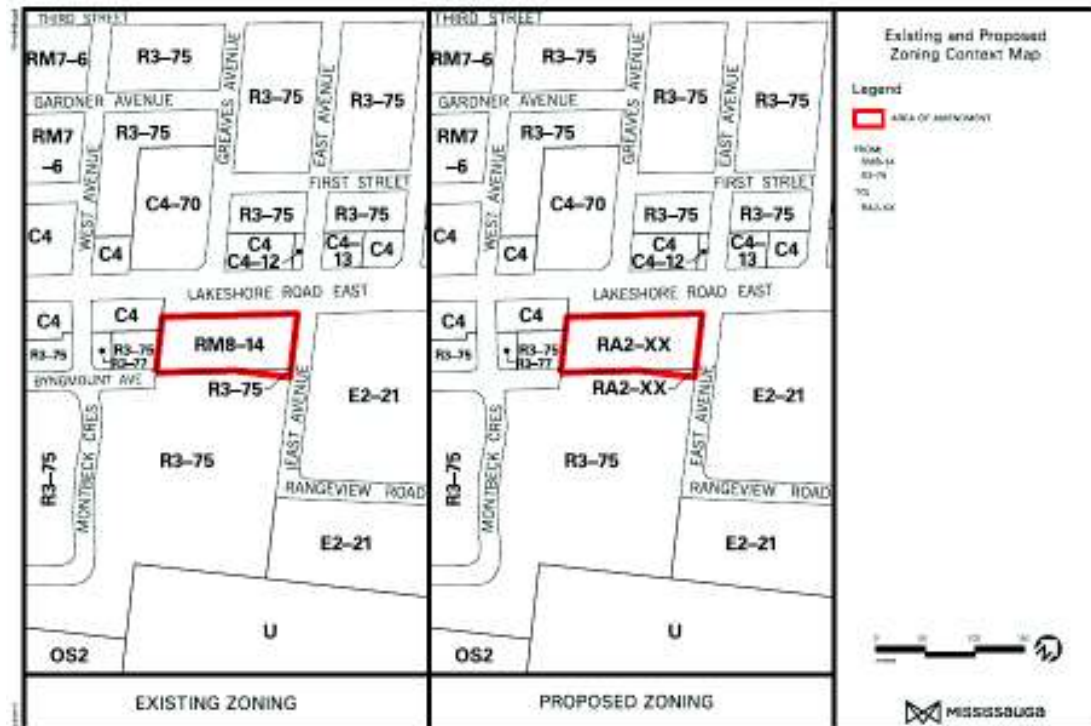
The majority of the site is currently zoned **RM8-14** (Back to Back and/or Stacked Townhouses – Exception), which permits back to back and/or stacked townhouses with additional regulations pertaining to form and location of the building on the lot.

A small parcel of land at the southeast corner of the site is currently zoned **R3-75** (Detached Dwellings – Typical Lots – Exception), which permits detached dwellings subject to additional regulations pertaining to infill development. Essential Emergency Services (e.g. existing paramedic station) are also permitted in this zone.

Proposed Zoning

The applicant is proposing to rezone the entire site to **RA2 – Exception** (Apartments - Exception) to permit the proposed apartment building.

Through the processing of the applications, staff may recommend a more appropriate zone category to reflect the proposed development in the Recommendation Report.



Proposed Zoning Regulations

Zone Regulations ⁽¹⁾	RA2 Zone Regulations	Proposed Amended RA2-Exception Zone Regulations
Minimum front yard , abutting East Avenue	9.5 m (31.2 ft.)	3.0 m (9.8 ft.)
Minimum exterior side yard , abutting Lakeshore Road East	9.5 m (31.2 ft.)	7.5 m (24.6 ft.)
Minimum interior side yard , abutting a zone permitting detached dwellings ⁽²⁾	25.5 m (83.7 ft.)	1.0 m (3.3 ft.)
Resident parking space ratio (note: visitor parking spaces are calculated separately)	1.18 resident spaces per one-bedroom unit 1.36 resident spaces per two-bedroom unit 1.50 resident spaces per three-bedroom unit	0.78 spaces per unit
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells to any lot line	3.0 m (9.8 ft.)	1.0 m (3.3 ft.)
Minimum landscaped area	40%	30%
Minimum depth of a landscaped buffer abutting a lot that is a street line (i.e. East Avenue)	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Minimum depth of a landscaped buffer abutting a lot line that is abutting lands with an a Residential Zone ⁽²⁾	4.5 m (14.8 ft.)	1.0 m (3.3 ft.)
Minimum aisle width within a parking structure	7.0 m (23.0 ft.)	6.0 m (19.7 ft.)
Minimum setback from surface parking spaces or aisles to a street line ⁽³⁾	4.5 m (14.8 ft.)	Not apply
⁽¹⁾ The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. Only RA2 zoning regulations that the applicant has proposed amending have been identified. ⁽²⁾ Although abutting use is a paramedic station, it is zoned R3-75 which permits detached dwellings and this regulation therefore applies ⁽³⁾ This regulation is proposed in the event that Byngmount Drive is extended adjacent to the site and associated surface parking.		

5. Summary of Applicable Policies

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS), 2020	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>The majority of relevant policies are found in Sections 1. Building Strong Healthy Communities, including but not limited to the following:</p> <p>Healthy communities are sustained by accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons (PPS 1.1.1b);</p> <p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas shall be based on densities and a mix of uses which efficiently use land, resources, infrastructure, public service facilities, support active transportation and are transit-supportive. (PPS 1.1.3.2.a, b, e, and f)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (PPS 1.1.3.4)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Planning authorities shall facilitate housing options required to meet the social,</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>health, economic well-being including special needs requirements (PPS 1.4.3 b.)</p> <p>Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (PPS 1.5.1 a)</p> <p>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (PPS 1.6.7.4)</p>
<p><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan), August 2020</i></p>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>The majority of relevant policies are found in Sections 2 Where and How to Grow, including but not limited to the following:</p> <p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 a and c)</p> <p>Applying the policies of this Plan will support the achievement of complete communities that: a) feature a diverse mix of land uses; b) improve social equity and overall quality of life, for people of all ages, abilities, and incomes; c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; d) expand convenient access to transportation options (including active transportation), public service facilities, open spaces / recreational facilities; e) provide for a more compact built form and a vibrant public realm; f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and g) integrate green infrastructure and appropriate low impact development (Growth Plan 2.2.1.4)</p> <p>Municipalities will encourage intensification generally throughout the delineated built up area (2.2.2.3 c)</p> <p>Municipalities will identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas and will encourage intensification generally throughout the delineated built up area (Growth Plan 2.2.2.3);</p> <p>Although the subject lands are not located on a priority transit corridor (i.e. not identified on Schedule 5) they are within a major transit station area. The</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>Growth Plan indicates that for all major transit station areas, development will be supported, where appropriate, by: a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels; b) fostering collaboration between public and private sectors, such as joint development projects; c) providing alternative development standards, such as reduced parking standards; and d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities. (Growth Plan 2.2.4.9).</p> <p>Municipalities will support the achievement of complete communities by considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify their overall housing stock across the municipality (Growth Plan 2.2.6.2).</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<p>Region of Peel Official Plan (ROP)</p>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications.</p> <p>The proposed development applications were circulated to the Region who has advised that in its current state, the application meets the requirements for exemption from Regional Approval and a Regional Official Plan Amendment is not required. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p> <p>The majority of relevant policies are found in Sections 5 The Urban System including but not limited to the following:</p> <p>Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plan that: support the Urban System objectives and policies, support pedestrian-friendly and transit supportive urban development, provide transit-supportive opportunities for redevelopment, intensification and mixed land use, and support Crime Prevention Through Environmental Design Principles (ROP 5.3.2.6)</p> <p>Direct a significant portion of growth to the built-up areas through intensification (ROP 5.5.2.2)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>General intensification objectives include achieving compact and efficient forms, optimize existing infrastructure, intensify underutilized lands, reduce dependence on the automobile, achieve a diverse and compatible mix of land uses (ROP 5.5.3.1.1 to 5.5.3.1.8)</p> <p>Intensification is to be facilitated and accommodated within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area (ROP 5.5.3.2.2, 5.5.3.2.3)</p> <p>Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of affordable housing affordable to all households, including low and moderate income household (ROP 5.8.2.3)</p> <p>Support the initiatives of the area municipalities in the construction and retention of rental housing (ROP 5.8.2.5)</p> <p>Encourage community agencies and landowners of suitably sized sites to develop affordable housing (ROP 5.8.3.2.12)</p> <p>Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit services (ROP 5.9.5.2.10)</p> <p>Encourage area municipalities to promote land uses which foster and support the use of active transportation (ROP 5.9.10.2.4)</p>

Relevant Mississauga Official Plan Policies

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

The subject property is located within approximately 500 m (0.31 miles) radius of a potential Major Transit Station Area (MTSA) proposed at Lakeshore Road East and Lakefront Promenade. The Region of Peel is currently studying all Major Transit Station Areas to determine appropriate boundaries and ensure land uses and built form are appropriate. Until then, the current MOP policies in effect continue to apply and will be used to review development proposals.

The lands are located within the Lakeview Neighbourhood and

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

The applicant is proposing to change the designation to **Residential High Density** to permit an apartment building. The applicant will need to demonstrate consistency with the intent of MOP and shall have regard for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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

	Specific Policies	General Intent
Chapter 4 Vision	Section 4.4.3 Section 4.4.6 Section 4.4.7 Section 4.5	Mississauga Official Plan subscribes to key guiding principles, including preserving the character and livability of communities, providing a range of housing and the creation of distinct and vibrant communities. Mississauga Official Plan policies implement the guiding principles.
Chapter 5 Direct Growth	Section 5.1.2 Section 5.1.3 Section 5.1.4 Section 5.1.6 Section 5.1.7 Section 5.1.9 Section 5.3 Section 5.3.5 Section 5.3.5.1 Section 5.3.5.2	Mississauga will ensure there is adequate land capacity to accommodate growth that will be directed to appropriate locations with most of the growth directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. Mississauga will protect and conserve the character of stable residential Neighbourhoods. 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

	Specific Policies	General Intent
	<p>Section 5.3.5.3 Section 5.3.5.4 Section 5.3.5.5 Section 5.3.5.6 Section 5.4.4 Section 5.4.5 Section 5.4.7</p>	<p>employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas</p> <p>Where higher density uses are proposed, they should be located along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>Redevelopment of Mixed Use sites that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained after redevelopment.</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.</p>
Chapter 6 Value The Environment	Section 6.10.3	As intensification occurs, road noise will increasingly be of concern. Careful attention must be paid to site planning and building design techniques to mitigate noise levels consistent with an urban environment. A detailed noise impact study will be required.
Chapter 7 Complete Communities	<p>Section 7.1.1 Section 7.1.3 a Section 7.1.6 Section 7.2 Section 7.2.2 Section 7.2.3</p>	Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;

	Specific Policies	General Intent
	Section 7.2.6 Section 7.2.7 a and b Section 7.2.8 Section 7.2.10	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. Mississauga will provide opportunities for: a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters.</p> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. Mississauga will consider the contribution that can be made to current housing needs by housing programs of other levels of government and will seek to maximize the use of those programs that meet the City's housing objectives.</p> <p>Mississauga will directly assist all levels of government in the provision of rental housing by: a. supporting the efforts of the Region and other local not for profit housing organizations in providing low and moderate income rental housing and accommodation for those with special needs; b. assisting the development of new rental units through the promotion of, and participation in, programs aimed at producing rental housing.</p> <p>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged. Mississauga will encourage the Region to provide social housing in appropriate locations to meet the needs of the local population.</p>
Chapter 8 Create a Multi-Modal City	8.2.2.3 8.2.2.5 8.4.3 8.5	<p>Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city.</p> <p>Additional roads may be identified during the review of development applications and through the local area review process.</p> <p>Consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage and encouraging the use of transit. Mississauga will encourage Transportation Demand Management strategies.</p>
Chapter 9 Build A Desirable Urban Form - Introduction	Section 9.1 Section 9.1.1 Section 9.1.3 Section 9.1.5 Section 9.1.9 Section 9.1.10 Section 9.1.11 Section 9.1.15	<p>It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment must also be sensitive to the existing urban context and minimize undue impacts on adjacent properties.</p> <p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p>

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		<p>Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.</p> <p>The city vision will be supported by site development that: a. respects the urban hierarchy; b. utilizes best sustainable practices; c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; and e. employs design excellence.</p> <p>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</p> <p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities</p>
<p>Chapter 9 Build A Desirable Urban Form – Intensification Areas <i>Note: The Lakeview Local Area Plan - Desirable Urban Form Section includes policy 10.2.10, which states the Intensification Areas policies of the Plan will apply to development within the Core Area of the Lakeshore Corridor (which includes the subject lands)</i></p>	<p>Section 9.2.1.1 Section 9.2.1.4 Section 9.2.1.7 Section 9.2.1.8 Section 9.2.1.9 Section 9.2.1.10 Section 9.2.1.11 Section 9.2.1.12 Section 9.2.1.13 Section 9.2.1.14 Section 9.2.1.15 Section 9.2.1.16 Section 9.2.1.17 Section 9.2.1.19 Section 9.2.1.21 Section 9.2.1.22 Section 9.2.1.23 Section 9.2.1.24 Section 9.2.1.25 Section 9.2.1.26 Section 9.2.1.28 Section 9.2.1.29 Section 9.2.1.30 Section 9.2.1.31 Section 9.2.1.32 Section 9.2.1.34 Section 9.2.1.35</p>	<p>Development will create distinctive places and locales.</p> <p>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.</p> <p>Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas. Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas.</p> <p>Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings. The public realm and the development interface with the public realm will be held to the highest design standards. Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. Development will be designed to support and incorporate pedestrian and cycling connections. Active uses will be required on principal streets with direct access to the public sidewalk.</p> <p>Development will face the street. 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. For non-residential uses, at grade windows will be</p>

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	<p>Section 9.2.1.36 Section 9.2.1.37</p>	<p>required facing major streets and must be transparent.</p> <p>Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired. Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.</p> <p>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. 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.</p> <p>Development will utilize streetscape design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces. Buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation. 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.</p> <p>Developments should minimize 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.</p>
<p>Chapter 9 Build A Desirable Urban Form – Non-Intensification Areas</p> <p><i>Note: Although the Lakeview Local Area Plan, includes policy 10.2.10 which states that the Intensification Areas policies of the Plan will apply to the subject site, given the property is located within a Neighbourhood element of the City Structure (where intensification is not to be the focus) these policies have been</i></p>	<p>Section 9.2.2 Section 9.2.2.1 Section 9.2.2.2 Section 9.2.2.3 Section 9.2.2.6</p>	<p>Where increases in density are considered in Neighbourhoods they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.</p> <p>Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.</p> <p>Tall buildings will generally not be permitted.</p> <p>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; c. respect the scale and character of the surrounding area; d. minimize overshadowing and overlook on adjacent neighbours; e. incorporate stormwater best management practices; f. preserve mature high quality trees and ensure replacement of the tree canopy; and g. be designed to respect the existing scale, massing, character and grades of the surrounding area.</p> <p>Development on Corridors will be encouraged to: a. assemble small land parcels to create efficient development parcels; b. face the street, except where predominate development patterns dictate otherwise; c. not locate parking between the building and the street; d. site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall; e. provide entrances and transparent windows facing the street for non-residential uses; f. support transit and</p>

	Specific Policies	General Intent
<i>noted in order to provide general policy context</i>		active transportation modes; g. consolidate access points and encourage shared parking, service areas and driveway entrances; and h. provide concept plans that show how the site can be developed with surrounding lands.
Chapter 9 Build A Desirable Urban Form – Additional Policies	Section 9.2.3.2 Section 9.3.1.4 Section 9.3.1.7 Section 9.3.1.8 Section 9.3.1.9 Section 9.4.1.3 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.3 Section 9.5.1.5 Section 9.5.1.9 Section 9.5.1.11 Section 9.5.1.12 Section 9.5.2.2 Section 9.5.2.4 Section 9.5.2.5 Section 9.5.2.11 Section 9.5.2.12 Section 9.5.3.2 Section 9.5.3.3 Section 9.5.3.4 Section 9.5.3.6 Section 9.5.3.7 Section 9.5.3.8 Section 9.5.3.17 Section 9.5.4.4 Section 9.5.4.5 Section 9.5.5.1 Section 9.5.6.1	<p>All development will utilize sustainable design practices</p> <p>Development will be designed to achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible</p> <p>Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage. The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.</p> <p>Development and elements within the public realm will be designed to provide continuity of the streetscape and minimize visual clutter.</p> <p>Development will support transit and active transportation by: a. locating buildings at the street edge, where appropriate; b. requiring front doors that open to the public street; c. ensuring active/animated building façades and high quality architecture; d. ensuring buildings respect the scale of the street; e. ensuring appropriate massing for the context; f. providing pedestrian safety and comfort; and g. providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: d. street and block patterns; e. the size and configuration of properties along a street, including lot frontages and areas; f. continuity and enhancement of streetscapes; g. the size and distribution of building mass and height; h. front, side and rear yards; i. the orientation of buildings, structures and landscapes on a property; j. views, sunlight and wind conditions; k. the local vernacular and architectural character as represented by the rhythm, textures and building materials; l. privacy and overlook; and m. the function and use of buildings, structures and landscapes</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses</p>

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		<p>and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare.</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by: a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe; b. fronting walkways and sidewalks with doors and windows and having visible active uses inside; c. avoiding blank walls facing pedestrian areas; and d. providing opportunities for weather protection, including awnings and trees.</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.</p> <p>Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing: a. street trees and landscaping, and relocating utilities, if required; b. lighting; c. weather protection elements; d. screening of parking areas; e. bicycle parking; f. public art; and g. street furniture.</p> <p>Site development will be required to: a. incorporate stormwater best management practices; b. provide enhanced streetscape; c. provide landscaping that complements the public realm; d. include the use of native non-invasive plant material; e. protect and enhance habitat; f. preserve significant trees on public and private lands; g. incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; and h. provide landscaping that beautifies the site and complements the building form.</p> <p>Heating, venting and air conditioning equipment and mechanical/utility functions will be located away from the public realm and not be visible from public view.</p> <p>Buildings must clearly address the street with principal doors and fenestrations facing the street in order to: a. ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk; b. provide strong pedestrian connections and landscape treatments that link the buildings to the street; and c. ensure public safety.</p> <p>Building façades should be articulated to include changes in materials, or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief. Principal building entrances should be covered with a canopy, awning, recess or similar</p>

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		<p>device to provide visual prominence and pedestrian weather protection.</p> <p>Street facing façades should have the highest design quality. Materials used for the front façade should be carried around the building where any façades are exposed to the public view at the side or rear. Buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.</p> <p>Buildings should avoid blank street wall conditions. Blank walls resulting from phased development, will require upgraded architectural treatment. Mechanical equipment vents and metering devices will be integrated into the building design.</p> <p>Along Corridors where an urban character is appropriate, buildings should be located close to and aligned with the street to enclose the street. Built form will relate to the width of the street right-of-way. Parking should be located underground, internal to the building or to the rear of buildings.</p> <p>Site layout, buildings and landscaping will be designed to promote natural surveillance and personal safety.</p>
Chapter 10	Section 10.4.3	Retail uses may be permitted within Neighbourhoods to provide retail uses convenient to the local residents. Character Area policies or local area plans will identify appropriate locations and types of uses.
Chapter 11 General Land Use Designations	Section 11.2.5.6 Section 11.2.6.1 Section 11.2.6.2 Section 11.2.6.3 Section 11.2.6.4 Section 11.2.6.5 Section 11.2.6.6	<p>The development application proposes to redesignate the subject site to Residential High Density which will permit the following use: a. apartment dwelling. b. uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and c. uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities.</p> <p>The subject site is currently designate Mixed Use. In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses: a. commercial parking facility; b. financial institution; c. funeral establishment; d. makerspaces e. motor vehicle rental; f. motor vehicle sales; g. overnight accommodation; h. personal service establishment; i. post-secondary educational facility; j. residential, in conjunction with other permitted uses; k. restaurant; l. retail store; and m. secondary office.</p> <p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses.</p> <p>Lands designated Mixed Use where developments are proposed that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation.</p>

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		<p>The Mixed Use designation will permit residential uses in the same building with another permitted use but dwelling units will not be permitted on the ground floor.</p> <p>Residential uses permitted within the Mixed Use designation will not include detached, semi-detached or duplex dwellings.</p> <p>Within the Mixed Use designation, if a development application includes buildings that are considered Residential High Density and are not combined with other permitted uses, a development master plan is required.</p>
Chapter 16 Neighbourhoods	Section 16.1.1.1 Section 16.1.1.2	<p>For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.</p> <p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that: a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan.</p>
Chapter 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Relevant Lakeview Local Area Plan Policies

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Chapter 1.0 How To Read The Plan	Section 1.0	The policies of this Area Plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of parts two and three of the principal document. In the event of a conflict, the policies of this Area Plan take precedence. Included in the appendices is the Lakeview Built Form Standards (Appendix I) which will be used during the review of development applications. This document demonstrates how the urban form policies can be achieved. The Built Form Standards document is not considered part of this Area Plan.
Chapter 5 Vision	Section 5.1.2 Section 5.1.3 Section 5.2.2 Section 5.2.3	<p>The Vision for Lakeview is based on:</p> <ul style="list-style-type: none"> Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development. Support complete communities through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities. <p>Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Lakeshore Road East is an important corridor in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the corridor which are appropriate for intensification.</p>
Chapter 6 Direct Growth	Section 6.1.1 Section 6.1.2 Section 6.1.3 Section 6.2.1 Section 6.2.2 Section 6.2.3	Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites. Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types. Intensification will be sensitive to the existing character of the residential areas and planned context. Intensification will occur through infilling or redevelopment. Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses. Intensification will address matters such as: a. contribution to a complete community; b. contribution to the mainstreet character; c. respecting heritage; and d. protecting views to the waterfront.
Chapter 7	Section 7.2.2 Section 7.2.3	The City may require streetscape improvements along corridors to expand and enhance the urban forest canopy along the public right-of-ways. Improvements to the tree canopy along Lakeshore Road East will be a priority when undertaking streetscape improvements.
Chapter 8 Complete Communities	Section 8.1.2 Section 8.1.3	The Lakeshore Corridor is encouraged to develop using a range of housing choices in terms of type, tenure and price. Mississauga will encourage the provision of affordable housing, including rental housing and seniors' housing within the Lakeshore Corridor.
Chapter 9 Multi- Modal City	Section 9.0 Section 9.2.2 Section 9.2.3 Section 9.2.5 Section 9.4.1	Future multi-modal connections may accommodate, where feasible, pedestrian and cycling routes, and/or vehicular routes. Improved connections to the network may be considered at some locations, including but are not limited to the following: a. Byngmount Avenue, east to Rangeview Road. When reviewing the appropriateness of potential road connections, the City will consider the volume and type of traffic that will be accommodated on the road.

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	Section 9.4.5 Section 9.4.7	<p>Development applications will be accompanied by transportation and traffic studies that will address, among other things, strategies for limiting impacts on the transportation network, where appropriate, including measures such as: • reduced parking standards; • transportation demand management; • transit oriented development; • pedestrian/cycling connections; and • access management plan.</p> <p>For development in the Lakeshore Corridor, parking is encouraged to locate below-grade, or at the rear of the site. Reduced parking requirements and maximum parking standards may be considered within the Lakeshore Corridor. The City will encourage Transportation Demand Management measures, where appropriate, in the Lakeshore Corridor and as a part of any significant redevelopment projects outside of the corridor.</p>
Chapter 10 Desirable Urban Form	Section 10.0 Section 10.2 Section 10.2.4 Section 10.2.5 Section 10.2.6 Section 10.2.7 Section 10.2.10 Section 10.3.5	<p>Development will be in accordance with the minimum and maximum height limits as shown on Map 3. The appropriate height within this range will be determined by the other policies of this Area Plan. Development along Lakeshore Road East is encouraged to be two to four storeys in height; however, some sites will be permitted building heights greater than four storeys as shown on Map 3. Appropriate transition to adjacent low density residential will be required.</p> <p>The Lakeshore Corridor Precinct is intended to be the primary area for street related commercial development, with a mixture of uses and pedestrian oriented built form. To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items: a. maintaining an appropriate average lot depth for mainstreet commercial; b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage; c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.</p> <p>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: a. landscaping and planting; b. street furnishings; c. public art; d. quality building materials; and e. building design elements and features including articulated rooflines such as parapets and towers.</p> <p>The Intensification Areas policies of the Plan will apply to development within the Core area. Criteria for apartment development will include, among other things: 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.</p>
Chapter 12 Land Use Designations	Section 12.3.1	Notwithstanding the Mixed Use policies of the Plan, the following policies apply to the Lakeshore Corridor Precinct – Core area: a. motor vehicle rental and motor vehicle sales is not permitted; and b. commercial uses will be required at grade.
Maps	Map 1 (Precincts) Map 2 (Road Network) Map 3 (Height Limits)	<p>Subject property is within the Lakeshore Corridor - Core area</p> <p>Byngmount Road potential extension identified as a Future Multi-modal Connection</p> <p>Subject property is identified as having a height limit of 2-4 storeys</p>
Built Form Standards	Introduction	The Built Form Standards are to be used during the design and review of development applications. This Standards demonstrates how the urban form policies in the Area Plan can be achieved. The Standards is not considered a part of

	Specific Policies	General Intent
		<p>the Area Plan;</p> <p>The Standards are intended to provide further guidance of the policies in the Mississauga Official Plan and the Lakeview Local Area Plan. The Standards establish and illustrate general requirements to achieve a high quality urban form, site development and public realm.</p>
Built Form Standards – Lakeview Character Areas: Built Form Types	<p>Section 2.2.5.1</p> <p>Section 2.2.5.2</p> <p>Section 2.2.5.3</p> <p>Section 2.2.5.4</p> <p>Section 2.2.5.5</p>	<p>Building Heights: The maximum building height for any new high rise residential building in the Lakeview neighbourhood areas will be 14 storeys or 44.8 m.</p> <p>Building Separation Distances: 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. 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</p> <p>Floor Plates: 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.</p> <p>Transition to Lower Forms: 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. 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.</p> <p>Appropriate transition can be achieved through various design methods. The larger the difference in scale the greater the need for transition. These may include:</p> <ol style="list-style-type: none"> The use of an angular plane of 45 degrees from the closest property line of sites with lower scaled building or open space will be used to determine the minimum setback and height of a building within a development; To increase the building setback from a low rise development to ensure that the impact of the larger development is minimal; and The use of building step backs to ensure minimal impact from overshadowing and from a new building overwhelming the site. <p>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.</p> <p>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. Shadow studies and wind studies will be required.</p>
Built Form Standards – Lakeview Character Areas: Lakeshore Corridor Precinct	<p>Section 3.1</p> <p>Section 3.2</p> <p>Section 3.3</p> <p>Section 3.4</p> <p>Section 3.5</p> <p>Section 3.6</p> <p>Section 3.7</p> <p>Section 3.8</p>	<p>The principles of built form along Lakeshore Road East will include: i. A pedestrian oriented environment; ii. Closely spaced buildings fronting onto Lakeshore Road East; iii. Minimize access points; iv. No parking between the building and the street; v. Design that enhances a mainstreet retail environment; and vi. On-street parking along Lakeshore Road East where appropriate.</p> <p>The Core, which is described as the area from Seneca Avenue to Hydro Road. Retail will be required at grade fronting onto Lakeshore Road East. Buildings should be set back 0.6 m to 3.0 m</p> <p>Building Heights: The corridor will be the focus of activity for Lakeview, combining a mix of uses including residential uses,</p>

	Specific Policies	General Intent
	Section 3.10	<p>cultural activities, shopping, dining, commerce and recreation. Development along Lakeshore Road East will be linear and maintain lower building forms to ensure that developments transition appropriately to the neighbourhood lands both north and south of Lakeshore Road East.</p> <p>The following criteria will apply to development in the Lakeshore Corridor Precinct: 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; 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 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; 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; d. Building entrances will be located along Lakeshore Road East; e. Canopies, overhangs and signage will be designed so that they are located within the private property limits; 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 g. Buildings will transition down to stable residential areas (see Section 3.3 for details).</p> <p>Transition to Lower Built Form and Open Space: To ensure that residential properties have adequate light, view and privacy, a 45 degree angular plane will be required</p> <p>Rear Yard Landscape Buffer: 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. Utilities, walkways, amenity space and garbage areas will not be permitted in the 4.5 m landscape buffer.</p> <p>Pedestrian Realm/Streetscape: Building setbacks along Lakeshore Road East are to provide a consistent street edge.</p> <p>At Grade Commercial Requirements: To promote a pedestrian friendly mainstreet environment, street related retail commercial uses will be located along, and front onto Lakeshore Road East</p> <p>Access Points 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.</p> <p>Parking, Loading and Service Areas: 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.</p> <p>Place Making: Place making is the process that fosters the creation of vibrant public destinations; the kind of places where people feel a strong stake in their communities and a commitment to making things better. 3. East Avenue and Lakeshore Road East</p>

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

The federal and provincial funding programs supporting the development of this project require rents to be set on average, at 80% of the Canada Mortgage and Housing Corporation (CMHC) average market rent for the area. Rents for any one unit cannot exceed 100% of the CMHC average market rent.

Peel Housing Corporation is proposing to redevelop their site (which currently contains 30 townhouse units that are at the end of their lifespan) with an apartment building that will contain 151 rental units. The development will have rents for 60% of the units set at 100% of the CMHC average market rent, while the remaining 40% of the units will have rents set at 60% of the CMHC average market rent. The federal and provincial funding is secured by twenty year agreements registered on title. The Region and Peel Housing Corporation are responsible for program compliance through ongoing monitoring and annual reporting to the Province for the life of these agreements.

The most recent CMHC average market rents available (i.e. October 2019) provide an indication of the rents that the proposed units would pay, and are summarized in the table below.

CMHC Average Market Rent For Mississauga South (Zone 19) For October 2019			
	One Bedroom	Two Bedroom	Three Bedroom
Average Market Rent (Zone 19)	\$1,243	\$1,418	\$1,499
60% of the Average Market Rent	\$746	\$851	\$899

The target tenant population is a mix of singles, seniors and families but specific tenants for the units have not yet been confirmed. The unit mix will include units for middle-income households as well as subsidized units for households on or eligible to be on the centralized waitlist.

Unit Breakdown			
Type	Number Of Units	Average Size	Comments
1 Bedroom	65	57 m ² (614 ft ²)	All are modifiable ¹ units and some will be fully modified (e.g. roll-in shower)
2 Bedroom	74	80 m ² (861 ft ²)	All or majority being modifiable
3 Bedroom	12	122 m ² (1,313 ft ²)	All or majority being modifiable
Total	151		
¹ Modifiable means that there is a wheelchair turning radius in the kitchen, bathroom and bedroom			

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>16 Kindergarten to Grade 5 6 Grade 6 to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Janet I. McDougald P.S. Enrolment: 481 Capacity: 552 Portables: 0</p> <p>Allan A. Martin Sr. P.S. Enrolment: 498 Capacity: 524 Portables: 2</p> <p>Cawthra Park S.S. Enrolment: 1,309 Capacity: 1,044 Portables: 5</p>	<p>Student Yield:</p> <p>3 Kindergarten to Grade 8 2 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Queen of Heaven Enrolment: 360 Capacity: 579 Portables: 0</p> <p>Saint Paul S.S. Enrolment: 489 Capacity: 807 Portables: 0</p>

7. Community Comments

A virtual community meeting was held by Ward 1 Councillor, Stephen Dasko on December 2, 2020 with approximately 50 people in attendance. As of the date of this report, over 45 emails and letters from residents have been received.

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

- Support for rental housing, particularly one that accommodates a variety of income levels was expressed.
- Concern that the proposed building will set an unacceptable height precedent. The developer should abide by the Lakeview Local Area Plan and not contribute to a canyon of tall buildings along Lakeshore Road East.
- The building at 7 storeys is too high. The building should be kept low and terraced at the back in order to not cut off natural light. Anything above 4 storeys on Lakeshore Road East should have a significant stepback so as to protect skyviews.
- The height of the building has a negative impact on the Lakeshore Road East pedestrian experience.
- Surface parking should be reduced and replaced with open space. Reduced parking standards are supported by transit.
- The proposed development should include ground floor commercial or community uses which could improve the relationship between the building and surrounding neighbourhood. Without commercial and community uses, the building will be an insular block that stands apart from the area and will break-up the commercial strip.
- Development at ground floor along Lakeshore Road East requires a better relationship with the public realm. Changes to the soft interface between the building and street is required.
- The building should include balconies which can provide private outdoor space for residents.
- Concern that Byngmount Avenue could extend to East Avenue.
- Lakeshore Road is a transit corridor and should be allowed to develop and provide residents with easy access to transit.
- More community input is required and a fulsome public engagement process should be undertaken.

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (June 19, 2020)	<p>In its current state, the application meets the requirements for exemption from Regional approval and a Regional Official Plan Amendment is not required. There is sufficient servicing capacity to accommodate the proposed development.</p> <p>Region will provide front-end collection of garbage and recyclable materials subject to conditions being met prior to approval of the applications. At the site plan stage all requirements listed in Section 2.0 and 4.0 of the Waste Collection Design Standards must be included. Public Health has no objections to the application.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (May 26, 2020 and May 25, 2020)	<p>The Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied to this development application.</p> <p>The Peel District School Board has advised that Council Resolution 152-98 applies and that prior to final approval of a servicing and or development agreement the City shall be advised by the school board that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board for this plan.</p> <p>In addition, if approved the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to applicable Development Agreement and sales agreement</p>
City Community Services Department – Park Planning Section (May 26, 2020)	<p>Community Services notes that the subject site is located 243 m (797 ft.) southwest of A.E. Crooks Park (P-023) which contains a parking lot, ice rink, picnic area, spray pad, washrooms, softball diamond lit, wading pool and a play site. The park is zoned "OS2" (Open Space - City Park). The site is also located 380m (1246 ft.) southeast of Douglas Kennedy Park (P-021) which contains a baseball diamond lit, concession stand, parking lot and washroom. The Park is zoned "OS2 - City Park".</p> <p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions: Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
City Community Services Department – Fire and Emergency Services Division (July 10, 2020)	<p>Fire has requested the concept plan include all dimensions, fire department connections, fire hydrants and confirmation that the building only faces one street in order to confirm compliance with OBC and by-law 1036-81. At the site plan stage a variance will be required to permit the hydrant feed to run under a building to service the fire hydrant in the rear of the building.</p>

Agency / Comment Date	Comments
City Community Services Department – Arborist	Tree removal permission is required to injure or remove trees on private property. The approval of the Tree Permission application is required prior to the earliest of the demolition permit/erosions and sediment control permit/site plan approval. An upgrade streetscape is not required.
Economic Development Office (July 15, 2020)	The Economic Development Office encourages the applicant to consider incorporating employment on the ground floor, thereby providing ground floor related mixed uses (office, retail, etc.) within 25 metres (82 feet) of Lakeshore Road East as part of the Lakeshore Corridor Precinct - Core Area.
City Transportation and Works Department (September 23, 2020)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><u>Stormwater</u></p> <p>A Functional Servicing Report (FSR), prepared by Fabian Papa & Partners., dated March 18, 2020, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls. The applicant is proposing to extend the storm sewer on Byngmount Ave. through the adjacent Region of Peel lands to service the development lands, as well as on-site stormwater management controls for the post development discharge.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • demonstrate the feasibility of the storm sewer outlet; • develop an acceptable strategy to accommodate external drainage from the adjacent property, if any; • demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site, and • demonstrate that the soil conditions meet the MECP requirements <p><u>Traffic</u></p> <p>A Traffic Impact Study (TIS), prepared by Trans-Plan Transportation Engineering and dated March 2020, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study at this time. The TIS requires to be revised and resubmitted addressing grammatical errors found within the report and the site circulation review that is currently being proposed. At this time the report recommends a flag person anytime someone uses the vehicle loading area, which is not a feasible solution to address vehicle circulation.</p>

Agency / Comment Date	Comments
	<p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • Revised Traffic Impact Study addressing all staff comments; • Revisions to the Site Plan addressing Traffic comments; • Draft R-Plan for the conveyance of lands; • Establish an easement with the property located to the south for a shared access <p><u>Environmental Compliance</u></p> <p>The following reports have been received:</p> <p>Phase One ESA (project # 181-11306-00), dated October 2018; Phase Two ESA (project # 181-11306-00), dated December 2018, both prepared by WSP;</p> <p>The applicant is required to provide further technical information prior to recommendation report to:</p> <ul style="list-style-type: none"> • Reliance letter for both reports; • Clarification regarding further assessment of the extent of EC/SAR impact; • Clarification regarding land transfer to PHC from Region of Peel. These lands were not covered by environmental site assessment. If these lands form a part of this development application, an addendum to the existing Phase One ESA must be prepared to include assessment of these lands; • Temporary Discharge to Storm Sewer Commitment Letter; <p><u>Noise</u></p> <p>The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic, rail traffic and stationary sources from adjacent buildings and facilities. Noise mitigation will be required. The applicant is required to update the report with additional information to further evaluate the feasibility of any proposed mitigation measures to address noise and in accordance with City and MOECC Standards.</p> <p><u>Engineering Plans/Drawings</u></p> <p>The applicant has submitted a number of technical plans/drawings (i.e. Grading and Servicing Plans), which need to be revised in accordance with City Standards and as part of subsequent submissions. It should be noted that an 'H' Holding provision and related Development Agreement will be required to capture any municipal infrastructure works such as municipal storm sewer extension and municipal easement through the adjacent Region of Peel lands to service this site. In addition, the applicant is to make the appropriate arrangements to acquire a portion of lands at the south east corner of the property from The Region of Peel in order to complete the proposal. A Draft reference plan is also to be provided</p>

Agency / Comment Date	Comments
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Enbridge - Greater Toronto Airport Authority - Alectra Utilities - Conseil scolaire Viamonde - Canada Post - Rogers Communications
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Conseil Scolaire de District Catholique Centre-Sud - Bell Canada - Trillium Health Partners

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks, and built form?
- Are the proposed zoning by-law exception standards appropriate?
- Can modifications be made to the proposal so that the use of an "H" holding provision is not required?
- What are the expected traffic and parking impacts?

Development Requirements

There are engineering matters including: noise, grading, environmental, engineering, servicing and stormwater

management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval. In addition, the need for an "H" holding provision and related Development Agreement may be required.

9. Section 37 Community Benefits (Bonus Zoning)

Staff recommend that Council exempt the application from a Section 37 Community Benefits contribution as the proposed development will help achieve the City's strategic objective to address housing affordability for low and moderate income households.

Recommendation Report Detailed Planning Analysis

Owner: Peel Housing Corporation

958-960 East Avenue

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1. Community Comments

Comments from the public were received through community and public meetings as well as written submissions. Public comments were generally directed towards the built form of the development, how to animate the ground floor of the building and the potential extension of Byngmount Avenue.

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

Comment

Rental housing, particularly one that accommodates a variety of income levels, should be supported in the City.

Response

Mississauga Official Plan (MOP) identifies the provision of additional affordable and rental housing as important objectives for the City. This proposal will add 151 new units, thereby increasing the affordable rental housing stock. Additional information on the mix and targeted tenant population can be found in the Affordable Housing Section of Appendix 1.

Most residents supported additional rental housing; however, there were concerns regarding the proposed built form. As

outlined in this report, the proposed built form is considered appropriate for this specific site.

Comment

Peel Housing should abide by the height limits for the Lakeview Local Area Plan as well as the design charrette from 2014.

Response

When the Lakeview Local Area Plan was prepared and a height limit of four storeys for the site was identified, the City did not assess in detail each individual property to determine the maximum appropriate height limits.

A design charrette was undertaken in 2014 by the Region of Peel as part of a planning study to redevelop the subject property which recommended a four storey building and a six storey building. An additional study was undertaken in 2017 which recommended a five to seven storey building with 156 apartment units. Additional information on the charrette is available in Appendix 1.

As outlined in subsequent sections of this report, the proposed three storey increase in permitted height (from four storeys to seven storeys) has been found to be appropriate for the subject property.

Comment

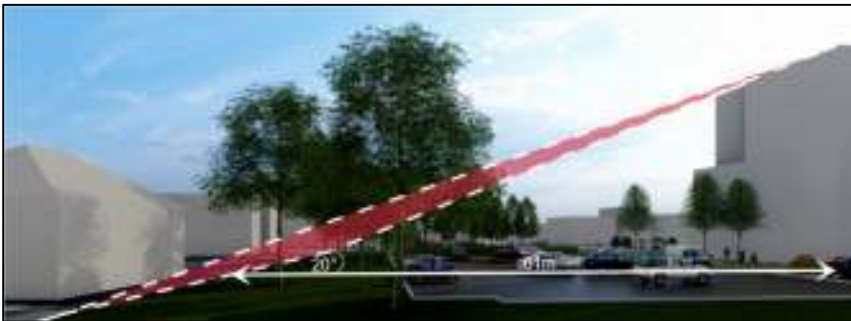
Concern was raised that the proposed seven storey building is too high. The building should be kept low and terraced at the back in order to not cut off natural light. All buildings along Lakeshore Road East should have a significant setback so as

to protect skyviews and create a pedestrian supportive environment.

Response

The proposed seven storey height limit is considered acceptable for reasons discussed in subsequent sections of this report, including:

- Site attributes: there is greater than 60 m (197 ft.) between the proposed building and the nearest detached dwelling;
- Existing and planned context: the existing Peel Paramedic Station reduces concerns with overlook to the south. On the other side of East Avenue, building heights of eight storeys are permitted;
- Right-of-way (ROW) width: The subject property is located along one of the widest portions of Lakeshore Road East which helps reduce the perception of building height; and
- Lakeshore Road East Stepback: A 3.0 m (9.8 ft.) stepback above the fourth storey contributes to the pedestrian scale of the building.



As a result of a water infrastructure easement, the building is more than 60 m (197 ft.) away from adjacent detached homes which reduces any impact from a seven story building

Comment

A recommendation on the proposed development should wait until the Lakeshore Road East Corridor Study is completed, which is reviewing built form, height and density, in the area.

Response

The City is bound by a legal principle, well established in case law, that development applications must be considered in light of the policy context existing at the time of the application, and not emerging policy. The attributes of the site that support seven storeys are not necessarily found at other sites (e.g. depth of property, distance between the building and detached homes, and the width of Lakeshore Road East).

The Lakeshore Road East Corridor Study that is currently being undertaken by the City is anticipated to confirm the appropriate built form for other parcels of land along Lakeshore Road East within the Lakeview Neighbourhood.

Given the unique attributes of the subject site (e.g. size, distance from detached dwellings, proposal is not a "tall building" given width of Lakeshore ROW, adjacency to Major Node), approval of the Peel Housing Corporation proposal should not compromise the findings of this study.

Comment

Ground floor commercial or community uses should be included in the building and improvements between the street and building are required.

Response

The site is not an optimal location for commercial uses given constrained visibility (e.g. the proposed bus rapid transit lanes, sidewalk and bike lanes are not planned to run parallel to the building and there will likely be considerable landscaping in the boulevard).

That being the case, the proposed ground floor amenity and community space will help animate the area. A proposed party room and a multi-use room on the ground floor totalling 231 m² (2,488 ft²) of space will be open to the community for use by booking the space through the property management office. Outdoor features will contribute to an attractive public realm with outdoor seating, plantings and garden beds, visitor bike parking, and potential public art. The combination of proposed indoor and outdoor uses will help create an appropriate and desirable streetscape.

Comment

The building should include balconies for residents.

Response

Peel Housing has advised that they considered balconies but determined that they were not be desirable given energy efficiency standards and maintenance costs. In accordance with CMHC funding, the proposed building will be designed to achieve a 41 percent reduction in energy consumption and



Future conditions, such as a double row of trees, do not support an ideal level of visibility for commercial uses but will help create an attractive pedestrian realm and streetscape

greenhouse gas emissions as per the National Energy Code of Canada for Buildings.

Comment

Concern was raised that surface parking should be reduced given proximity to public transit.

Response

The proposed apartment building will have a reduced residential parking rate of 0.75 spaces per unit, whereas the zoning by-law requires between 1 and 1.5 spaces (depending on number of bedrooms). The proposed standards have been

reviewed by staff and considered appropriate given proximity to transit and parking demand at similar apartment buildings.

The proposed development also incorporates one level of underground parking which reduces the number of proposed surface parking spaces.

Comment

The appearance of the building is unattractive.

Response

The applicant has identified the following building design elements that will contribute to the visual appeal of the building, including:

- A 3.0 m (9.8 ft.) stepback above the fourth storey along Lakeshore Road East to improve the pedestrian scale of the building;
- A mix of façade materials and colours and enhanced articulation have been provided to break up the massing and provide visual interest;
- The ground floor is designed to have tall 3.9 m (12.8 ft.) ceilings that are similar to non-residential uses, with large windows and a prominent recessed building entrance with canopy at the corner to create visual interest. A greater variety of windows and differing façade materials and colours have been provided to break up the massing of the building and improve visual appeal; and

- Warmer materials were chosen for the podium to add a layer of texture and human scale to the public realm.



The applicant has proposed a number of design elements to improve pedestrian scale (stepback above the fourth storey), break up the massing (differing façade materials) and create visual interest (use of colour).

Comment

Concern was raised that Byngmount Avenue could be extended to East Avenue.

Response

An extension of Byngmount Avenue is not part of the development application. Access to the site is provided from

East Avenue through an easement on land owned by the Region of Peel.

A small triangle portion of land at the southwest corner of the property, totaling 324 m² (3,488 ft²) will be transferred to the City to help accommodate a future potential multi-modal connection as identified in the Lakeview Local Area Plan (LAP). There are no plans to construct an extension of Byngmount Avenue at this time or in the foreseeable future. Should the City wish to construct a vehicular roadway it would require Council approval and a public process.

In addition, the opportunity also exists to create a pedestrian and cycling trail between East Avenue and Byngmount Avenue.

2. Updated Agency and City Department Comments

The applications were circulated to all City departments and commenting agencies on May 22, 2020. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

City Community Services Department – Fire and Emergency Services Division

Comments updated April 28, 2021, state that Emergency response time to the site is acceptable. Compliance with the Fire By-law will be assessed through the site plan approval process including appropriate fire hydrant coverage (i.e.

currently it appears portions of the building perimeter are not within the required 90 m (295 ft.) travel distance of a hydrant).

City Community Services Department – Arborist Streetscape

Comments updated April 30, 2021 state that there should be no street tree plantings along the East Avenue frontage as there are existing overhead Hydro wires.

Transportation and Works Department

Technical reports and drawings have been submitted and have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to lifting the "H" Holding provision.

Stormwater

A Functional Servicing Report (FSR), prepared by Fabian Papa & Partners., dated April 19, 2021, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.

In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving Municipal drainage system, on-site stormwater management controls for the post development discharge is required. The applicant will need to finalize a satisfactory stormwater servicing concept.

Prior to the lifting of the "H" Holding provision, the applicant will be required to provide further technical information to:

- Develop an acceptable strategy to accommodate external drainage from the adjacent property, if any;
- Accommodate a storm sewer easement along the proposed storm connection all the way to the existing storm sewer at Byngmount Ave.; and,
- Demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site.

Traffic

A total of two (2) traffic impact study (TIS) submissions were provided by Trans-Plan Transportation Inc. in support of the proposed development. The later study complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 51 (13 in, 38 out) and 66 (40 in, 26 out) two-way site trips for the weekday AM and PM peak hours in 2027 respectively.

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

Environmental Compliance

The following technical documents should be provided prior to lifting of the "H" Holding provision:

- Clarification regarding a Record of Site Condition (RSC): The author of the Phase One ESA (2020) must clearly identify whether there is a need for an RCS for lands that will be transferred from the Region of Peel to PHC;
- A dewatering commitment letter

Noise

The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic, rail traffic and stationary sources from adjacent buildings and facilities. Noise mitigation will be required. The applicant is required to update the report should the building massing or configuration change with additional information to further evaluate the feasibility of any proposed mitigation measures to address noise in accordance with City and MOECC Standards. The details of mitigation measures will be confirmed through the Site Plan and building permit processes.

Other Engineering Matters

It should be noted that an "H" Holding provision and related development agreement will be required to capture land dedication, access easements and storm easements through the adjacent Region of Peel lands in order to service this site. In addition, the applicant is required to make the appropriate arrangements to acquire a portion of lands at the southeast corner of the property from The Region of Peel in order to complete the proposal.

Region of Peel

Comments updated May 11, 2021, state that the Region of Peel has no objection to the proposed official plan amendment and rezoning applications. However, there are a number of issues that will have to be addressed through the site plan approval process, including: waste collection design standards being met; revised drawings to identify easements and proposed encroachments, gratuitous dedication of a 5.0 m (16.4 ft.) wide easement for existing sanitary sewer infrastructure across the north property line, and suggestions to improve the design to further promote a healthy environment (e.g. additional short-term bicycle parking outside).

Trillium Health Partners (THP)

Comments updated May 14, 2021, confirmed that THP have no comment on the application.

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

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

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

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

4. Consistency with PPS

The Public Meeting Report dated December 20, 2020 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

- Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land

and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

- Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.
- Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

MOP policies are consistent with this PPS direction. Section 5 of MOP (Direct Growth) includes policies that indicate intensification may be considered within Neighbourhoods where it is compatible and that higher density uses should be located along corridors. Section 7.2 of MOP (Housing) includes policies that encourage a range of housing choices which vary by type, tenure and price. Section 9 of MOP (Build a Desirable Urban Form) has policies that encourage an urban form that respects the urban hierarchy and city structure and provides for appropriate transitions to neighbouring uses.

The subject site and proposal represents an opportunity to modestly intensify and increase the range of housing in the area. The proposed development represents an efficient land use pattern that avoids environmental health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

5. Conformity with Growth Plan

The Public Meeting Report dated December 20, 2020 (Appendix 1) provides an overview of relevant policies found in the *Growth Plan*.

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

- The Vision for the *Growth Plan* now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

Growth Plan and MOP Conformity

MOP policies generally conform with the *Growth Plan*. Section 5 of MOP (Direct Growth) includes policies that direct growth to appropriate locations. Section 5.3 provides for a city

structure where some elements will be the focus of growth (e.g. downtown) while other areas will accommodate some development but will not be the primary location for future growth (e.g. neighbourhoods). Section 5.3.5.6 of MOP requires development in Neighbourhoods to be sensitive to the existing and planned context and include appropriate transitions in use, built form, density and scale.

Major Transit Station Area Assessment

The Provincial Growth Plan also seeks to align transit with growth by directing appropriate growth to major transit station areas. Section 2.2.1 states that within settlement areas, growth will be focused in locations with existing or planned transit, with a priority on higher order transit where it exists or is planned.

Lakeshore Road East is not identified as a priority transit corridor by the *Growth Plan* and there are no minimum density targets that apply. However, section 2.2.4 of the *Growth Plan*, states that all MTSA's (regardless of whether they are located on priority corridors) will be planned and designed to be transit-supportive and include additional residential units and affordable housing.

Bus Rapid Transit along Lakeshore Road East is currently planned to transition from a dedicated lane to shared traffic roughly in front of the subject property. The subject property is within a radius of 800 metres (2,625 ft.) of the most westerly MTSA proposed at Lakeshore Road East and Lakefront Promenade.

As a component of the Regional Official Plan Review 2041, the Region of Peel, in collaboration with the City of Mississauga, have been working to identify potential MTSA's in the City, their boundaries, and their potential density targets. While the Lakeshore Road BRT is included in the draft of potential MTSA's, neither the Region nor the City have adopted these elements within their respective official plans.

Additional information on the Lakeshore Road Transportation Master Plan and the Major Transit Station Area Assessment can be found in the Public Meeting Report (Appendix 1).

Growth Plan & Proposed Development

The proposed development is consistent with the *Growth Plan* as it represents growth within the existing urban boundary and built up area allowing for the better utilization of existing infrastructure and increasing the diversity of housing.

Although the proposal represents growth within the urban boundary, it is still important to assess its appropriateness using existing municipal documents such as MOP and Local Area Plans (LAP).

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

6. Region of Peel Official Plan

As summarized in the public meeting report dated December 20, 2020 (Appendix 1) the proposed development does not require an amendment to the Region of Peel Official Plan.

The subject property is located within the Region of Peel Urban System. General Objectives in Section 5 direct development to the Urban System in order to achieve complete communities that represent a more efficient use of land that is compatible in built form.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan. Section 9.1 of MOP states that urban form refers to the physical layout and design of the city. It addresses the natural and built environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. Established residential Neighbourhoods will be protected and strengthened with infill that is compatible with the existing and planned character.

The proposed development satisfies the general direction in the Regional Official Plan; however, issues of character are addressed through MOP, which is the primary instrument used to evaluate development applications.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Lakeview Neighbourhood

Character Area, to permit a seven storey apartment building. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

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

Planning staff have undertaken an evaluation of the relevant policies of the PPS, *Growth Plan* and MOP, including those found in Section 19.5.1 against this proposed development application. The following is an analysis of the key policies and criteria:

Directing Growth – Is intensification appropriate?

Yes, sensitive intensification is appropriate and will not adversely impact or destabilize the intent of MOP policies or the area.

The subject site is located in the Lakeview Neighbourhood Character Area and the majority of the site is designated **Mixed Use** which permits a range of use including residential, retail store and secondary office. In addition a small triangular parcel of land at the southeast corner of the site is designated **Residential Low Density II** which permits detached homes, semi-detached homes and duplex homes in MOP.

The LAP identifies a height limit of four storeys for the site. The applicant is proposing to change the designation and height limits to permit a seven storey apartment building. In general, MOP and LAP policies support sensitive intensification on the site, as outlined in the following discussion.

Direct Intensification To Corridors

MOP indicates that within Neighbourhoods, where higher density uses are proposed, they should be directed to certain types of locations, including Corridors (MOP 5.3.5.3). The Lakeview Area Plan also notes that intensification will be through modest infilling and redevelopment along the corridors (6.1.1). The subject site is located on the Lakeshore Road Corridor and is an appropriate location to consider density that is higher than the surrounding area.

The vision for this portion of Lakeshore Road East is intended to be for street related commercial development with a mixture of uses and pedestrian built form (LAP 10.2). The lack of proposed ground related commercial uses is considered acceptable as:

- The site has historically been used solely for residential rental units and, as such, there is no loss in commercial uses on the site;
- The locational attributes of the site do not provide a strong main street commercial location, including:
 - Visibility from street may be obscured by landscaping, including a potential double row of trees;
 - The site does not run parallel to the future street alignment; and,
 - There will be a break in the commercial strip to the west of 60 m (197 ft.).
- The ground floor will contain amenity and community space that will help animate the area. A proposed party room and a multi-use room on the ground floor totalling 231 m² (2,488 ft²) of space will be open to the broader community for use by booking the space through the property management office; and,
- Proposed outdoor features will contribute to an attractive public realm with outdoor seating, plantings and garden beds, visitor bicycle parking, and potential public art (i.e. the Lakeview LAP identifies the southwest corner of East

Avenue and Lakeshore road East as a priority location for future public art).

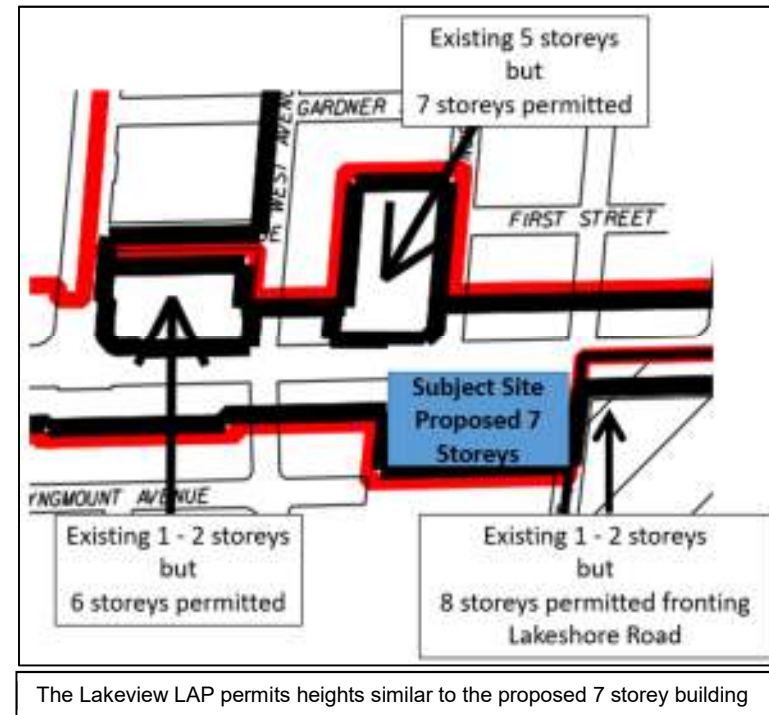
Sensitive Infill

MOP indicates that within neighbourhoods, development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale (MOP 5.3.5.6).

Although the proposed development is taller than current planning permissions, it is considered appropriate given the existing and planned context. Within the immediate vicinity of the subject site, MOP permits buildings that exceed the four storey height limit, including:

- Lands to the east, on the other side of East Avenue, are currently developed with one storey employment uses; however, the Lakeview LAP permits eight storeys for buildings fronting Lakeshore Road East;
- Lands across the street at 765 Lakeshore Road East have been developed with a five storey apartment building; however, the Lakeview LAP permits seven storeys; and,
- Lands on the north side of Lakeshore Road East, between West Avenue and Cawthra Avenue are occupied by one to two storey buildings but the Lakeview LAP permits six storeys.

While there are other buildings in the area that are in the one to three storey height range, the proposed seven storey building is similar to heights permitted on deeper properties.



The proposed building is also sensitive to the existing and planned environment as it is not considered to be a tall building. MOP defines a tall building as a building having a height greater than the width of the street on which they front. (Chapter 20 - Glossary).

Lakeshore Road East is a relatively wide arterial road and can accommodate the proposed seven storey building without creating an overwhelming street presence. MOP identifies this

section of Lakeshore Road East as having a right-of-way width of 44.5 m (146 ft.) and the proposed building is only 23 m (75 ft.), it is not considered a tall building as its height represents just over 50 percent of the right-of-way width. In addition the proposed 3.0 m (9.8 ft.) stepback above the fourth floor is respectful of lower buildings in the area and helps contribute to the pedestrian scale environment.

Provide Variety of Housing

MOP indicates that the City will provide opportunities for the development of a range of housing choices in terms of type, tenure and price (MOP 7.2.2). The LAP also states that Neighbourhoods are to provide a variety of housing forms to meet the needs of a range of household types (LAP 6.1.2).

The proposed development will increase the variety of available housing in the neighbourhood, providing 151 new rental housing units that will range in size from one-bedroom to three-bedroom units and cater to a range of income.

Compatibility with the Neighbourhood – Is the proposed built form appropriate and compatible?

Yes, the proposed built form is compatible with the surrounding area. Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context.

MOP states that compatibility "means 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".

The proposed development is considered compatible with the surrounding area for the following reasons:

- Overlook: There is greater than 60 m (197 ft.) between the proposed building and the nearest detached dwelling. There are no significant overlook issues caused by the proposed building.
- Wind: The wind study concluded that the introduction of the proposed building is not expected to significantly influence pedestrian wind comfort;
- Shadow: The shadow study concluded that full sunlight is present on the opposite boulevard including the full width of the sidewalk during hours required by City; there are no residential private outdoor amenity spaces or communal outdoor amenity areas from adjacent developments affected by the proposed development;
- Traffic and Parking: A traffic impact study concluded that the proposed development is expected to have negligible impacts on surrounding roadways. A reduced residential parking rate was supported by research which examined utilization achieved at comparable developments. In addition, the proposed development is supplying five more visitor parking spaces than is required by the zoning by-law. The proposed parking supply will be sufficient for the site.
- Trees: 37 of the 80 existing trees inventoried must be

removed as they are within close proximity to the construction area. Forty-three trees are being retained and protected. The site plan approval process will assess the opportunities for tree replacement and/or contributions to planting new trees.

- Stormwater Management: To limit the impact of the development to the natural environment several low impact development (LID) measures are proposed for this development. Water quality targets have been achieved through a combination of green roof, landscaping, and permeable pavers. Further, water balance targets for this development have been achieved through the implementation of an infiltration gallery to promote groundwater infiltration, and by storing stormwater in the sump of the stormwater management tank which will be used for landscape irrigation.

Built Form Standards

Built Form Standards demonstrate one manner in which the LAP policies can be achieved and represent general guidelines that can be used to assist in the evaluation of development applications. The Built Form Standards do not have the same weight as policy.

The proposed development is generally respectful of the built form standards recognizing the constraints of the site (e.g. easement along west side of the property does not allow for a continuous streetwall). As discussed in this report, the proposed built form is respectful of a pedestrian oriented environment, is compatible with surrounding uses, provides an urban street edge, and is of a height that is similar to surrounding height permissions.

Services and Infrastructure – is there adequate infrastructure

Yes, there is adequate infrastructure available to support the proposed development. The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site. The area is well served with parks, and green space and the site is currently serviced by the following MiWay Transit routes:

Route 5 – running north/south along Ogden Avenue, some 700 m (2,300 ft.) to the east of the site provides access to the Mississauga BRT line that runs along Eglinton/ Highway 403).

Route 23 – running east/west along Lakeshore Road East in front of the subject property, provides access to the Long Branch GO station and the Port credit GO station and Hurontario LRT.

Lakeshore Road BRT – On January 21, 2021, the Province announced funding to support the development of the BRT line located to the east which transitions into mixed traffic in front of the site. The City is currently undertaking detailed studies regarding infrastructure improvements to support the BRT.

Is there a planning rationale for the application?

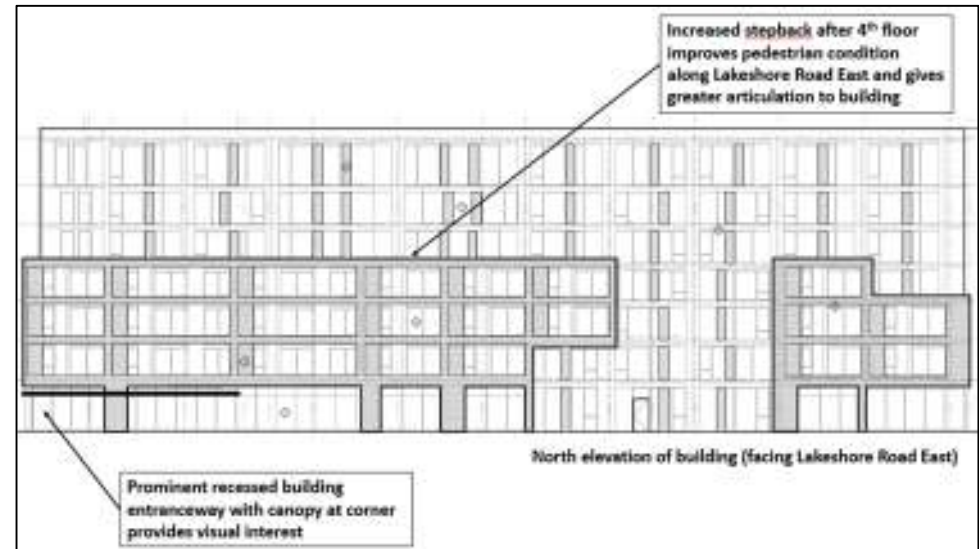
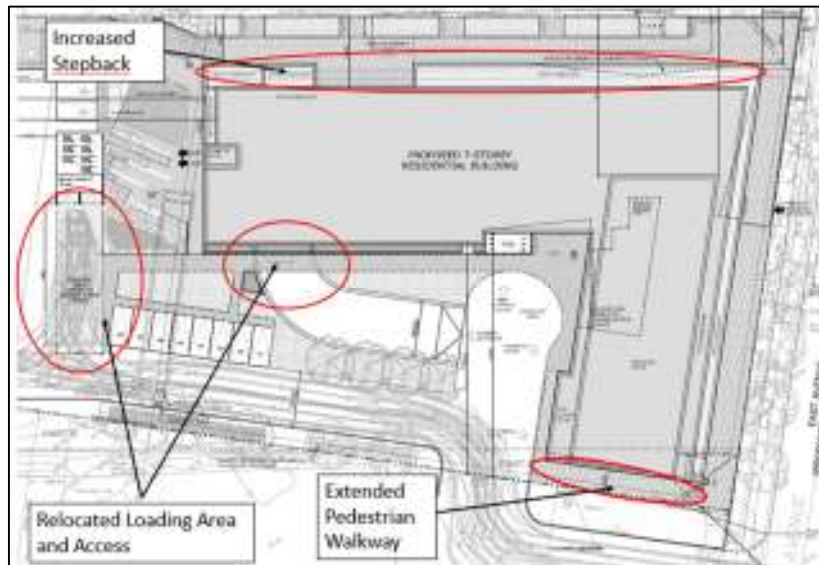
Yes, the applicant's planning consultant and the planning analysis undertaken by staff provide an appropriate planning rationale to support the proposal. These applications are

consistent with MOP, the Region of Peel Official Plan, the *Growth Plan* and the PPS.

8. Revised Site Plan and Elevations

The applicant has provided a revised site plan and elevations. Notable changes are as follows:

- Increased building setback along Lakeshore Road East above the fourth storey from 1.5m (4.9 ft.) to 3.0 m (9.8 ft.);
- A reconfigured vehicular access and loading area, which results in the loss of seven parking spaces;
- Extended pedestrian walkway to wrap around the south limits of the building; and,
- Updating the architectural components of the building including additional articulation, façade materials, colouring and fenestration



Use of colour, a warmer tone of building materials, highlights around the window frames, and different sized windows help create visual interest in the building

9. Zoning

The proposed **RA2-Exception** (Apartments - Exception) is appropriate to accommodate the proposed seven storey apartment building with an FSI of 1.8.

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

Proposed Zoning Regulations

Zone Regulations ⁽¹⁾	RA2 Zone Regulations	Proposed RA2-Exception Zone Regulations
Maximum Floor Space Index (FSI)	1.0	1.8
Maximum Height	26.0 m (85.3 ft.) 8 storeys	23.0 m (75.5 ft.) 7 storeys
Minimum Front Yard (abutting East Avenue) with a height less than or equal to 13.0 m	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)
Minimum Front Yard (abutting East Avenue) with a height greater than 13.0 m and less than or equal to 23.0 m	8.5 m (27.9 ft.)	5.5 m (18.0 ft.)
Minimum Exterior Side Yard (abutting Lakeshore Road East) with a height less than or equal to 13.0 m	7.5 m (24.6 ft.)	5.9 m (19.4 ft.)

Zone Regulations ⁽¹⁾	RA2 Zone Regulations	Proposed RA2-Exception Zone Regulations
Minimum Exterior Side Yard (abutting Lakeshore Road East) with a height greater than 13.0 m and less than or equal to 23.0 m	9.5 m (31.2 ft.)	8.9 m (29.2 ft.)
Minimum Interior side yard abutting a zone permitting detached and/or semi detached ⁽²⁾	7.5 m (24.6 ft.) minimum up to 25.5 m (83.7 ft.) maximum	3.0 m (9.8 ft.)
Minimum number of residential parking spaces per rental apartment dwelling unit	1.18 spaces per one-bedroom unit 1.36 spaces per two-bedroom unit 1.5 spaces per three-bedroom unit	0.76 spaces per apartment unit
Minimum setback from surface parking spaces or aisles to a street line ⁽³⁾	4.5 m (14.8 ft.)	Not applicable
Minimum setback from surface parking spaces or aisle to any other lot line	3.0 m (9.8 ft.)	0.9 m (3.0 ft.)
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m (9.8 ft.)	1.0 m (3.3 ft.)

Zone Regulations ⁽¹⁾	RA2 Zone Regulations	Proposed RA2–Exception Zone Regulations
Minimum landscaped area	40% of lot area	35% of lot area
Minimum depth of a landscape buffer abutting a lot line that is a street line ⁽⁴⁾	4.5 m (14.8 ft.)	0.0 m (0.0 ft.)
Minimum depth of a landscape buffer along any other lot line ⁽⁴⁾	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)
<p>⁽¹⁾In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law should the application be approved</p> <p>⁽²⁾Although the abutting use is a paramedic station, it is zone R3-75 which permits detached dwellings and this regulation therefore applies</p> <p>⁽³⁾The proposed parking area will not conform to this zoning regulation should a multi-modal connection (including vehicles) be extended from East Avenue to Byngmount Avenue in the future, and therefore has been removed</p> <p>⁽⁴⁾Landscape buffers are not permitted to include hard surfaces such as sidewalks. The concept site plan currently identifies areas along East Avenue and the southern lot line as containing sidewalks. The appropriate amount of space dedicated to landscaping versus sidewalk will be determined through the site plan approval process.</p>		

10. Bonus Zoning

Staff recommend that Council exempt the application from a Section 37 Community Benefits contribution as the proposed development will help achieve the City's strategic objective to

address housing affordability for low and moderate income households.

11. "H" Holding Symbol

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

- Delivery of an updated Function Servicing Report and Servicing Plan and any necessary infrastructure and easements to the satisfaction of the City Transportation and Works Department
- Delivery of a Temporary Discharge to Storm Sewer Commitment letter and associated City approval;
- Delivery of additional supporting documentation for the Environmental Site Assessment report to the satisfaction of the City and if required a Record of Site Condition for lands being transferred from the Region to Peel Housing Corporation;
- Arrangements between the Region of Peel and Peel Housing Corporation for the transfer of land at the southeast corner of the property;
- Arrangements for gratuitous land dedication associated with the daylight triangles at (1) the corner of Lakeshore Road East and East Avenue, and (2) the corner of East Avenue and the driveway entrance, to the satisfaction of the City;
- Arrangements for gratuitous land dedication of land owned by Peel Housing Corporation at the southwest corner of the property that have been identified for a future multi-

modal connection between Byngmount Drive and East Avenue, to the satisfaction of the City;

- Arrangements for access, public easements, and interconnections with the lands to the south, municipally known as 930 East Avenue, to the satisfaction of the City, and Region; and
- Delivery of an executed Development Agreement including any necessary provisions for municipal infrastructure in a form satisfactory to the City.

12. Site Plan

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

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions and refinements will be needed to address matters such as landscaping, noise mitigation, tree replacement and design of the amenity space.

13. Conclusions

In conclusion, City staff has evaluated the applications to permit a seven storey apartment building against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan. The applications have been determined to be appropriate for the following reasons:

- The proposed development is consistent with the direction in Mississauga Official Plan and the Lakeview Local Area Plan which allows for sensitive intensification and directs higher density uses along corridors (i.e. Lakeshore Road East) where residents can access existing and planned transit;
- The proposed seven storey height limit is reasonable given permitted heights in the vicinity (seven to 15 storeys on other side of East Avenue), a stepback above the fourth storey helps deemphasize height, contributes to the pedestrian scale;
- The proposed building does not create an overwhelming street presence and is not considered a “tall building” given the width of Lakeshore Road East;
- The built form is compatible with surrounding land uses as there are no unacceptable adverse impacts; and,
- The proposed development will increase the variety of housing to meet a range of households as the development provides 151 new affordable rental housing units ranging in size from one-bedroom to three-bedroom units and will cater to a range of income levels.