

PLANNING JUSTIFICATION REPORT

128 Lakeshore Road East
City of Mississauga

Date:

December 2021

Prepared for:

BlackTusk Group Inc.

Prepared by:

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PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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1.0 Introduction

MacNaughton Hermesen Britton Clarkson Planning Limited ('MHBC') has been retained by BlackTusk Group Inc. (the 'Applicant') to seek planning approvals to redevelop the property municipally addressed as 128 Lakeshore Road East in the City of Mississauga's Port Credit Community (the 'Subject Lands'). **Figure 1** illustrates the location of the Subject Lands.

This Planning Justification Report ('PJR') has been prepared on behalf of the Applicant in support of the comprehensive redevelopment of the Subject Lands through proposed Official Plan and Zoning By-law Amendment applications. The redevelopment of the Subject Lands will include demolition of the existing building (former Skinner and Middlebrook Funeral Home) and construction of a 10-storey plus mechanical penthouse mixed-use residential building with at grade retail/commercial uses located along Lakeshore Road East.

This report provides a comprehensive assessment and justification for the proposed redevelopment and requested approvals in the context of the existing physical location as well as within the current policy and regulatory framework. This report includes the following:

- A general description of the Subject Lands, surrounding land uses, and existing physical conditions;
- A description of the proposed redevelopment and design elements;
- A summary of the technical studies and plans prepared in support of the applications;
- A description of the proposed amendments to the Port Credit Local Area Plan and City of Mississauga Zoning By-law 0225-2007;
- A review of the existing policy and regulatory framework in relation to the proposed redevelopment and an assessment of the proposed development's consistency and conformity with Provincial, Regional and City policies and regulations; and,
- A summary of key conclusions related to the proposed redevelopment.

1.1. Pre-Consultation

The required Development Application Review Committee (DARC) meeting to discuss the proposal was held on August 10, 2021. City of Mississauga and Region of Peel staff were in attendance at the DARC meeting, along with representatives from BlackTusk Group, MHBC Planning, and IBI Group. A record of the DARC checklist is attached to this report as **Appendix A**. The initial design comments from the City recommended redesigning the façade to create a 3-storey street wall for the podium without the cantilever and redesign the proposed blank wall on the west elevation. The proposal has been redesigned to address these comments. The proposed street wall along Lakeshore Road East provides for a 3-storey podium with the cantilever removed. In addition, the west elevation has been revised to incorporate windows and a variety of materials to provide some contrasts and separation.

The following submission materials were identified as being required for a complete application, and have been submitted in support of this proposal, under separate cover.

Plan / Report	CONSULTANT
Survey	Aksan Pillar Corporation Ltd.
Planning Justification Report	MHBC Planning
Urban Design Brief	MHBC Planning
Site Plan	IBI Group
Building Elevations	IBI Group
Sun/Shadow Study	IBI Group
Site Servicing and Grading Plan	Husson Engineering and Management
Functional Servicing Report	Husson Engineering and Management
Traffic and Parking Study	LEA Consulting Ltd.
Wind Study	Gradient Wind Engineers & Scientists
Acoustical Feasibility Study	Gradient Wind Engineers & Scientists
Hydrogeological Report	DS Consultants
Streetscape Feasibility Study	Land Art Design Landscape Architect Inc.
Tree Inventory and Preservation Plan Report	Kuntz Forestry Consulting Inc.
Waste Management Design Report	PragmaTech Waste Solutions
Phase 1 Environmental Site Assessment	Pinchin Ltd.

Note: Site Plan has been prepared with input from Land Art Design and Husson Engineering.

Prior to the DARC meeting, informal meetings and discussions were also held with planning staff to discuss the proposal and its design.

The above noted documents, and all documents submitted in support of this proposal, are summarized in **Section 3.2** of this Report. Together, these reports provide for the comprehensive assessment and justification for the proposed redevelopment of the Subject Lands.

1.2. Public Consultation Strategy

The approval process for the proposed Official Plan and Zoning By-law Amendments required for the redevelopment of the Subject Lands must consider community engagement as an important component to ensure that members of the public and stakeholders have an understanding of the proposal and the process through which they can provide input. The proposed Public Consultation Strategy for the applications is presented below. The Applicant is committed to working with the City to ensure all interested and impacted stakeholders are engaged throughout the process.

Effective July 1, 2016, changes to the *Planning Act* O. Reg. 544/06, amended by O. Reg 178/16) require that applicants submit a proposed strategy for consultation with the public with respect to applications as part of the 'complete' application requirements.

The public consultation process for the proposed Official Plan and Zoning By-law Amendments will generally follow the *Planning Act* statutory requirements and the City's practices as outlined in the Official Plan. Throughout the duration of this process, commenting agencies, members of the public and stakeholders will be given the opportunity to provide written comment with respect to the application. Prior to the submission of the application, the applicant met with member of TOPCA and Councillor Stephen Dasko to present to initial drawings and obtain input. This input was considered prior to the submission.

Once the application has been deemed complete, City staff will circulate the application including all technical reports and supporting studies to commenting agencies and will provide a notice of complete application in accordance with the *Planning Act* and a Development Application Notice sign will be posted on the Subject Lands and updated throughout the process to identify important dates (e.g. statutory meeting). We understand all application materials will be publicly available for viewing on the City's website, and our contact information, as well as the City staff contact information, will be available.

A public information meeting under the *Planning Act* will be held. A community meeting will be scheduled early in the process with the Ward Councillor and will provide an opportunity for the development proposal to be presented to the community and for the community to provide comments and ask question. At this meeting, staff will provide the Committee with a report summarizing all comments and feedback received from the public, agencies, and stakeholders. Additionally, members of the public will be provided with an opportunity to make oral and written comments at this meeting. The application and consultants will be available to meet with community members and stakeholders informally, as needed, prior to the City's formal Public Information Meeting.

The consultation strategy described herein will ensure that members of the public are given an opportunity to review, understand, and meaningfully comment on the proposal.

2.0 Existing Site & Physical Context

The consideration of an existing site's context is important in the planning analysis for a proposed development. Context must be evaluated not only as it relates to the existing physical environment and surrounding area, but to the specific and immediate urban setting and urban structure which includes future land uses and infrastructure.

2.1 Site Description

As shown in **Figure 1**, the Subject Lands are located on the north side of Lakeshore Road East in Port Credit, and municipally addressed as 128 Lakeshore Road East in the City of Mississauga. The Subject Lands have a total area of approximately 929.7 m², with approximately 20.0 metres of frontage on Lakeshore Road East, and approximately 46.2 metres of frontage on Ann Street.

The Subject Lands are currently occupied by the Skinner & Middlebook Funeral Home. The existing structure is 2 storeys in height, with pedestrian access provided from both Lakeshore Road and Ann Street. Vehicular access and parking is currently provided from Ann Street to the rear of the site with layby parking located on Lakeshore Road at the front of the building. The site is flat with a small amount of landscape plantings along the perimeter of the. There is a stop sign located on the corner of Lakeshore Road East and Ann Street. There are no overhead hydro lines adjacent to the street light standards are located along the east side of Ann Street and the south side of Lakeshore Road East.




Figure 1

LOCATION MAP

128 Lakeshore Rd E
Mississauga, Ontario

Legend

 Subject Lands

Date: Dec 17, 2021

File: 20427-A

Drawn By: R.M.

Scale: 1:2,500



2.2 Surrounding Land Uses

As illustrated in **Figure 2**, the Subject Lands are generally surrounded by the following land uses:

- NORTH:** Immediately north of the subject lands is a 15-storey residential building. A number of high density mixed use and residential buildings are located to the north of the Subject Lands, as well as low-rise single detached houses and stacked townhouses. Further to the northwest is Port Credit GO Station.
- EAST:** Immediately east of the Subject Lands, across Ann Street is an existing 21 storey residential apartment building. Further east, a mixture of low-rise commercial and residential buildings are located along and behind Lakeshore Road.
- SOUTH:** Immediately south of the Subject Lands, a number of low-rise commercial and retail buildings line Lakeshore Road, followed by mid-rise mixed use and residential buildings further to the south towards Lake Ontario. Further south, St. Lawrence Park is located along the shore of Lake Ontario, as well as Port Credit Harbour Marina.
- WEST:** Immediately west of the site is a 5-storey residential apartment building. The predominant land use to the west of the Subject Lands is mid-rise residential buildings, as well as several low-rise retail and commercial buildings.

The following images further illustrate the Subject Lands and the surrounding context.



Image 1: Looking northwest across Lakeshore Road East towards the Subject Lands.



Image 2: Looking west across the intersection of Lakeshore Road East and Ann Street, towards the Subject Lands.



Image 3: Looking west across the intersection of Lakeshore Road East and Ann Street, along the existing uses along the south side of Lakeshore Road East.



Image 4: Looking southwest along Lakeshore Road East from the intersection with Elmwood Ave South.



Image 5: Looking north across the intersection of Lakeshore Road East and Hurontario Street, immediately east of the Subject Lands.



Image 6: Looking south across the intersection of High Street East and Ann Street, towards the Subject Lands.



Image 7: Looking southeast from the intersection of Hurontario Street and High Street East towards the Subject Lands.



Image 8: Looking north along Lakeshore Road East from the intersection of Helene Street North and Lakeshore Road East.



Image 9: Looking north across Lakeshore Road East towards the Subject Lands.



Image 10: Looking northwest across Hurontario Street towards Port Credit GO Station and Hurontario LRT construction, approximately 300m north of the Subject Lands.

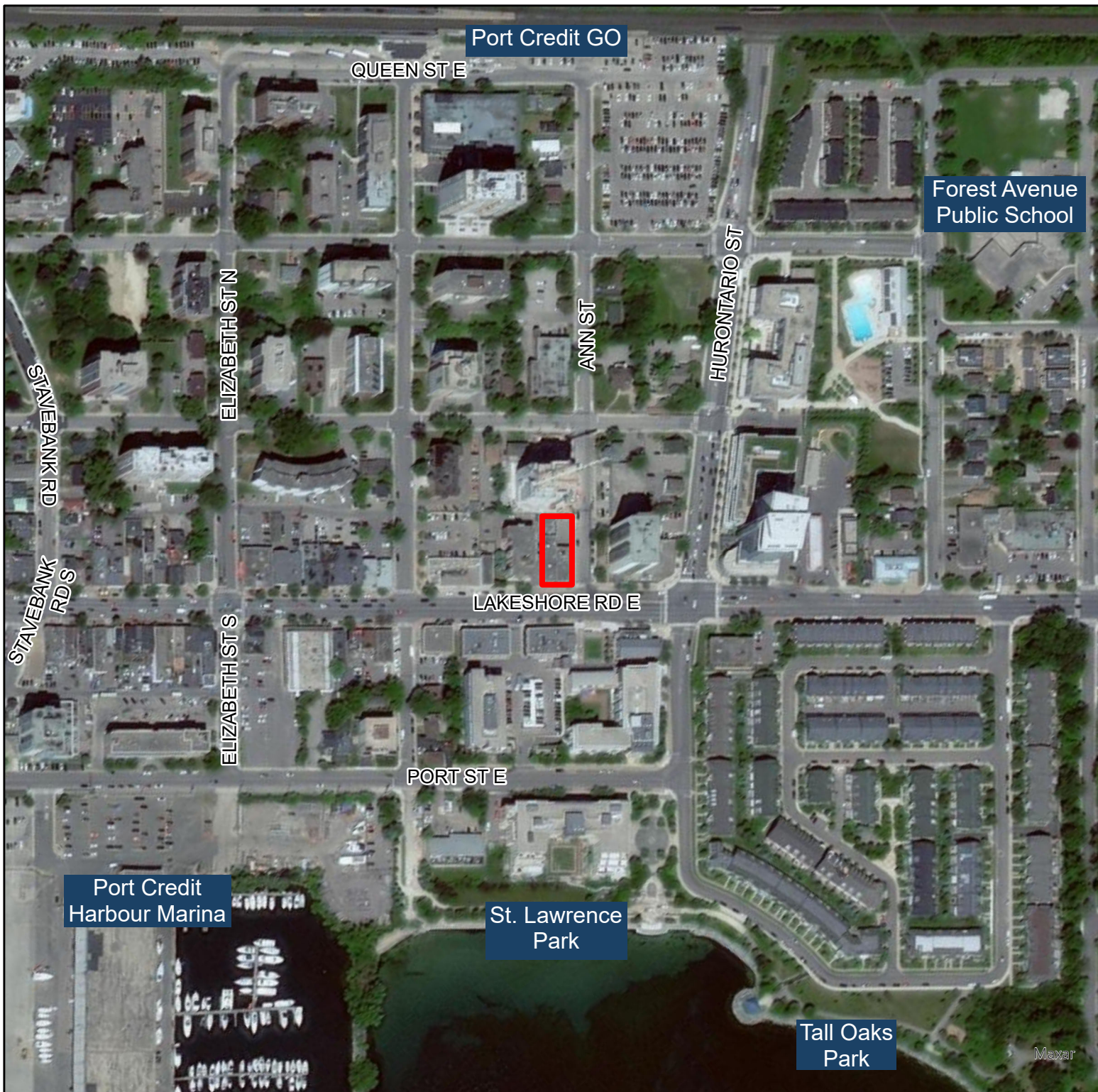


Figure 2

SITE CONTEXT

128 Lakeshore Rd E
Mississauga, Ontario

Legend

Subject Lands

Date: Dec 17, 2021

File: 20427-A

Drawn By: R.M.

Scale: 1:5,000



2.3 Neighbourhood Context

The Subject Lands are located on the north side of Lakeshore Road East, immediately west of Ann Street. The Subject Lands are near the intersection of Hurontario Street and Lakeshore Road East, both of which are important transportation and economic corridors for the City of Mississauga. The Subject Lands are located within the Port Credit Community Node in the City of Mississauga, which comprises the lands located south of the CN Rail Line to the waterfront and between Elmwood Avenue South and Mississauga Road South.

The Subject Lands are located within the Port Credit Business Improvement Association (BIA). The Port Credit BIA works together with over 500 members to achieve goals that assist the continuously changing and growing business and tourist interest of the Port Credit designated area. Though community involvement, the Port Credit BIA prepared a Strategic Plan, Path to 2022, which acts as a roadmap to help the BIA deliver a focused approach for planning the future of Port Credit. A number of components have been identified as key aspects that will contribute to the future of the of the Port Credit area; this includes Beautification Initiatives, Health and Safety, BIA Branding and Pride, Accountability, and Membership Communication. The Strategic Plan identifies short and long term goals for each of these components.

The Port Credit Community Node primarily consists of commercial, office, retail and mid- to high-rise residential uses along Lakeshore Road East. The surrounding area provides for a number of parks and open spaces, waterfront, naturalized areas, and schools. As a result, the Subject Lands are located in proximity to a number of community facilities, parks, and amenities which are listed below in **Table 1. Figure 3** illustrates locations identified in table below.

Table 1: Location of Surrounding Community Facilities, Parks and Services

DESTINATION	DISTANCE	TRAVEL TIME		
		<i>Walking</i>	<i>Cycling</i>	<i>Car</i>
1. St. Lawrence Park	218m	3	1	1
2. Lions Club of Credit Valley Outdoor Pool	236m	6	2	2
3. Harold E Kennedy Park	238m	6	2	2
4. Not Named Yet (P-436)	328m	4	1	1
5. Port Credit GO Station (Future Hurontario LRT Stop)	328m	6	2	2
6. Forest Avenue Public School	344m	6	2	2
7. Cenotaph Park	353m	7	2	2
8. Saint Andrew's Memorial Presbyterian Church	390m	7	2	2
9. Applewood Rainbow Montessori School	390m	7	2	2
10. Trinity Anglican Church	422m	7	2	2
11. Port Credit Library	449m	6	1	1
12. Tall Oaks Park	462m	6	2	2

DESTINATION	DISTANCE	TRAVEL TIME		
		<i>Walking</i>	<i>Cycling</i>	<i>Car</i>
13. JJ Plaus Park	484m	8	2	2
14. Port Credit Memorial Arena	522m	6	1	1
15. Port Credit Memorial Park	524m	8	3	2
16. Peel Gardens	608m	9	3	2
17. Marina Park	667m	9	3	1
18. Mentor College	757m	13	4	4
19. Riverside Public School	771m	10	2	2
20. St. Mary Star of the Sea Church	800m	11	3	2
21. Christ First United Church	848m	11	4	2
22. Westedge Community Church	863m	11	3	1
23. Prince Edward Montessori School	881m	11	3	2
24. J.C. Saddington Park	914m	15	5	4
25. Mineola Public School	946m	20	5	4
26. Toronto International Family Church	952m	13	3	2
27. Hiawatha Park	966m	13	3	3
28. Port Credit Secondary School	974	16	5	3
29. MiWay Bus Stop (Stop ID 0363) Lakeshore Rd E at Hurontario Street	50m	1	1	1
30. MiWay Bus Stop (Stop ID 0323) Lakeshore Rd E at St. Lawrence Drive	65m	1	1	1
31. MiWay Bus Stop (Stop ID 0339) Hurontario St at Lakeshore Rd E	120m	2	1	1

Note: Distances and times above are approximate.



Figure 3
**LOCATION OF SURROUNDING
COMMUNITY FACILITIES, PARKS
& SERVICES**

**128 Lakeshore Rd E
Mississauga, Ontario**

LEGEND

Subject Lands

#	Destination
1	St. Lawrence Park
2	Lions Club of Credit Valley Outdoor Pool
3	Harold E Kennedy Park
4	Not Yet Named (P-436)
5	Port Credit GO
6	Forest Avenue Public School
7	Cenotaph Park
8	St. Andrew's Memorial Presbyterian Church
9	Applewood Rainbow Montessori School
10	Trinity Anglican Church
11	Port Credit Library
12	Tall Oaks Park
13	JJ Plaus Park
14	Port Credit Memorial Park
15	Port Credit Memorial Arena
16	Peel Gardens
17	Marina Park
18	Mentor College
19	Riverside Public School
20	St. Mary Star of the Sea
21	Christ First United Church
22	Westedge Community Church
23	Prince Edward Montessori School
24	J.C. Saddington Park
25	Mineola Public School
26	Toronto International Family Church
27	Hiawatha Park
28	Port Credit Secondary School
29	Lakeshore Rd E @ Hurontario St
30	Lakeshore Rd E @ St Lawrence Dr
31	Hurontario St @ Lakeshore Rd E

Date: Dec 22, 2021

File: 20427A

Drawn By: RM

Scale: 1:10,000



Maxar, Microsoft

2.4 Transportation Context

The Subject Lands front onto Lakeshore Road East, which is identified as an Arterial Road in the City of Mississauga Official Plan and to the east of the Subject Lands is Ann Street is identified as a Minor Collector.

There are several existing Mississauga Transit bus stops located in close proximity to the Subject Lands, serving routes 2, 8, 14, and 23. In addition to the bus terminal located at the Port Credit GO Station, there are 3 bus stops within a 1 minute walk from the Subject Lands. These bus stops have been identified on **Figure 3**. Route 2 provides local service from Square One in the north, down Hurontario Street, to Port Credit GO Station in the south. Route 8 provides local service from Square One in the north, down Cawthra Road, to Port Credit GO Station in the south. Route 14 provides local service from Clarkson GO in the west, along Truscott Drive and Indian Road, to Port Credit GO in the east. Route 23 provides local service from Clarkson GO in the west, along Lakeshore Road, to Long Branch GO in the east.

Port Credit GO Station is located approximately 350m north of the Subject Lands, providing frequent commuter rail service along the Lakeshore West GO line, to destinations including Niagara Falls, Hamilton, and Toronto.

In addition to the existing bus and GO Train service in proximity to the Subject Lands, the site is also located in close proximity to the future Port Credit Hurontario LRT Station, which will be located at the intersection of the Lakeshore West GO line and Hurontario Street, approximately 300m from the Subject Lands. The Hurontario LRT is an 18 kilometre Light Rail Transit (LRT) line running along Hurontario Street from Port Credit in the south to Brampton in the north. Construction of the LRT line is expected to be completed in the fall of 2024. **Figure 4** illustrates public transit routes in the surrounding area.

There are a number of active transportation options in the surrounding area, both on-street and off-street. In 2018 a Cycling Master Plan update was approved by Mississauga Council. The updated Cycling Master Plan focused on a number of key aspects:

- Cycling infrastructure planning and design best practices have changed significantly and updates are required to achieve best practices.
- The cycling network must be safe, connected, convenient and comfortable for residents, and visitors of all ages and riding ability to try cycling.
- Implementation of new cycling infrastructure will be coordinated with road rehabilitation and major road construction projects, where possible.

The cycling network laid out in the Cycling Master Plan will result in 897 kilometres of infrastructure to be built over 27 years. This includes:

- Cycle tracks where a bicycle lane is physically separated from the road by a curb and is either at sidewalk level or slightly lower, reserved for bicycles only
- Bicycle lanes separated from traffic lanes by flexible posts, planters, parking stalls, curbs or other barriers, reserved for bicycles only
- Bicycle lanes where cyclists travel in a lane beside regular traffic lanes, reserved for bicycles only
- Multi-use trails along boulevards and also through parks
- Shared routes between cyclists and motorists on roads with lower speeds






Figure 5 illustrates the existing and proposed cycling network in the surrounding area.

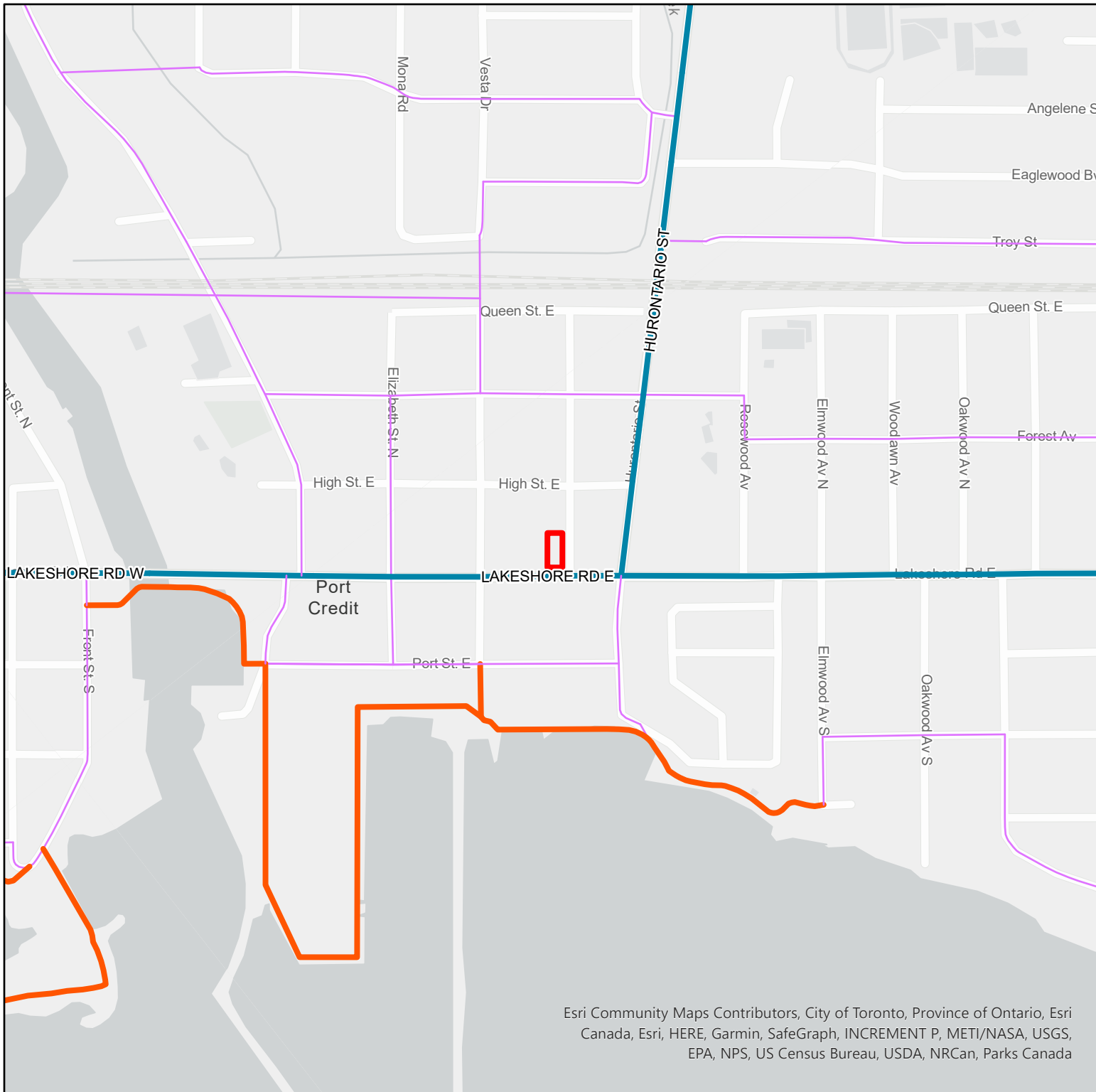


Figure 5 CYCLING MASTER PLAN

128 Lakeshore Rd E
Mississauga, Ontario

Legend

-  Subject Lands
-  Primary On-Road Network
-  Primary Off-Road
-  Secondary Route Connections
-  Secondary Routes
- 2021_City_of_Mississauga_-_Street_Centrelines



Esri Community Maps Contributors, City of Toronto, Province of Ontario, Esri
Canada, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS,
EPA, NPS, US Census Bureau, USDA, NRCAN, Parks Canada

Date: Dec 17, 2021

File: 2027 - A

Drawn By: R.M.

Scale: 1:10,000



2.5 Surrounding Development Applications

As part of the preparation of the proposed applications, a search of the City of Mississauga's development application database was undertaken to provide a broader context of the existing and proposed developments within the surrounding area. Surrounding development applications are illustrated on **Figure 6**.

Table 2: Surrounding Development Applications (Status as of December 1, 2021)

#	Address	File Number	Application Type	Residential Units	Height (storey)	Site Area (hectare)	Density (uph)
1	8 Ann Street, 71 & 81 High Street East	21CDM-M 19-2	Condominium	71	15	0.19	374
2	55 Port Street East	SP 20-25	SPA	31	9	0.20	155
3	28 Ann Street	SP 20-51	SPA	359	22	0.26	1,381
4	42-46 Park Street East	OZ/OPA 20-6	OPA / ZBA	258	22	0.16	1,613
5	21, 25, 29 Park Street East	21CDM-M 21-6	Condominium	201	15	0.31	649
6	170 Lakeshore Road East	OZ/OPA 21-16	OPA / ZBA	147	15	0.28	525
7	420 Lakeshore Road East	OZ 20/009	Rezoning	195	12	0.38	513
8	280 Lakeshore Road West	OZ 13/016	Rezoning	173	8	1.11	156
9	Brightwater (70 Mississauga Road South	OZ/OPA 17 12	OPA/ZBA	2,995	22	29.19	103

These applications illustrate the range of building heights and developments in the area.

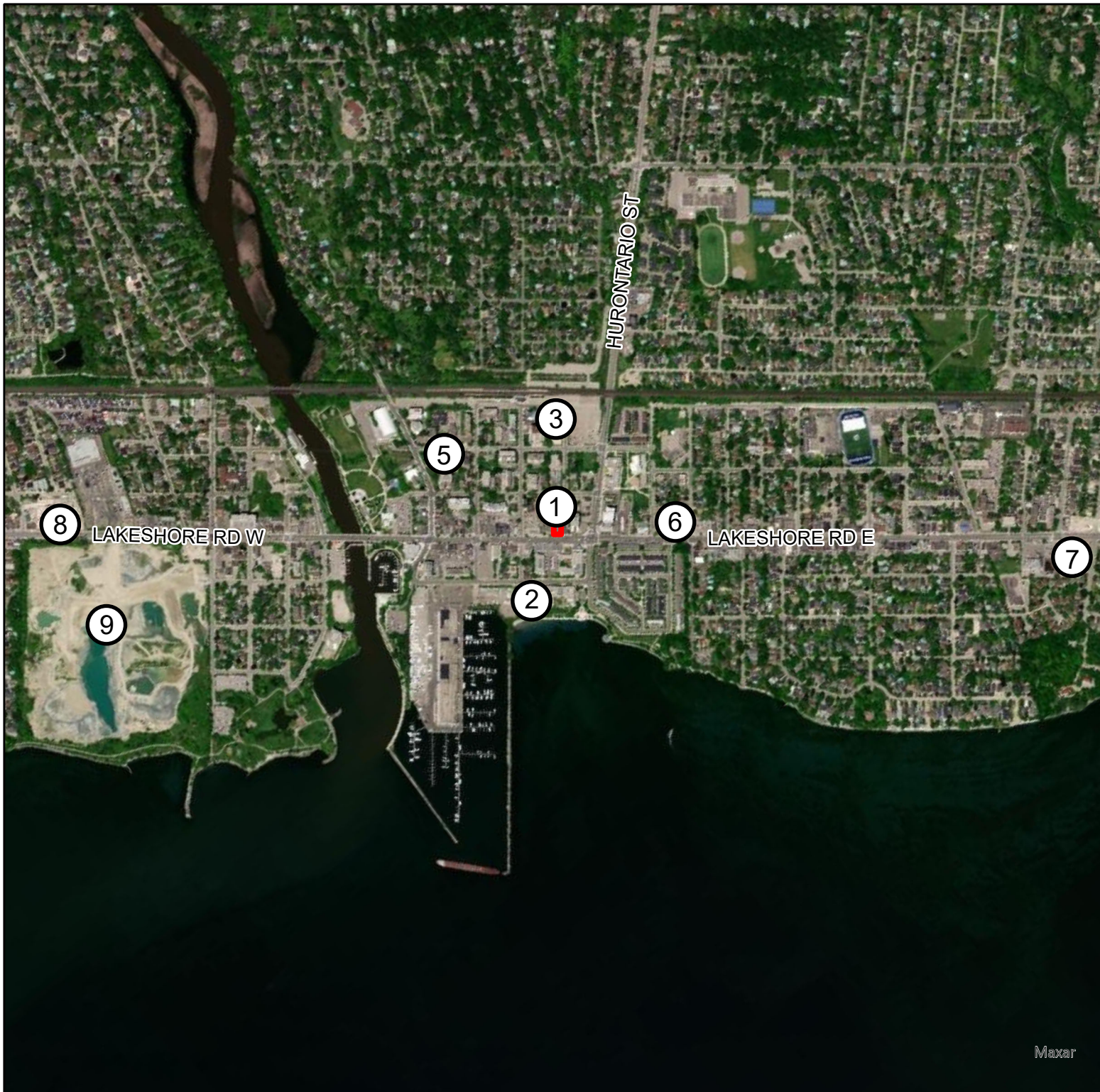



Figure 6 SURROUNDING DEVELOPMENT APPLICATIONS

128 Lakeshore Rd E
Mississauga, Ontario

Legend

 Subject Lands

#	Address
1	8 Ann St; 71, 81 High St E
2	55 Port St E
3	28 Ann St
4	42-46 Park St E
5	21, 25, 29 Park St E
6	170 Lakeshore Rd E
7	420 Lakeshore Rd E
8	280 Lakeshore Rd W
9	70 Mississauga Rd S

Date: Dec 22, 2021

File: 20427-A

Drawn By: R.M.

Scale: 1:20,000



3.0 Proposal Description

3.1 Development Proposal

The current redevelopment proposal is the result of careful planning and design undertaken by the Project Team, including consideration of the Provincial policy framework for managing and directing growth, the Regional and local policy context, as well as the evolving physical landscape of the Port Credit MTSA area and the area surrounding the Subject Lands.

As noted previously, the Subject Lands are located within the Port Credit Community Node of Mississauga. The Subject Lands have a total area of 0.093 hectares and are currently occupied by Skinner & Middlebrook Funeral Home. The existing building on the Subject Lands is to be demolished in order to facilitate the development of one 10-storey mixed-use residential apartment building with at-grade retail/commercial uses along Lakeshore Road East.

As illustrated in **Figure 7**, the proposed redevelopment concept provides for a 10-storey, mid-rise built form along Lakeshore Road East, with a transition in height and density towards the west. Stepbacks have been provided at the 4th floor, 7th floor, 9th floor and mechanical penthouse on the 11th floor. The intent of the design is to transition the height and scale of development from the existing low- and mid-rise residential and commercial buildings to the south and west, to the existing high-rise residential buildings to the north and east. Immediately north of the Subject Lands is an existing 15-storey residential building, and immediately east is an existing 20-storey residential building. The proposed 10-storey building height will soften the transition between the existing high-rise residential buildings to the low- and mid-rise buildings to the south and west, while providing for active uses at grade to activate the streetscape.

The proposal has been designed to be human-scaled and pedestrian-oriented through the proposed building placement along the street frontages, and proposed the integration with an internal driveway providing access from Ann Street to the internal part of the site. Retail/commercial space is also proposed at-grade along Lakeshore Road East to enhance the streetscape, pedestrian environment, and activate the street.

A total of 42 residential dwelling units are proposed, providing a mix of 2 and 3 bedroom units. The proposed units are large, family sized units, ranging in size from 830 ft² to 2,400 ft². Residential units are proposed on the 2nd to 10th floors and indoor amenity space is proposed on the 11th floor. Vehicular access is proposed from Ann Street, with underground parking provided, to be accessed via car elevators due to space constraints. The proposed building provides for a total gross floor area of 5,334.5 m².

Table 3: Summary of Proposed Redevelopment Statistics

CHARACTERISTIC	DESCRIPTION
Total Site Area	0.093 ha
Proposed Total Gross Floor Area	5,334.5 sq. m.
Proposed Residential Units	42
Residential – 2-Bedroom	21

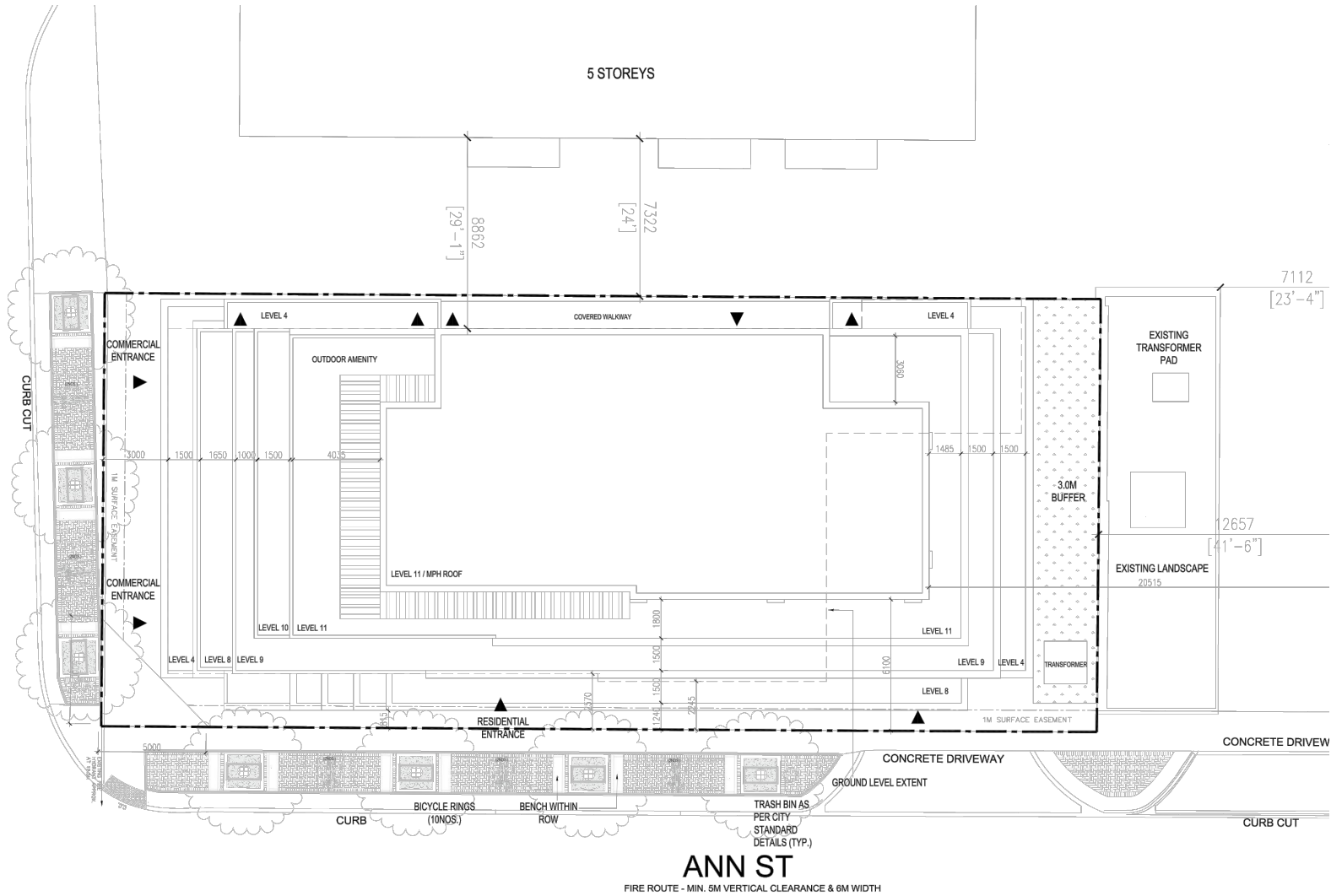
CHARACTERISTIC	DESCRIPTION
Residential – 3-Bedroom	21
Proposed Density	451.61 units / hectare
Parking Spaces	37 spaces. Parking reduction meets recommendations identified on page 18 of the Traffic and Parking Impact Study provided in support of this application.
Bicycle Spaces	62 spaces (52 Long-term & 10 Short-term)

Figure 7

PROPOSED SITE PLAN

128 Lakeshore Rd E,
Mississauga, Ontario

LAKESHORE RD EAST



DATE: December 14, 2021

SCALE: NTS



N:\204271A - 128 Lakeshore Road East, Mississauga\1 - MHBC Documents\FIGURE Drawings\14 - Proposed Site Plan.dwg

3.2 Summary of Technical Reports

In order to ensure the proposed development fully addresses all policy and technical requirements, a number of required supporting studies have been completed. Each of these studies are summarized in this section of the Report. Many of these studies also identify how the proposed development and applications advance Provincial, Regional, and local policies.

3.1.1 *Traffic and Parking Impact Study*

Lea Consulting Ltd. (LEA) prepared a Transportation Impact Assessment for the proposed development which includes an analysis of existing and future traffic conditions, a parking use study, and transportation demand management analysis.

With respect to existing conditions, the report found that the subject site is well-served by a multi-modal transportation network, including local MiWay transit routes and GO transit services. The subject site is also located in a walkable area with an abundance of amenities and services along Lakeshore Road East.

The results of the study found that the proposed development is expected to generate a total of 20 two-way trips during the weekday AM peak hour (6 inbound, 14 outbound), and 18 two-way trips during the weekday PM peak hour (12 inbound, 6 outbound). During the 2031 horizon, the proposed development is expected to generate a total of 9 two-way trips during the weekday AM peak hour (1 inbound, 8 outbound), and 12 two-way trips during the weekday PM peak hour (8 inbound, 4 outbound). Given the minimal auto trips generated, it is expected that there will not be any adverse traffic impacts on the surrounding road network.

The proposed vehicular parking supply of 37 spaces is deficient from the current City of Mississauga Zoning By-law requirement. However, a reduced parking supply is appropriate as the proposed development is located within a multi-modal transportation network including local and regional transit services within a short walking distance and proximity to the Port Credit GO Station and future Hurontario LRT. Based on the policy review, a review of past proxy survey data for residential developments, and the noted TDM measures within the study area, there is opportunity to reduce vehicle usage and encourage people to engage in more sustainable transportation modes. The reduction of parking supply is also consistent with the City of Mississauga Parking Master Plan and consistent with approved rates from surrounding developments.

Transportation Demand Management (TDM) opportunities and measures have been recommended to reduce vehicle usage and encourage people to engage in more sustainable transportation modes. They consist of pedestrian-based initiatives, public transit, cycling-based and parking-based initiatives, and programming.

3.1.2 *Pedestrian Level Wind Study*

GradientWind Engineering Inc. prepared an assessment on wind conditions around the proposed development. The study involved wind tunnel measurements of pedestrian wind speeds using a physical scale model, combined with meteorological data integration, to assess pedestrian comfort at key areas within and surrounding the study site. Grade-level pedestrian areas investigated included sidewalks,

building access points, parking areas, laneways, green space, plazas, patios, and nearby transit stops. Wind comfort was also evaluated over the rooftop outdoor amenity terrace. The study found, based on wind tunnel test results, meteorological data analysis, and experience with similar developments in Mississauga, conditions over most pedestrian-sensitive areas within and surrounding the development site will be acceptable for the intended pedestrian uses on an annual and seasonal basis. The rooftop outdoor amenity terrace will be comfortable for sitting or more sedentary activities during the summer, without the need for mitigation.

3.1.3 Roadway Traffic Noise Feasibility Assessment

GradientWind Engineering Inc. prepared a roadway traffic noise feasibility assessment in support of the rezoning application to facilitate the proposed development. The results indicate that noise levels will range between 55 and 68 dBA during the daytime period (07:00-23:00 and between 52 and 61 dBA during the nighttime period (23:00-7:00). The highest noise level (68 dBA) occurs at the southeast façade, which is nearest and most exposed to Lakeshore Road East.

The report has recommended upgraded building components along the southeast and northeast facades will be required as the noise levels predicted, due to roadway traffic, exceed the criteria listed in NPC-300 for building components. In addition, as noise levels exceed 65 dBA during the daytime period, the development will require central air conditioning. This will allow occupants to keep windows closed and maintain a comfortable living/working environment. A Type D Warning Clause will also be required in all Lease, Purchase and Sale Agreements. Furthermore, noise levels at the Level 11 amenity terrace are expected to reach 55 dBA. As noise levels do not exceed 55 dBA, noise mitigation at the OLA is not required.

3.1.4 Preliminary Hydrogeological Investigation

DS Consultants Limited prepared a preliminary hydrological investigation in support of the proposed development. The investigation included an overview of the existing geological and hydrogeological conditions at the Site and the surrounding area, an assessment of the hydrogeological constraints, impacts of the proposed development on the local groundwater, and an estimation of construction dewatering and permanent drainage requirements during the proposed development phase.

3.1.5 Functional Servicing Report and Stormwater Management Report

Husson prepared a functional servicing and storm water management report in support of the proposed development. The results of the study illustrated that the proposed development is feasible from a municipal servicing perspective. The results of the study concluded that:

- The water balance targets for the proposed development will be achieved through the proposed landscape areas and proposed water re-use from the proposed cistern.
- The quality control requirements for the site can be addressed through a combination of the roof and other on-site landscape measures, which meets the City standard for 80 percent overall TSS removal.

- Peak flows for storms up to the 100 year event will be controlled on site to meet the 10 year event with a Runoff Coefficient of 0.5. The proposed development will not have an adverse impact on the existing storm sewer system downstream of the site.
- Sanitary drainage will be conveyed to the existing 250mm diameter sanitary sewer on Ann Street, as per the Region's requirements.
- Internal water distribution mains will be connected to the existing watermain located on Ann Street. A hydrant flow test has been completed and the existing system provides sufficient flows to meet the requirements of the proposed development.

Recommendations provided with this report have been incorporated into the architectural plans prepared by IBI Group.

3.1.6 Waste Management Design Report

PragmaTech Waste Solutions prepared a Waste Management Design Report and provided recommendations on the creation of an optimal waste management program pertaining to waste generation, equipment, space, optimal bin maneuvering, and regulations. The report includes findings and an analysis with respect to service frequencies, room sizing and equipment considerations for all agreed upon waste storage and retrieval areas, with careful consideration for the perspectives of primary stakeholders, including tenants, operation staff and service providers. Recommendations provided with this report have been incorporated into the architectural plans prepared by IBI Group.

3.1.7 Geotechnical Investigation

A geotechnical investigation was prepared by DS Consultants Limited. The purpose of this Geotechnical Investigation was to determine the subsurface conditions at three (3) borehole locations and from the findings at the boreholes to make geotechnical recommendations for foundations, floor slabs and permanent drainage, excavations and groundwater control, earth pressures, temporary shoring and earthquake considerations.

3.1.8 Phase I ESA

A Phase 1 Environmental Site Assessment was prepared by Pinchin Limited. Based on the results of the Phase I, nothing was identified that is likely to result in potential subsurface impacts at the site. As such, no subsurface investigation work (Phase II ESA) is recommended at this time.

3.1.9 Sun/Shadow Study

IBI Group Architects prepared a Shadow Study Analysis of the development proposal comprising one mixed-use building located at 128 Lakeshore Road East in the City of Mississauga. The report addresses the specific criteria contained in the City of Mississauga Planning and Building Department's Standards for Shadow Studies (June 2014) and demonstrates that the proposed development will not cause undue impacts with respect to shade. The Shadow Study Analysis demonstrates that the proposed development meets the City's standards for sun and daylight access on neighbouring properties and in the public realm and that the

proposal achieves each of the five criteria contained in the City of Mississauga's Standards for Shadow Studies (Residential Private Outdoor Amenity Space, Community Outdoor Amenity Area, Public Realm, Turf and Flower gardens in Public Parks, and Building Faces to allow for the Possibility of using Solar Energy).

3.3 Proposed Official Plan Amendment

The Subject Lands are identified as a Community Node and Intensification Corridor in the City of Mississauga Official Plan and are designated Mixed Use in accordance with Schedule 10 of the Official Plan (see **Figure 18**).

The Mixed Use designation allows for residential uses, in conjunction with other permitted non-residential uses at grade. The Port Credit Local Area Plan also applies to the Subject Lands and provides additional policies with respect to the maximum height permitted in this area. The Subject Lands are located in the Mainstreet Node Precinct, which forms part of Port Credit's traditional mainstreet and generally extends a half a block north and south of Lakeshore Road (East and West). This area is intended to provide commercial uses at grade to meet the day-to-day needs of the residents as well as those visiting.

In accordance with the policies of the Local Area Plan, the Subject Lands are located within an area which has a maximum height set at 2 to 3 storeys as identified on Schedule 2B of the Plan. Additional policies require a minimum 35.0 metre to 40.0 metre separation distance between any portions of a building that is over six storeys to another building that is over six storeys. As a result, an Official Plan Amendment is required for the development, to provide for the proposed height of 10 storeys and to address the proposed separation distance between the new building and existing building to the north of 12.6 m. A Draft Zoning By-law Amendment is provided with **Appendix C**.

3.4 Proposed Zoning By-Law Amendment

The Subject Lands are currently governed by City of Mississauga Zoning By-law 0225-2007, in which the Mainstreet Commercial (C4) Zone is currently applicable (see **Figure 21**).

The C4 zone restricts the height of residential uses permitted on the Subject Lands to 3-storeys. The proposed Zoning By-law Amendment ('ZBA') seeks to amend the mapping and text of the City of Mississauga Zoning By-law 0225-2007 to facilitate the development of the Subject Lands as described herein. In order to allow for the proposed redevelopment, a site specific provision to the existing Mainstreet Commercial Zone (C4-xxx) is being sought for the Subject Lands.

The draft Zoning By-law Amendment has been prepared to facilitate this development proposal, and is included in **Appendix C** of this report. The site-specific Mainstreet Commercial Zone (C4-xxx) is proposed to:

- Increase the permissible height;
- Reduce rear yard setbacks;
- Reduce required landscape buffer;
- Reduce required parking.

4.0 Planning Policy and Regulatory Framework

The following section of the Planning Justification Report provides a review and assessment of the land use policy and regulatory framework applicable to the Subject Lands and the proposed development. Each subsection describes the applicable policies and regulations and identifies how the proposed Official Plan and Zoning By-law Amendments are consistent with and implement Provincial, Regional, and local policy.

4.1 Planning Act, R.S.O. 1990, C. P. 13

Section 2 of the Planning Act sets out matters of provincial interest as it pertains to land use and requires that municipal councils have regard to these in all decision making.

“(2) The Minister, the council of a municipality... in carrying out its responsibilities under this Act, shall have regard to... matters of provincial interest such as:

- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (h) the orderly development of safe and healthy communities;*
- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (j) the adequate provision of a full range of housing, including affordable housing;*
- (p) the appropriate location of growth and development;*
- (r) the promotion of built form that,*
 - (i) is well-designed,*
 - (ii) encourages a sense of place, and*
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.”*

The proposed development has regard for and implements several matters of provincial interest as directed by the *Planning Act*. The proposed development will make efficient use of existing transportation, sewage, and water systems through appropriate intensification of the Subject Lands, and will develop in an orderly manner to support a safe and healthy, barrier free development. The Subject Lands are located in close proximity to existing and future transit, including the Port Credit GO Station and the Hurontario LRT, active transportation infrastructure, and community amenities. The Subject Lands are located within a Major Transit Station Area (‘MTSA’), which is an appropriate location for growth and development. The proposed development represents intensification of a currently underutilized site, which is well-designed to integrate into the surrounding community and provide for a high quality, safe, accessible, and vibrant streetscape.

4.2 Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) ('PPS') is issued under Section 3 of the *Planning Act* and came into effect on May 1, 2020. The PPS establishes the policy foundation for regulating the development and use of land in Ontario and provides policy direction on matters of provincial interest related to land use planning and development. It provides a vision for land use planning in Ontario that encourages the efficient use of land, resources, and public investment in infrastructure.

The PPS strongly encourages development that will provide long term prosperity, environmental health and social well-being. These directives depend on the efficient use of land and development patterns that support strong, livable and healthy communities that protect the environment and public health and facilitate economic growth. Land use planning decisions, including those made on applications for Official Plan Amendments and Zoning By-law Amendments must be consistent with the PPS. In assessing the development proposal and the proposed amendments for the Subject Lands, this PJR further identifies how the proposal advances and implements the policies of the PPS beyond the current City of Mississauga Official Plan policies.

An analysis of the Provincial policies contained in the 2020 PPS, and how the proposed Official Plan Amendment and Zoning By-law Amendment are consistent with these policies is provided below.

Section 1.0 Building Strong Healthy Communities

Within Section 1.0 Building Strong and Healthy Communities, **Policy 1.1, Subsection 1.1.1**, describes how healthy, livable and safe communities are sustained. The following is a review of the relevant policies and how the proposed amendments address them.

Policy

a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial),*

Evaluation

The proposed redevelopment will make efficient use of the Subject Lands, which currently is underutilized, and will further increase the number of housing units available in the Port Credit Neighbourhood, improving the overall housing supply within the City of Mississauga. The proposed redevelopment will locate a mix of uses, including residential and commercial/retail, on a site designated for intensification in the Mississauga Official Plan.

The proposed redevelopment consists of a mix of unit sizes in order to improve the range of residential housing types and sizes available within the City of Mississauga. The location of the proposed redevelopment along Lakeshore Road East will also support the continued economic

<p><i>institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</i></p>	<p>investment along the Lakeshore Corridor by providing additional population density supportive of rapid transit. The proposed development will also provide for additional commercial/retail uses to serve the area.</p>
<p>c) <i>avoiding development and land use patterns which may cause environmental or public health and safety concerns;</i></p>	<p>The Subject Lands are located in an area of Mississauga designated for growth and development, and not located in proximity to an area where there are environmental, public health, or safety concerns. The proposed redevelopment will introduce new residential units in an area well-served by surrounding employment, institutional, recreation, and parks and open space uses.</p>
<p>e) <i>promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</i></p>	<p>The proposed redevelopment will provide for transit supportive residential density on existing municipal services in order to minimize lands consumption and servicing costs and achieve cost-effective development that provides for a compact urban built form in a location adjacent to an identified future higher order transit corridor.</p>
<p>f) <i>Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;</i></p>	<p>The proposed buildings will be constructed in accordance with the Ontario Building Code, AODA and all required accessibility standards. The proposed redevelopment further provides for housing in close proximity to existing and future transit service, and in proximity to a number of community amenities as identified in Table 1.</p>
<p>g) <i>Ensuring that necessary infrastructure and public service facilities are or will be available to meet current or projected needs; and</i></p>	<p>The proposed redevelopment will take advantage of existing infrastructure available to the Subject Lands, reducing servicing costs. A Site Servicing Plan and Functional Servicing Report have been prepared in support of the proposed redevelopment, and further describe the adequacy of existing infrastructure to service the proposed redevelopment.</p>
<p>h) <i>Preparing for the regional and local impacts of a changing climate.</i></p>	<p>The proposed redevelopment will facilitate the compact redevelopment of the Subject Lands, improving residential density in the area in order to support alternative forms of transportation to reduce the environmental impact of the development. Additional measures proposed to address climate change are addressed in the</p>

reports accompanying this submission, such as the Functional Servicing Report.

Additional policies in **Section 1.1** include:

1.1.3.1 Settlement areas shall be the focus of growth and development

The Subject Lands are located within a Settlement Area and therefore the proposed redevelopment will provide for intensification of a currently underutilized site within a Settlement Area as supported by this policy objective.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

The proposed redevelopment will reflect a density that will provide for the efficient use of land and resources and facilitates residential intensification that makes efficient use of existing water, wastewater, and stormwater infrastructure. The proposed density and site layout is supportive of existing and planned transit along the Lakeshore and Hurontario corridor. The accompanying Functional Servicing Report demonstrates how the proposed redevelopment can be adequately serviced by existing infrastructure. The proposed compact built form also serves to minimize impacts to climate change and promote energy efficiency by providing additional density in proximity to a number of community services and existing transit, reducing automobile reliance.

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive.*

"1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety."

The proposal represents intensification in a compact built form. The proposed 10 storey residential building, with at-grade commercial/retail, represents an efficient redevelopment of the Subject Lands that will not result in public health and safety issues. The proposed compact built form, site layout, and reduced parking provisions are intended to facilitate transit and active transportation use, which will improve public health, reduce emissions, and lead to a healthier lifestyle for future residents.

"1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and

The proposed redevelopment is located within the existing built-up area of the City of Mississauga, and provides for a compact form and mix of densities

should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.”

consistent with the direction of the Provincial Policy Statement, as well as the Intensification Corridor policies of the Urban Mississauga Official Plan.

Section 1.4 – Housing

“1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans.*
- b) Permitting and facilitating:*
 - i. All housing options required to meet the social, health and well-being required of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - ii. All types of residential intensification, including additional residential units and redevelopment in accordance with policy 1.1.3.3;*
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and,*
- f) establishing development standards for residential intensification, redevelopment*

The proposed development represents a form of residential intensification in an area where appropriate levels of infrastructure and public services exist. It will efficiently utilize land and infrastructure by providing 42 residential units in a compact urban built form on a site which currently consists of a funeral home. The proposed development provides a mix of unit types (2 and 3 bedrooms), in order to ensure housing needs are met for a wide variety of occupants including families. The development will also assist with achieving a transit-supportive density within the area and support the use of active transportation due to the proximity to trails, parks, walking paths, and convenient access to local and regional public transit. The development has been designed to integrate with the surrounding community and will contribute to a mix of housing types in the neighbourhood to meet current and future needs of residents and achieve a complete community.

and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Section 1.5 – Public Spaces, Recreation, Parks, Trails, and Open Space

1.5.1 Healthy, active communities should be promoted by:

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) *planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
- c) *providing opportunities for public access to shorelines; and,*
- d) *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

The proposed redevelopment, as identified in Table 1, is located in close proximity to a number of parks and community facilities to provide access to recreation, open space, trails and parks as promoted by the PPS.

Section 1.6 – Infrastructure and Public Service Facilities

1.6.3 *Before consideration is given to developing new infrastructure and public service facilities:*

- a) *the use of existing infrastructure and public service facilities should be optimized; and,*
- b) *opportunities for adaptive re-use should be considered, wherever feasible.*

The proposed redevelopment will take full advantage of the existing infrastructure and public service facilities, as well as support the use and optimization of existing infrastructure by redeveloping the site and introducing residential intensification within a compact built form. The Functional Servicing Report prepared by Husson Engineering in support of this application has identified that the existing infrastructure in the area is suitable to support the proposed redevelopment.

1.6.6.1 *Planning for sewage and water services shall:*

- a) *accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
 - 1. *municipal sewage services and municipal water services; and,*

Given that the Subject Lands are presently serviced and underutilized, the proposed redevelopment of the Subject Lands provides an opportunity to make more efficient use of the available municipal infrastructure and services. The accompanying Functional Servicing Report demonstrates that the proposed redevelopment can be adequately serviced by the existing municipal sewage and

<ul style="list-style-type: none"> 2. <i>private communal sewage services and private communal water services, where municipal water services are not available or feasible;</i> b) <i>ensure that these systems can be provided in a manner that:</i> <ul style="list-style-type: none"> 1. <i>can be sustained by the water resources upon which services rely;</i> 2. <i>prepares for the impacts of a changing climate;</i> 3. <i>is feasible and financially viable over their lifecycle; and,</i> 4. <i>protects human health and safety, and the natural environment;</i> c) <i>promote water conservation and water use efficiency;</i> d) <i>integrate servicing and land use considerations at all stages of the planning process."</i> 	<p>municipal water systems, while providing for protection of human health and safety, and the natural environment.</p>
<p>1.6.6.2 <i>Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.</i></p>	<p>The proposed redevelopment intends to connect to the existing municipal water and sewer services along Ann Street, and will not require the establishment of new, unplanned municipal services. The proposed redevelopment is to provide a compact built form to intensify the Subject Lands and optimize the use of existing municipal services.</p>
<p>1.6.7.2 <i>Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</i></p>	<p>The proposed redevelopment has been designed to take advantage of the location of the Subject Lands along an Intensification Corridor, in close proximity to the Port Credit MTSA, as well as, Higher Order Transit as designated in the City of Mississauga Official Plan. The proposed development is closely integrated with a range of existing and planned transportation infrastructure including the Port Credit GO station, MiWay bus routes and the planned Hurontario LRT line. The proximity of this infrastructure promotes and prioritizes transit usage and will support the reduction in length and number of vehicle trips.</p>
<p>1.6.7.4 <i>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation."</i></p>	<p>The provision of on-site bicycle parking facilities</p>

also promotes active transportation. The proposed development also capitalizes on nearby recreational trails and bike lanes along the Lake Ontario shoreline and Hurontario Street in order to further prioritize active transportation. A Traffic Impact Study has been prepared in support of the proposed development which further describes how this proposal responds to and satisfies transportation requirements, including reduced parking and other Transportation Demand Management (TDM) tools.

Section 4.0 – Implementation and Interpretation

4.6 *The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."*

As further described in Section 4.5 of this report, the City of Mississauga Official Plan outlines the land use designations and policies applicable to the Subject Lands. The proposed redevelopment has been designed and planned in accordance with the 'Intensification Corridor' and 'Community Node' designations. The proposed amendments to the Official Plan will support further growth in and area designed for intensification and support planned higher order transit development.

Summary/Conformity Statement

The analysis of the applicable policies of the PPS demonstrates that the proposed redevelopment conforms to the PPS by allowing for development, at an appropriate density, in an area served by existing infrastructure and that supports the goals of the PPS. As such, the redevelopment proposal and corresponding Official Plan and Zoning By-law Amendment are consistent with the policies of the PPS.

4.3 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the 'Growth Plan') was prepared and approved under the *Places to Grow Act, 2005* and updated on August 28, 2020. The Growth Plan establishes a long-term framework for growth and development in the Greater Golden Horseshoe ('GGH') region which encourages the efficient use of land through the development of complete communities that are compact, transit supportive, and provide a range of housing and employment opportunities. The Growth Plan utilizes a land use planning horizon to 2051.

The Growth Plan builds upon the policy foundations of the PPS, and previous plans as well as responds to key challenges in the GGH region by providing enhanced policy directions designed to achieve complete communities that are compact, transit-supportive and make efficient use of investments in infrastructure and public service facilities while ensuring the protection of agricultural and natural areas and supporting

climate change mitigation and adaptation. Guiding principles of the Growth Plan are established to support the achievement of complete communities; prioritize intensification and higher densities to make efficient use of land and infrastructure; provide flexibility to capitalize on economic and employment opportunities; support a mix of housing options; improve the integration of land use planning with planning and investment in infrastructure; protect and enhance the natural environment; conserve and promote cultural heritage; and, integrate climate change considerations into planning and growth management.

The Growth Plan provides policies for where and how to grow, stating that population and employment growth is to be directed to urban areas and rural settlement areas. Within these areas, the Growth Plan distinguishes between two different areas of growth: the Built-Up Area, where growth is to be directed and accommodated through intensification; and, Designated Greenfield Areas, which are generally undeveloped, vacant land, where growth and development should achieve a compact urban form.

The Subject Lands are located within the built-up area of the City of Mississauga in accordance with the Growth Plan, and the proposed redevelopment provides for residential intensification as required by the Growth Plan.

Section 2.2 Policies for Where and How to Grow

Section 2.2 sets out the policy framework for how forecasted growth can be managed to the horizon of the Growth Plan. As such, the vast majority of growth is to be directed to settlement areas that have a delineated built boundary, have existing or planned municipal water and wastewater systems, and can support the achievement of complete communities. As such, growth within settlement areas is further forecasted to occur in delineated built-up areas, strategic growth areas, locations with existing or planned transit, and areas with existing or planned public service facilities. The following policies apply to redevelopment of the Subject Lands.

2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

a) the vast majority of growth will be directed to settlement areas that:

- i. have a delineated built boundary;*
- ii. have existing or planned municipal water and wastewater systems; and*
- iii. can support the achievement of complete communities;*

b) growth will be limited in settlement areas that:

- i. are rural settlements;*
- ii. are not serviced by existing or planned municipal water and wastewater systems; or*
- iii. are in the Greenbelt area;*

c) within settlement areas, growth will be focused in:

- i. delineated built-up areas;*

In accordance with Section 2 of the Growth Plan, new growth and intensification is to be directed to the existing built-up area of the City of Mississauga, and along an identified Intensification Corridor designated for intensification in the Mississauga Official Plan. Redevelopment of the Subject Lands is supported by the Growth Plan as the site is located in the existing built up area and is serviced by existing municipal water and wastewater systems and is well connected to existing and planned transit, including higher order transit, and support the achievement of complete communities by providing a mix of residential dwelling units. The proposed residential development is accessible to surrounding community facilities and transit is within walking distance, as identified in Table 1. The proposed applications do not establish new settlement areas, and are not located in proximity to hazardous lands.

- ii. *strategic growth areas;*
- iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
- iv. *areas with existing or planned public service facilities*
- d) *development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
- e) *development will generally be directed away from hazardous lands;*
- f) *the establishment of new settlement areas is prohibited.*

2.2.1.3 *Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:*

- b) *provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.*

The Subject Lands are located within 350 metres of Port Credit GO Station and within 300 metres of the future Hurontario LRT Port Credit Station. As described in section 2.4 of this Report, the proposed development is located within close proximity to a wide variety of transportation options, including significant public transit investments made by the City of Mississauga, Region of Peel, and other levels of government to support intensification which optimizes existing and planned investments in transit and other infrastructure.

2.2.1.4 *Applying the policies of this Plan will support the achievement of complete communities that:*

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe,*

The Subject Lands are located in an area identified for intensification by the Province, Region of Peel and City of Mississauga, where convenient access to amenities, which provide for a complete community, are available to residents. The Subject Lands are in close proximity to a range of land uses, services and public service facilities including stores, community centres, and recreational amenities. The proximity to Port Credit GO station, MiWay Bus Stops and the planned Hurontario LRT provide convenient access to a range of transportation choices with a focus on higher order transit. The proposed development will contribute to the provision of high quality built form it will make efficient use of space through the optimization of an underutilized parcel of land that includes a high-rise building that has been designed to integrate with the existing context in terms of design and scale and shall be designed to address climate change impacts.

- comfortable and convenient use of active transportation;*
- ii. public service facilities, co-located and integrated in community hubs;*
- iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and,*
- iv. healthy, local, and affordable food options, including through urban agriculture;*
- e) ensure the development of high-quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*
- f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and*
- g) integrate green infrastructure and low impact development."*

2.2.4.3 Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:

- a. 200 residents and jobs combined per hectare for those that are served by subways;*
- b. 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or*
- c. 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.*

The proposed redevelopment conforms to this policy by proposing 451 units per hectare which supports the City of Mississauga in achieving the minimum intensification and density targets for an MTSA within the Growth Plan.

2.2.4.9 Within 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;*

The proposed redevelopment conforms to this policy by providing for a diverse mix of residential and commercial/retail uses. A reduced parking rate is proposed with the redevelopment to promote the use of active transportation and the use of public transit and also reduce parking oversupply.

- 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.*

2.2.4.10 *Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.*

The Subject Lands are located in close proximity to the Port Credit GO Station, MiWay Bus Stops and the future LRT route along Hurontario Street. The proposed density of 451 units per hectare will contribute to achieving minimum intensification and density targets for an MTSA.

Section 2.2.6 Housing

Section 2.2.6 contains policies related to housing and the achievement of complete communities. To support the achievement of complete communities, municipalities are encouraged to consider the use of available tools to require minimum intensification and density targets to be achieved that require multi-unit residential developments incorporate a mixing of unit sizes to accommodate a diverse range of households. The policies also encourage that sufficient servicing capacity be made available to accommodate the supply of residential units. The applicable policy directions are identified below.

2.2.6.2 *Notwithstanding Policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*

- a) *planning to accommodate forecasted growth to the horizon of this Plan;*
- b) *planning to achieve the minimum intensification and density targets in this Plan;*
- c) *considering the range and mix of housing options and densities of the existing housing stock; and*
- d) *planning to diversify their overall housing stock across the municipality.*

The proposed redevelopment conforms to this policy by diversifying the range and mix of housing options within the Port Credit area through providing a range of unit sizes. The proposed density of 451 units per hectare supports the City of Mississauga in achieving the minimum intensification and density targets for an MTSA within the Growth Plan.

2.2.6.3 *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

The proposed redevelopment will provide for a total of 42 residential dwelling units of varying sizes in a multi-unit residential development. Of these units 21 will be 2 bedroom and 21 will be 3 bedroom, which contribute to a range of housing choices for current and future residents of Port Credit and can support a range of household sizes and lifestyles. The proposal will support the creation of complete communities by providing for an appropriate density and mix of uses on site

which are within close proximity to transit networks and active transportation infrastructure. A number of nearby amenities that support daily living including schools, community centres, shops, personal services are within a 10-minute walking distance to the Subject Lands.

Summary/Conformity Statement

The Growth Plan guides development to achieve positive outcomes for the City with respect to the economy, environment, and quality of life. The Growth Plan focuses on ensuring that growth and development is directed to appropriate areas with an emphasis on development in areas well served by transit and existing and planned infrastructure and MTSAs. The above analysis demonstrates that the proposed development conforms to the Growth Plan by providing for residential development, at an appropriate density, in an area served by existing transit and municipal infrastructure. The development proposes new housing opportunities which are well-connected to existing community services, parks and local businesses. As such, the development proposal and corresponding Official Plan Amendment and Zoning By-law Amendment conform with and serve to implement the applicable policies of the Growth Plan.

4.4 Peel Region Official Plan (December 2018 Consolidation)

The Peel Region Official Plan ('ROP') provides Regional Council with a long-term framework for decision making. The ROP sets the Regional context for detailed planning for the three municipalities that comprise Peel Region (Brampton, Mississauga, and Caledon) by protecting the environment, managing resources and directing growth. It also sets the bases for providing Regional services in an efficient manner. The ROP was adopted by Regional Council on July 11, 1996 through By-law 54-96 and subsequently approved by the Minister of Municipal Affairs and Housing on October 22, 1996. Appeals of the Plan were forwarded to the Ontario Municipal Board, which were separated into four OMB hearing phases. All parts of the Plan not under appeal became effective on October 1, 1997. Since this time, the ROP has been updated via Ministry and OMB approvals and various amendments which have been incorporated into the September 2021 consolidation. The Plan outlines strategies to guide growth and development in Peel Region from 2005 to 2031.

The Peel Region Official Plan is currently under review to bring the policies in step with provincial requirements. This review is called Peel 2051 Municipal Comprehensive Review and Region's Official Plan Review (Peel 51 MCR ROPA). On September 23, 2021, Regional Council endorsed proceeding to statutory open houses and public meeting. Draft policies and mapping will be presented at the October 7, 2021 Planning & Growth Management Committee meeting. A number of in-person community session will be held over the month of November 2021 and Council adoption is expected early 2022.

Within the current ROP, the Subject Lands are located within the 'Urban System' on Schedule D – Regional Structure and 'Built-Up Area' on Schedule D4 – Growth Plan Policy Areas. The Subject Lands are located in close proximity to Hurontario Street and Lakeshore Road East, identified as 'Major Roads', and a rail corridor in accordance with Schedule E – Major Road Network. The Subject Lands are also located within an identified 'Mobility Hub-Gateway' on Schedule G – Rapid Transit Corridors (see **Figures 8-11**).

In applying the policies of the ROP, the overall goals are:

- To create healthy and sustainable Regional communities;
- To recognize, respect, preserve, restore and enhance the importance of ecosystem features, functions and linkages, and enhance the environmental well-being of air, water, land resources and living organisms;
- To recognize the importance of a vital, competitive and diverse economy and a sound tax base, and manage and stage growth in accordance with the financial goals and overall fiscal sustainability of the Region; and,
- To support growth and development which takes place in a sustainable manner.

Chapter 4 of the ROP establishes the goals, objectives and policies for growth in the Region, including the population and employment forecasts to provide the framework for future growth in Peel. These forecasts serve as the bases for determining Regional services and establishing land requirements to accommodate growth to the year 2031. Ultimately, it is a goal to ensure that future growth of population, household and employment in Peel is anticipated and planned for, and that existing and future finances and services to accommodate this growth are provided in an effective and efficient manner (**Goal 4.1.2**). In accordance with the Regional Plan, Mississauga's population is anticipated to grow by 107,000 and 55,100 households for a total population of 805,000 and 270,000 households by 2031.

Chapter 5 of the ROP lays out a broad set of land use designations as part of the Regional Structure which are designed to respond to the pressures of growth in the context of a rapidly changing global economy, ongoing government financial restraint and potential effects of the natural environment, resources, residents, workers and communities in Peel. When planning for growth within the Region, it is the goal of the Plan to provide a diversity of healthy complete communities for those living and working in Peel Region, offering a wide range and mix of housing, employment and recreational and cultural activities which will be served and connected by a multi-modal transportation system and provide an efficient use of land, services, finances and infrastructure while respecting the natural environment (**Goal 5.1.2**).

Lands within the Regional Urban Boundary are referred to as the Urban System while lands outside of the Urban Boundary are referred to as the Rural System and are identified on Schedule D of the Plan. In accordance with Schedule D, the Subject Lands are located within the Urban System of the ROP and are designated as such (**Figure 8**). With respect to development, Policy 5.3.2.2 states that it is the policy of Regional Council to direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, consistent with the policies of the ROP and the area municipal Official Plans. **The proposed development is located within the Urban Area, which is to be the focus of development and redevelopment consistent with both the ROP and Mississauga Official Plan.**

A series of general objectives and policies for the Urban System are provided in the ROP. Of particular relevance to the development proposal are the following objectives:

- To achieve sustainable development within the Urban System (**5.3.1.2**);

- To establish healthy, complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities (5.3.1.3).
- To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive (5.3.1.4).
- To recognize the integrity and physical characteristics of existing communities in Peel (5.3.1.5).
- To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age (5.3.1.8).

The proposed development will assist in achieving these goals through the redevelopment and intensification of an underutilized site, with a more compact built form. The proposed development is located within close proximity to a variety of commercial, employment and recreational needs and will provide a mix of retail uses at grade with residential uses above, which will contribute to a complete community. Additionally, the proposed development is well served by transit and represents an efficient use of land which utilizes its close proximity to local and higher order transit and recreational trails to promote transit usage and active transportation. The range of unit types contained in the proposed development will attract new residents to the area seeking proximity to the GO network and future Hurontario LRT for community to/from work and older residents looking to downsize but remain within the Port Credit community. The large size of the units can accommodate home office space and the continuing 'work from home' trends. This would assist to create complete urban communities which contain live, work and recreational opportunities. In providing for an intensified built form, the proposal represents a scale of development that integrates into the existing area.

Within the Urban System, the ROP states that there are urban nodes and corridors identified in area municipal Official Plans and/or are identified by Metrolinx as a Mobility Hub but are not shown on Schedule D. The ROP acknowledges that these areas support intensification and public transit. **(Preamble, Section 5.3.3) The Subject Lands are located within a Mobility Hub (Port Credit) identified by Metrolinx and should be developed to support intensification and public transit as planned for the area. The proposed development will assist in achieving intensification around a Major Transit Station Area and promote the use of public transit and active transportation.**

Section 5.5 of the ROP contains policies related to growth management which are intended to contribute to the achievement of complete communities within the Region.

The ROP directs a significant portion of new growth to built-up areas, and promotes compact urban form, intensification and redevelopment. General objectives related to growth management in the ROP include supporting planning for complete communities that are "compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs" **(Policy 5.5.1.6). Policy 5.5.2.2** states that it is the policy of Regional Council to direct a significant portion of new growth to the built-up areas of the community through intensification. Intensification includes redevelopment, the development of underutilized lots within previously developed areas, infill development and the expansion or conversion of existing buildings. The ROP states that all types of development can occur within areas already equipped with infrastructure and services **(Preamble 5.5.3)**. The ROP utilizes an intensification target of directing a minimum of 40 per cent of all residential development occurring annually within the Region to be within the built-up area **(Preamble 5.5.3)**. **As indicated in Figure 9, the Subject Lands are located within the built-up area. The proposed development**

provides for intensification of a currently underutilized site within the built up area, assisting the Region in achieving the identified 40% intensification target.

Objectives to achieve the minimum intensification target are further detailed within the ROP and are provide below:

- To achieve compact and efficient urban forms **(Objective 5.5.3.1.1)**;
- To optimize the use of existing infrastructure and services **(Objective 5.5.3.1.2)**;
- To revitalize and/or enhance developed areas **(Objective 5.5.3.1.3)**;
- To intensify development on underutilized lands **(Objective 5.5.3.1.4)**;
- To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments **(Objective 5.5.3.1.5)**;
- To optimize all intensification opportunities throughout the Region **(Objective 5.5.3.1.6)**; and,
- To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods **(Objective 5.5.3.1.8)**.

The proposed development meets the above noted objectives of the Regional Official Plan by providing for intensification of an underutilized site that is well served by transit and can be serviced by existing infrastructure, as demonstrated in the Functional Servicing Report accompanying this application. The reduced parking rates proposed also support and align with the objective to reduce automobile dependence. The proposed development will introduce a compatible use and built form to support a vibrant neighbourhood and reduce automobile dependency by providing convenient access to the Port Credit GO Station and under construction Hurontario LRT.

Policy 5.5.3.2.2 states that it is the policy of Regional Council to facilitate and promote intensification. Specifically, intensification is to be accommodated within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area **(Policy 5.5.3.2.3)**. **The Subject Lands are located within the built up area, identified by the Region for intensification as shown in Figure 9. The proposed development provides for intensification of a currently underutilized site as supported by and consistent with the Regional Official Plan. The Subject Lands are appropriate for intensification given their proximity to Hurontario Street and Lakeshore Road East, both identified as Major Roads, and a rail corridor in accordance with the ROP.**

With respect to intensification and density targets, the ROP requires that by 2015 and for each year until 2025, a minimum of 40 per cent of the Region's residential development occurring annually to be located within the built-up area **(Policy 5.5.3.2.4)**. The ROP also requires that by 2026 and for each year thereafter, a minimum of 50 per cent of the Region's residential development occurring annually will be within the built-up area and that to 2031, a minimum of 52,000 residential units shall be allocated within the built-up area **(Policy 5.5.3.2.5)**. **The proposed development will contribute a total of 42 new residential dwelling units in order to assist the Region in achieving the intensification and density targets of the ROP.**

Section 5.8 of the ROP contains policies related to the provision of housing in order to meet the full range and needs in Peel through sustainable development patterns. In particular, the Region emphasizes providing an appropriate range of housing types, sizes and densities **(Preamble 5.8)**. The ROP contains, in part, the following objectives related to housing:

- To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel (**Objective 5.8.1.1**);
- To foster the availability of housing for all income groups, including those with special needs (**Objective 5.8.1.2**); and,
- To foster efficient and environmentally sensitive use of land and buildings in the provision of housing (**Objective 5.8.1.3**).

Policy 5.8.2.3 of the ROP states that the Region will encourage and support efforts to plan for a range of densities and forms of housing. **Table 4** of the ROP, displayed below, contains the annual minimum new housing unit targets in Peel.

Table 4: Annual Minimum New Housing Targets for Peel Region				
	Social Housing	Affordable Rental	Market Rental and Affordable Ownership	Market Ownership
Peel	17%	3%	35%	45%

Section 5.8.5 of the ROP contains policies related to energy efficient housing, guided by an objective to promote energy conservation and technologies that lead to energy efficient housing in existing homes and new residential development (**Objective 5.8.5.1.1**). Energy and water efficient technologies are to be promoted in new residential development, redevelopment, and intensification to the development industry (**Policy 5.8.5.2.1**).

The proposed development will provide for a range of housing unit types, including 2 and 3 bedroom units that will support a range of household types. The mix of housing unit types will support a range of age groups and accommodate the housing needs of a variety of residents. The proposed development will also assist Peel Region in achieving the target of 45% market ownership for new housing.

Section 5.9 of the ROP provides policy direction on the transportation system in Peel. The intention of these policies is to provide a transportation system that serves the needs of residents, employees and visitors through increased sustainability by: considering all modes of travel and promoting the efficient movement of people and goods; focusing on moving people by modes other than single-occupant automobile; maximizing the use of existing transportation infrastructure; increasing travel choices to meet diverse needs; minimizing the environmental and health impacts of transportation; supporting economic development; considering social and cultural objectives; promoting the integration of transportation planning and land use planning; and, developing predictable and sustainable funding for a multi-modal transportation system (**Preamble, Section 5.9**).

The ROP sets out several objectives related to creating a sustainable transportation system, including developing and promoting a sustainable, safe, efficient, effective and integrated multi-modal transportation system (**Objective 5.9.1.2**). It is the policy of Regional Council to support the integration of transportation system planning, land use planning and transportation investment at all stages of the planning process (**Policy 5.9.2.3**). Existing and new Regional transportation infrastructure is to be optimized to support growth in an efficient, compact form (**Policy 5.9.2.5**). As part of the development review approval process, the magnitude and timing of development proposals relative to the anticipated transportation demand of the proposed development, and anticipated cumulative transportation effects on Regional facilities are to

be considered (Policy 5.9.2.8). **The proposed development will assist in optimizing existing and planned transportation facilities, including the existing GO network and planned Hurontario LRT, and existing local bus system by providing a high density, compact, mid-rise built form containing 42 residential units in close proximity to existing and future transit stations. Transportation considerations have been integrated into the proposed development, as demonstrated the Traffic Impact Study prepared in support of this application.**

The ROP sets out several objectives related to creating a sustainable transportation system, including developing and promoting a sustainable, safe, efficient, effective and integrated multi-modal transportation system (Objective 5.9.1.2). It is the policy of Regional Council to support the integration of transportation system planning, land use planning and transportation investment at all stages of the planning process (Policy 5.9.2.3). Existing and new Regional transportation infrastructure is to be optimized to support growth in an efficient, compact form (Policy 5.9.2.5). As part of the development review approval process, the magnitude and timing of development proposals relative to the anticipated transportation demand of the proposed development, and anticipated cumulative transportation effects on Regional facilities are to be considered (Policy 5.9.2.8). **The proposed development will support the development of a sustainable and efficient multi-modal transportation system, including optimizing existing and under construction transit within Port Credit, by providing for a high-density mid-rise mixed use residential building within close proximity to existing and future transit.**

Policies related to the inter- and intra-regional transit network are contained in Section 5.9.5 of the ROP. Objectives related to the Region's transit system include supporting and encouraging a higher use of public transit and an increase in transit modal share within the Region (Objective 5.9.5.1.1) as well as transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, GO Stations and mobility hubs (Objective 5.9.5.1.4). Policy 5.9.5.2.10 states that the Region will encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes. **The proposed development is located within a Major Transit Station Area, and within 300 m of the Port Credit Go Station, existing local bus service, and the future Hurontario LRT, and will provide for a transit supportive density and built form. The Traffic Impact Study accompanying this submission outlines the proposed TDM measures, including reduced parking requirements, intended to encourage and support the use of public transit and active transportation within Peel Region.**

The ROP recognizes the transportation system's relationship with, and impact on, the environment. Objective 5.9.8.1.1 of the ROP is to improve air quality and reduce the greenhouse gas emissions produced by vehicles using Peel's transportation system. The ROP also promotes a transportation system that encourages energy conservation (Objective 5.9.8.1.2). **As described above, the proposed development will promote and encourage sustainable modes of transportation, including transit and active transportation, through the provision of 62 bicycle parking spaces and reduced vehicle parking rates. The Subject Lands are located in close proximity to Port Credit Go Station and multiple active transportation connections which will reduce the number of trips taken by private vehicle, improve air quality, and reduce transportation related greenhouse gas emissions.**

With respect to Transportation Demand Management, the ROP contains several objectives aimed at making optimal use of existing and future transportation facilities and services. Relevant objectives are listed below:

- **Objective 5.9.9.1.1:** to reduce auto dependency by promoting sustainable modes of transportation.
- **Objective 5.9.9.1.2:** to provide a range of transportation services to meet the diverse needs of the population.
- **Objective 5.9.9.1.3:** to maximize the capacity of the transportation system to move both people and goods.

The proposed development will provide for a high density, compact, mid-rise built form that is transit supportive and supports sustainable modes of transportation. The Traffic Impact Study accompanying this application identifies specific TDM measures proposed in support of the proposed reduced vehicular parking requirement.

Relevant ROP objectives related to active transportation are listed below:

- **Objective 5.9.10.1.1:** to increase the share of trips made using active transportation.
- **Objective 5.9.10.1.2:** to encourage and support the development of a safe, attractive, accessible and integrated network of bicycle and pedestrian facilities that enhances the quality of life, and promotes health, of Peel residents.

The proposed development will support active and sustainable modes of transportation by locating new residential uses in close proximity to a range of community amenities, including retail and service commercial uses, and in close proximity to existing and planned transit connections. The proposed development also contains 62 bicycle parking spaces on site which will accommodate active transportation among future residents.

Summary / Conformity Statement

The proposed development meets the applicable goals, objectives and policies of the Region of Peel Official Plan, and represents an intensification opportunity that supports sustainable, cost-effective, and transit supportive growth. The proposed development will provide a mid-rise built form compatible with the surrounding area, increase housing variety and choice in the area, and support local employment and retail uses. The proposed development and associated Official Plan and Zoning By-law Amendments will contribute to the achievement of Regional objectives for Urban Areas, and is in conformity with the applicable policies of the Region of Peel Official Plan.

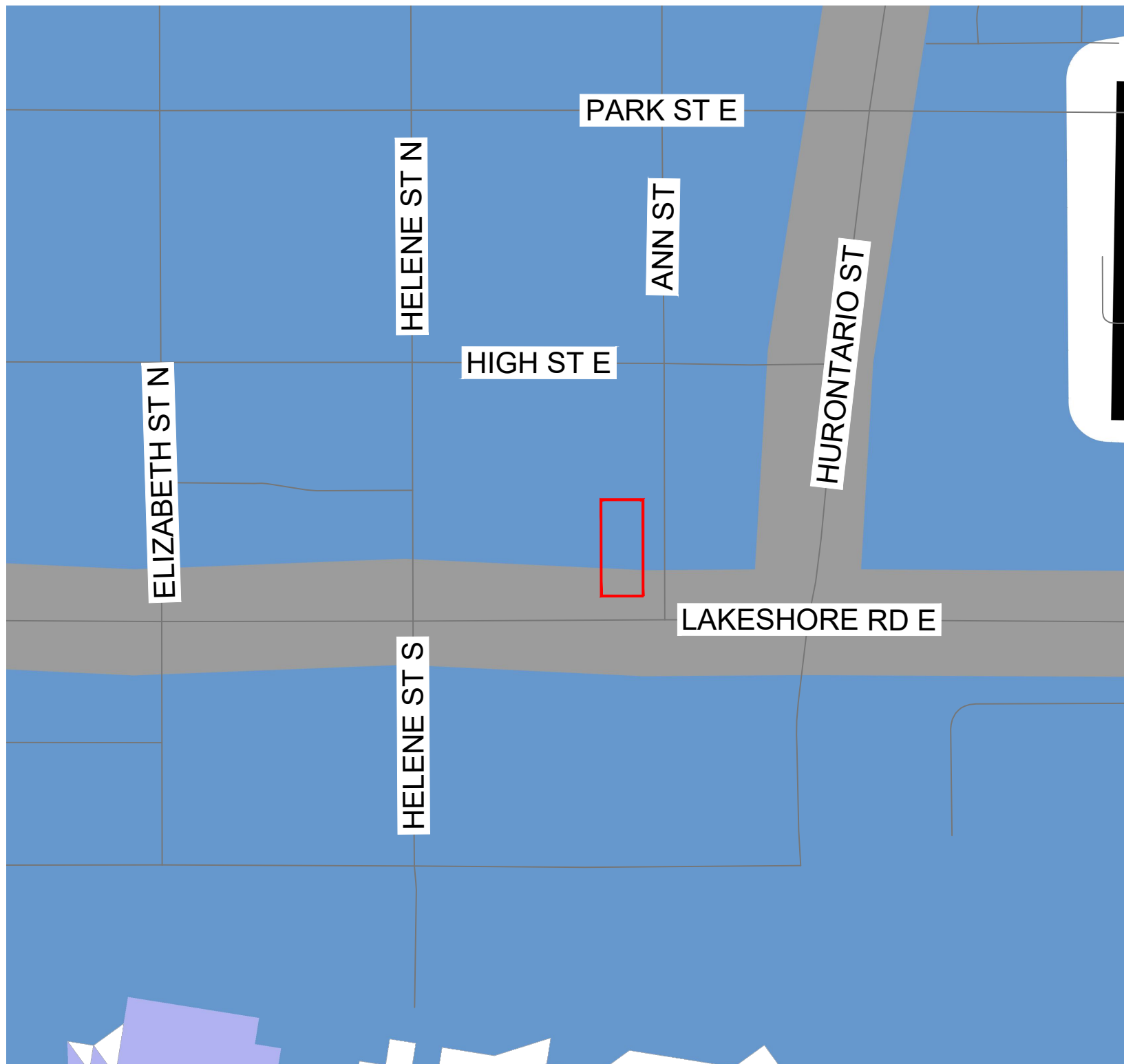


Figure 8

REGION OF PEEL OFFICIAL PLAN Schedule D: Regional Structure

128 Lakeshore Rd E,
Mississauga, Ontario

LEGEND

- Subject Lands
- Urban System

DATE: October 4, 2021

SCALE: 1:2500



Data Source: Region of Peel

N:\20427A - 128 Lakeshore Road East, Mississauga\1 - MHBC Documents\PR\Figures\Drawings\5 - ROP Schedule D.dwg

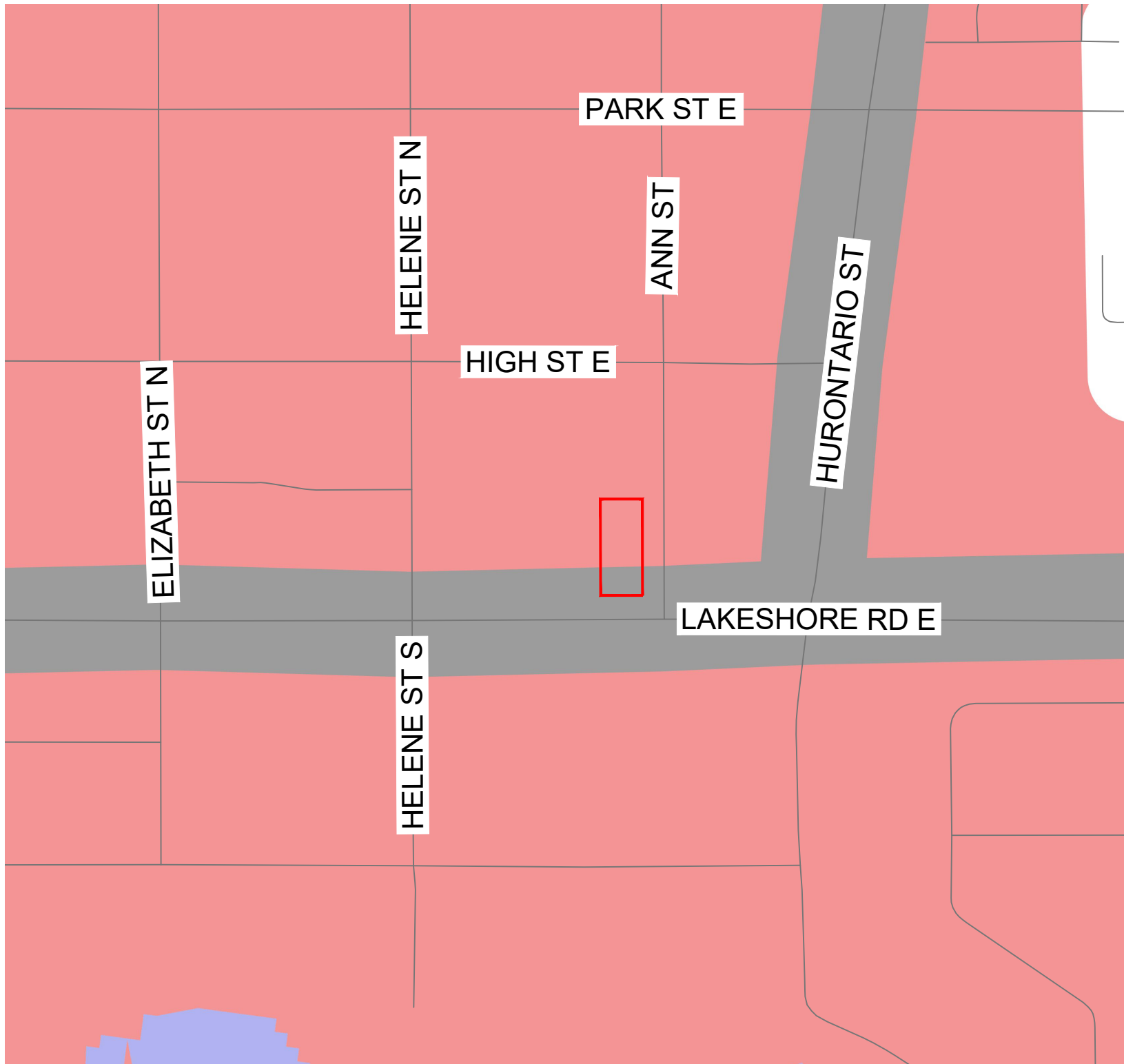




Figure 9

REGION OF PEEL OFFICIAL PLAN

Schedule D4: The Growth
Plan Policy Areas in Peel

128 Lakeshore Rd E,
Mississauga, Ontario

LEGEND

-  Subject Lands
-  Built-up Area

DATE: October 4, 2021

SCALE: 1:2500



N:\204442-128 Lakeshore Road East, Mississauga\1 - MHBC Documents\PR\Figures\Drawing\6 - ROP Schedule D4.dwg

Data Source: Region of Peel

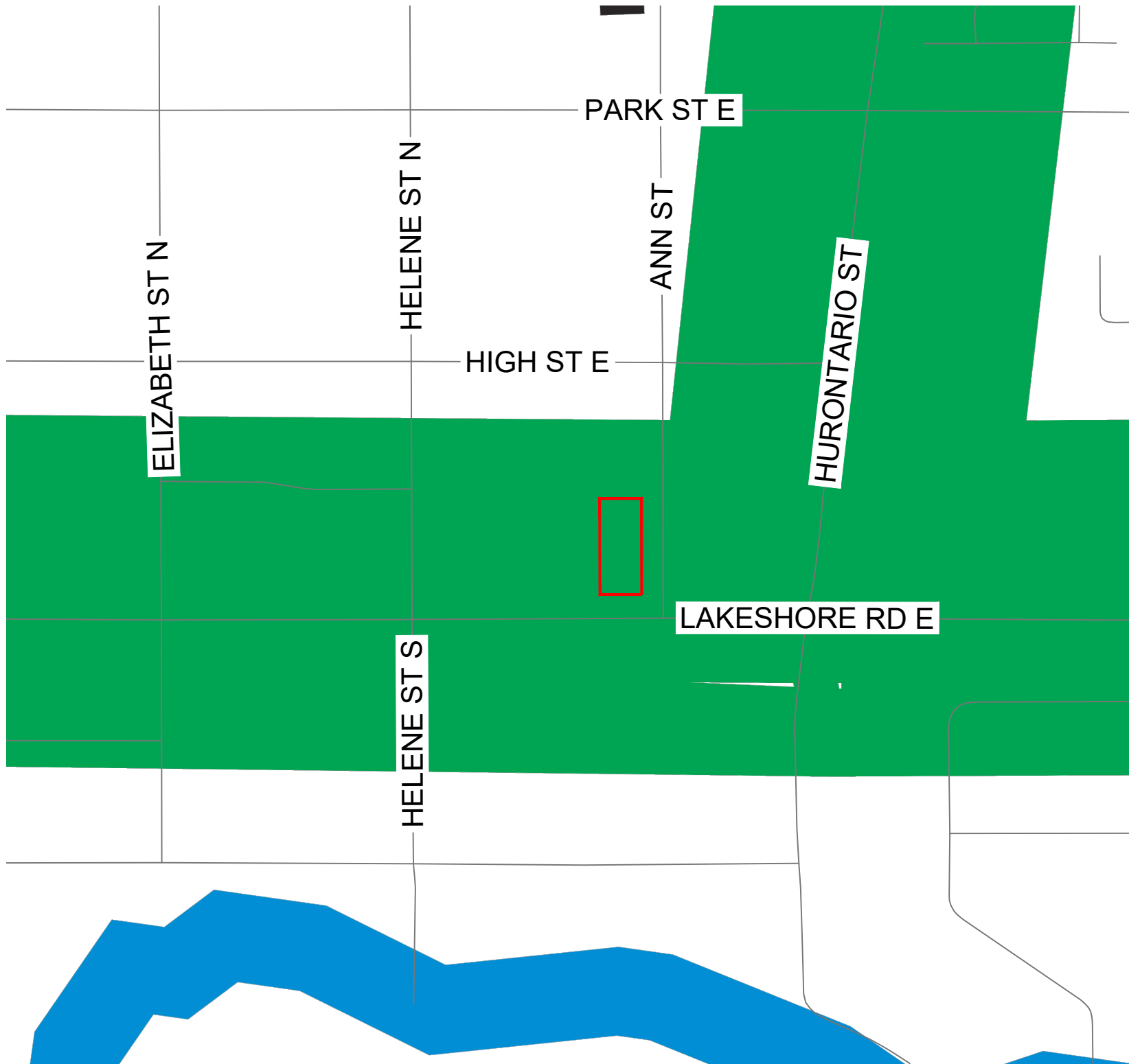



Figure 10


REGION OF PEEL OFFICIAL PLAN

Schedule E: Major Road
Network

128 Lakeshore Rd E,
Mississauga, Ontario

LEGEND

 Subject Lands

 Major Road

DATE: October 4, 2021

SCALE: 1:2500



N:\204271 - 128 Lakeshore Road East, Mississauga\1 - MHBC Documents\PR\Figures\Drawings\7 - ROP Schedule E.dwg



Figure 11

**REGION OF PEEL
OFFICIAL PLAN**

Schedule G: Rapid Transit
Corridors

128 Lakeshore Rd E,
Mississauga, Ontario

- LEGEND**
- Subject Lands
 - GO Rail Line - Express Rail
 - Other Rapid Transit Corridor
 - Existing GO Rail Station
 - Mobility Hub - Gateway

DATE: December 17, 2021

SCALE: 1:5000



N:\2020\71A - 128 Lakeshore Road East, Mississauga\1 - MHBC Documents\RF\Figures\Drawing\8 - ROP Schedule G.dwg

Data Source: Region of Peel

4.5 City of Mississauga Official Plan (April 2021 Consolidation)

The City of Mississauga Official Plan ('OP') provides direction for the City's growth and articulates a vision for the future of the City. It was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. The MOP came into partial effect on November 14, 2012, when the Ontario Municipal Board approved the MOP with modifications. Since this time, certain appeals have been withdrawn; further decisions have been made by the Board; and further amendments have been made to reflect Council approved Official Plan Amendments. The most recent consolidation reflects these decisions up to April 8, 2021. For those portions of the Plan that remain under appeal, the relevant policies in the Mississauga Plan (2003) will remain in effect.

The MOP provides planning policies to guide the City's development to the year 2031. The policies are intended to direct and manage the change of the City and set the context for the review and approval of development applications.

In accordance with the various schedules of the MOP, the Subjects Lands are designated as follows (**see Figures 12-18**):

- **Community Node** (Schedule 1 – Urban System)
- **Intensification Corridor** (Schedule 1 – Urban System)
- **Major Transit Station Area** (Schedule 2 – Intensification Areas)
- **Port Credit Community Node and Character Area** (Schedule 9 – Character Areas)
- **Mixed Use** (Schedule 10 – Land Use Designations)

An analysis of the policies of the Mississauga Official Plan, as they relate to the proposed development and amendment application, is provided in the following sections.

Section 4 - Vision

Section 4 of the OP establishes the vision for Mississauga. The Official Plan states that that Mississauga will be a beautiful sustainable city that protects its natural and cultural heritage resources; the city will plan for a strong, diversified economy supported by a range of mobility options and a variety of housing and community infrastructure to create distanced, complete, communities; and, that Mississauga will become a resilient city that proactively plans for and has the capacity to respond to challenges and stresses to its natural and built environment.

In order to achieve the vision, eight guiding principles for guiding land use have been established. Of these, the following apply to the proposal:

- Preserve the character, cultural heritage and livability of Mississauga's communities;
- Maintain and promote a strong and sustainable, diversified economy that provides a range of employment opportunities for residents and attracts lasting investment to secure financial stability;
- Provide a range of mobility options for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts;
- Plan for a wide range of housing, jobs and community infrastructure resources so that they are able to meet the daily needs of the community through all stages of life; and,

- Support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments.

The development responds to these principles by:

- **Providing a building form and design that is compatible with the area;**
- **Including bicycle parking and linkages to these pedestrian network and public transit network;**
- **Ensuring a mix of unit types; and,**
- **Incorporating high quality urban design which enhances the skyline while protecting view corridors to Lake Ontario.**

A series of strategic actions, categorized in six themes, are also identified within the MOP which are to implement the guiding principles. Of these, the following apply to the proposal:

- Focus on directing growth to locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities;
- Ensure that communities include or provide access to a range of uses and services required to meet all or most of the daily needs of residents through all stages of life;
- Integrate land use and transportation planning and sustainable design so that new development is directed to locations that support existing and planned transit and active transportation facilities; and,
- Ensure that the urban form of the city contributes positively to everyday living in Mississauga.

The development responds to these strategic actions by:

- **Providing 42 units in the form of a mid-rise building immediately adjacent to higher order transit including the Port Credit GO Station, the planned Hurontario LRT and a MiWay bus terminal;**
- **Providing growth in close proximity to a variety of retail stores, grocery stores, parks, offices and other employment opportunities to support the daily living of residents within the community; and,**
- **Applying TDM practices such as reduced parking and long-term and short-term bicycle parking to encourage and support the use of transit and active transportation.**

Section 5 – Growth Management

The Growth Management policies and objectives for the City are provided in **Section 5** of the OP. The introduction of this section states that the City's population and employment growth will be encouraged in areas with existing and proposed service and infrastructure capacity, particularly transit and community infrastructure. The City also encourages compact, mixed use development in appropriate locations and enhancing opportunities for walking and cycling. Over time, it is intended that the City will evolve to include a vibrant Downtown, a number of mixed use Major Nodes and Community Nodes, Corporate Centres, stable residential Neighbourhoods and Employment Areas which will coexist with a healthy system of green spaces and be connected by a network of Corridors that support high levels of transit uses and mobility options.

Policy 5.1.1 contains a table displaying the population forecasts for Mississauga from 2009 to 2031. By 2031, the City is anticipated to have a population of 805,000, representing an increase of 75,000, and an employment base of 510,000. To accommodate this growth, **Policy 5.1.2** sets out that the City will ensure there is adequate land capacity to accommodate population and employment growth to 2031. Forecast growth will be directed to appropriate locations to protect ecological functions, public health and safety; utilize existing and proposed services and infrastructure such as transit and community infrastructure; minimize environmental and social impacts; meet long term needs; build strong, livable, universally accessible communities; and, promote economic prosperity (**Policy 5.1.3**). Intensification Areas are to accommodate most of Mississauga's future growth (**Policy 5.1.4**). Compact, mixed use development that is transit supportive is encouraged by the City (**Policy 5.1.6**). Further, new development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure (**Policy 5.1.9**).

The proposed development will assist the City in achieving the 2031 population forecast numbers by providing 42 residential units. As demonstrated in Figure 14, the Subject Lands are located in an Intensification Corridor in accordance with Schedule 2. Further, the proposed development will provide for growth in an area that is appropriate given the close proximity to existing and proposed transit services such as GO Transit and the Hurontario LRT, and mix of retail, recreational and employment uses which will contribute to a livable and accessible complete community. The Functional Servicing Report submitted as part of this application demonstrates that the proposed development does not exceed the capacity of existing and planned infrastructure.

Section 5.3 of the MOP provides policies related to a City Structure that recognizes the different functions that various areas across the City perform. As noted previously, the Subject Lands are identified as a Community Node in accordance with **Schedule 1b**. Specifically, Community Nodes are intended to provide for a mix of population and employment uses. **Section 5.3.3** provides further policy direction for Community Nodes and notes that these areas provide access to a range of uses required for daily living including local shops and restaurants, community facilities, cultural heritage and entertainment uses, schools, parks, open space and a diverse range of housing stock (**Preamble, Section 5.3.3**). The Port Credit Community Node is specifically identified as exhibiting desirable characteristics of an established Community Node that is compact, mixed use development with walkable streets and a strong sense of place and community identity. Community Nodes are intensification areas and are to achieve a gross density of between 100 and 200 residents and jobs combined per hectare (**Policies 5.3.3.3 and 5.3.3.4**). Further, Community Nodes will achieve an average population to employment ratio between 2:1 and 1:2 (**Policy 5.3.3.6**). Community Nodes are intended to develop as centres for surrounding Neighbourhoods and be a location for mixed use development (**Policy 5.3.3.8**). Development in Community Nodes is to be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes (**Policy 5.3.3.11**). Community Nodes are also to be serviced by frequent transit service that provide city-wide connections and may also be serviced by higher order transit (**Policy 5.3.3.12**). Community Nodes will also be developed to support and encourage active transportation as a mode of transportation (**Policy 5.3.3.13**).

The proposed development will assist the City in achieving the established targets for Community Nodes by providing an additional 42 residential units. Further, the integration of at-grade commercial/retail will also contribute to the realization of a mixed-use community in Port Credit and contribute to the achievement of the desired employment ratio. The proposal will ensure that the Port Credit Community develops as a mixed uses area that is compact, walkable and offers a range of housing due to the Subject Land's close proximity to transit and variety of community amenities

within walking distance. The Subject Land's location in proximity to the Port Credit GO Station and planned Hurontario LRT, coupled with the proposal's reduced parking ratio and on-site bicycle storage, will support and encourage transit usage and active transportation.

Section 5.4 provides policies related to Corridors. The Subject Lands, and the entirety of the Port Credit Community Node, are located within an Intensification Corridor in accordance with Schedule 1c (**Figure 14**). Some corridors are identified in the MOP where additional policies apply. Hurontario Street has been identified as an Intensification Corridor (**Policy 5.4.11**). Low density residential development is discouraged from located within Intensification Corridors (**Policy 5.4.13**). The Hurontario Street Intensification Corridor is comprised of lands along Hurontario Street from Lake Ontario in Port Credit to the City's limit to the north (**Policy 5.4.14**). The Subject Lands are contained within the Hurontario Street Intensification Corridor as shown in **Map 5-1** of the MOP (**Figure 15**). Light Rail Transit Stations which will be located along the Hurontario Street Intensification Corridor to serve the proposed LRT system are a form of Major Transit Station Areas, as identified on Schedule 2: Intensification Areas and Schedule 6: Long Term Transit Network (**Policy 5.4.15**). The Subject Lands are also located within a Major Transit Station Area.

Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the Corridor (**Policy 5.4.3**). Development on Corridors should be compact, mixed use and transit friendly and appropriate to the surrounding Neighbourhood (**Policy 5.4.4**).

The Subject Lands are located in close proximity to an existing Mississauga Transit, an existing Commuter Rail Station, and a Mobility Hub. The Subject Lands are also located within a 500-metre radius circle from a Major Transit Station Area, providing access to a range of local and higher-order transit facilities. The development proposal provides a mixed-use building in a compact form that transitions to the surrounding context. The proposal replaces the existing funeral home use with a high density use that provides for an optimization of an underutilized lot. The proposed development is consistent with OP policies related to Corridors and will assist in achieving development that is compact and mixed use within the Hurontario Corridor.

The Subject Lands are located within an Intensification Area in accordance with Schedule 2 (**Figure 15**). **Section 5.5** provides policy direction regarding Intensification Areas, identifying that these are areas where the majority of growth in Mississauga is to be directed. Development in these areas is to promote the qualities of complete communities (**Policy 5.5.5**). Additional relevant policies related to Intensification Areas are summarized below:

- **Policy 5.5.4:** Intensification Areas will be planned to reflect their role in the City Structure hierarchy.
- **Policy 5.5.7:** mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged.
- **Policy 5.5.8:** residential density should be sufficiently high to support transit usage.
- **Policy 5.5.9:** intensification areas will be planned to maximize the use of existing and planned infrastructure.
- **Policy 5.5.13:** Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located,

unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.

- **Policy 5.5.16:** Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.

The proposed development conforms to the City's policy direction for intensification by providing for an intensified form of development on an underutilized site within an identified Intensification Area. The proposal will provide a mix of high density housing which will support transit usage. The proposal will assist in achieving the City's goal to have Intensification Areas maximize the use of existing and planning infrastructure by accommodating demand for growth within the urban boundary and in an area serviced by municipal water and wastewater services and existing and planned transit. The proposal also conforms to the City's policy direction for Major Transit Station Areas by meeting the minimum height requirement of 2 storeys.

Section 7 – Complete Communities

Policies for ensuring that the City develops as a complete community are provided in **Section 7** of the MOP. These policies address elements of urban living particularly important to completing communities, including meeting the housing needs of citizens; providing opportunities for education, continuous learning, physical fitness, leisure and social interaction and worship and spiritual contemplation; protecting and enjoying cultural heritage; providing the inclusion of art and culture in the daily experience of residents and visitors; and creating areas with distinct identity that foster community identity and pride. Ultimately the goal is to create inclusive communities where people are connected, supported and flourish. In order to create a complete community and develop a built environment supportive of public health, **Policy 7.1.3 (a-d)** states that the City will: encourage compact, mixed use development; design streets that foster alternative modes of transportation; encourage environments that foster incidental and recreational activity; encourage land use planning practices conducive to good public health.

The proposed redevelopment has been designed in consideration of these above-noted elements and will provide a compact development in close proximity to alternative forms of transportation and publicly accessible greenspace for recreational and leisure activity and, ultimately, will contribute to ensuring Port Credit continues to evolve as a complete community.

Section 7.2 - Housing

Section 7.2 provides specific policy direction related to housing in Mississauga and states that most future additions to the City's housing stock will be in higher density forms. Housing is to be provided in a manner that maximized the uses of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents (**Policy 7.2.1**). The Plan encourages the creation of new housing in Community Nodes that meets the needs of a diverse population, including young and older adults and families (**Policy 7.2.9**). **Policy 7.2.2 a)** states that the City will provide opportunities for the development of a range of housing choices in terms of type, tenure and price. **Policy 7.2.3** states that 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. **Policy 7.2.12** states that conversion or demolition of a residential rental property exceeding six dwelling units will not be permitted if it adversely affects the supply of affordable rental housing as determined by affordable housing targets and rental vacancy rates.

The proposal represents an optimization of an underutilized parcel of land in conformity with the direction of Policy 7.2.1. The proposed development will maximize the use of community infrastructure and assist to meet the housing needs and preferences of residents by adding 42 units to the city's housing stock. Further, this transformation is appropriate for the area and will contribute to the available housing stock in the area. A variety of unit types are proposed, including 2 and 3-bedrooms units, which will provide a range of housing choice in terms of size and price to current and future residents at various stages of life.

Section 7.6 – Distinct Identities

Section 7.6 of the MOP deals with maintaining and creating distinct urban identities through place making opportunities throughout Mississauga. The preamble states that new development, particularly the Major Nodes and Community Nodes, a distinct identity should be created based on the history, needs and characteristics of residents. **Policy 7.6.1.2** states that built form within Intensification Areas should provide for the creation of a sense of place through, among other matters, distinctive architecture, high quality public art, streetscaping (including street trees), and cultural heritage recognition. Additionally, a distinct identity is to be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment and new development will be compatible with the physical, social and environmental attributes of the existing community (**Policies 7.6.1.3 and 7.6.1.5**).

The proposed development incorporates high quality urban design that provides a unique place making opportunity for Port Credit. The proposal provides for a new pedestrian friendly streetscape and consistent streetwall along Lakeshore Road East and Ann Streets that is distinctly urban in nature and reflective of the street typologies identified in the Local Area Plan and Built Form Guide. The prominence of the intersection at Ann Street and Lakeshore Road East represents an opportunity to create a unique identity through high quality urban design elements which emphasize the Subject Land's proximity to the Port Credit GO Station. Further discussion on urban design elements incorporated into the development proposal is provided in the Urban Design Brief accompanying this submission.

Section 8 - Transportation

Section 8 of the MOP contains policies related to creating a sustainable, multi-modal neighbourhood comprised of different modes of travel including transit, vehicular, active transportation, rail and air travel. The **preamble of Section 8.1** states that vehicle trips should be shortened in response to the creation of mixed use nodes that support the daily needs of surrounding residential and business communities. Automobile trips are to be reduced as opportunities to travel by transit, cycling and walking improve. The Subject Lands are located along in proximity to an existing commuter rail station and LRT Station and within an identified Mobility Hub, as shown on **Schedule 6: Long Term Transit Network (Figure 16)**. The following transportation policies are of relevance to the development proposal:

- To better utilize existing infrastructure, Mississauga will encourage the application of transportation demand management (TDM) techniques (**Policy 8.1.8**).
- Encourage TDM strategies that promote transit use and active transportation (**Policy 8.5.1**);

- In reviewing development applications, Mississauga will require area wide or site specific transportation studies to identify the necessary transportation improvements to minimize conflicts between transportation and land use, and to ensure that development does not precede necessary road, transit, cycling and pedestrian improvements (**Policy 8.1.16**);
- Proponents of development applications, will be required to demonstrate how pedestrian and cycling needs have been addressed (**Policy 8.2.4.3**);
- Mississauga will require that access, and parking facilities and other destination amenities for cyclists are incorporated into the design of all buildings and Major Transit Station Areas, as appropriate (**Policy 8.2.4.4**);
- The transit network will be supported by compact, pedestrian oriented, mixed land use development in nodes and where appropriate, in mobility hubs and along Corridors (**Preamble, Section 8.2.4**);
- Off-street parking facilities for vehicles and other modes of travel, such as bicycles, will be provided in conjunction with new development and will: provide safe and efficient access from the road network; provide for the needs of people with disabilities; and, support TDM initiatives (**Policy 8.4.1**);
- Consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters: access to transit; level of transit service; traffic generation; and, impact on the surrounding area (**Policy 8.4.3**);
- Within Intensification Areas, Mississauga will give consideration to reducing minimum parking requirements to reflect transit service levels (**Policy 8.4.7 a**);
- Mississauga will promote the development of land use and transportation facilities around anchor hubs and gateway hubs in a manner that supports the Metrolinx Regional Transportation Plan (**Policy 8.6.1**);

The proposed development will assist the City in supporting the Metrolinx Regional Transportation Plan by providing an intensified use of land through the provision of a higher density development. The location of the Subject Lands within a Major Transit Station Area will assist the City in providing development around the station in support of the Regional Transportation Plan. A Traffic Impact Study has been prepared in support of the proposed development, which concludes that the proposed development will not negatively impact existing and future traffic conditions for the site. Further details on how the proposed development addresses these transportation policies can be found in the TIS.

Section 9 – Urban Design

Urban Design policies are contained within Section 9 of the MOP, with the ultimate focus being on achieving sustainable urban form based on the urban system and city structure, with high quality urban design and a strong sense of place. This section envisions that that growth will be directed to Intensification Areas (Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas).

A separate Urban Design Brief has been prepared by MHBC Planning which identifies how the proposal meets the urban design policies of the MOP and Port Credit LAP and responds to the guidelines in the Port Credit Built Form Guide, as applicable. The Urban Design Brief accompanies this report, under separate cover.

Section 11 – Land Use Policies

Section 11 of the MOP provides city-wide general policies for all land use designations, and further detailed policies related to specific land use designations. In accordance with the Plan, the City is comprised of various elements as identified on Schedule 1b: Urban System, where the Subject Lands are designated as Community Node (**Figure 13**). Two additional land use schedules, Schedule 9: Character Areas and Schedule 10: Land Use Designations, are used by the City to apply additional, more specific, land use designation to the various components of the Urban System. The Subject Lands are designated Character Area (**Figure 17**) and Mixed Use (**Figure 18**) on Schedules 9 and 10, respectively.

Section 11.2.6 provides policy direction for lands designated for Mixed Use on Schedule 10. In addition to the uses permitted in all designations, the Mixed Use designation permits the following uses: commercial parking facility; financial institution; funeral establishment; makerspaces; motor vehicle rental; motor vehicle sales; overnight accommodation; personal service establishment; post-secondary educational facility; residential; restaurant; retail store; and secondary office (**Policy 11.2.6.1**). Subsequent policies further describe the specific types and combinations of uses permitted in Mixed Use Areas. The following policies apply to the proposed development:

- **Policy 11.2.6.2:** Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses;
- **Policy 11.2.6.3:** Mixed Use development is encouraged through infilling to consolidate the potential of these areas;
- **Policy 11.2.6.4:** Residential uses will be combined on the same lot or same building with another permitted use; and,
- **Policy 11.2.6.5:** Residential uses will be discouraged on the ground floor.

The proposal responds to and implements these policies as follows:

- **A mix of residential units are provided on site, with commercial/retail uses at grade;**
- **The proposal will facilitate the infill redevelopment of an underutilized parcel;**
- **The at-grade commercial/retail uses which serve both the residents as well as the surrounding community;**

Further modifications to these policies, as they relate to specific Character Areas and Local Area Plans, are contained in subsequent sections of this report. All policies related to the Port Credit Character Area are to be read in conjunction with all other policies of the Plan and take precedence in the event of a conflict. A description and analysis of the proposed development within the context of the Port Credit Local Area Plan is provided in the next section of this report.






Figure 12

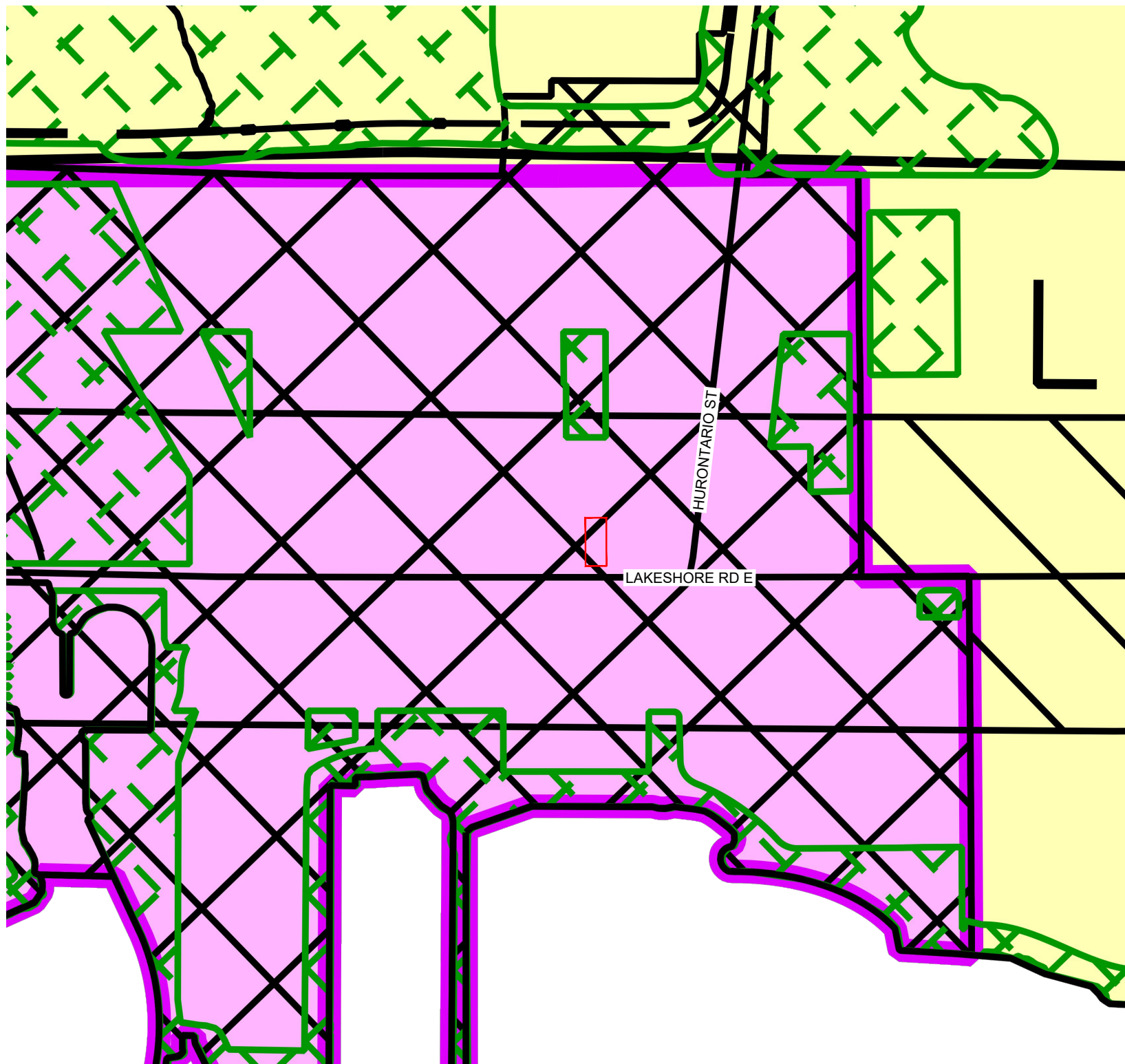
MISSISSAUGA OFFICIAL PLAN

Schedule 1: Urban System

128 Lakeshore Rd E,
Mississauga, Ontario

LEGEND

-  Subject Lands
-  Green System
-  Community Node
-  Intensification Corridor
-  Neighbourhood



DATE: December 21, 2021

SCALE: 1:5000



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Data Source: City of Mississauga

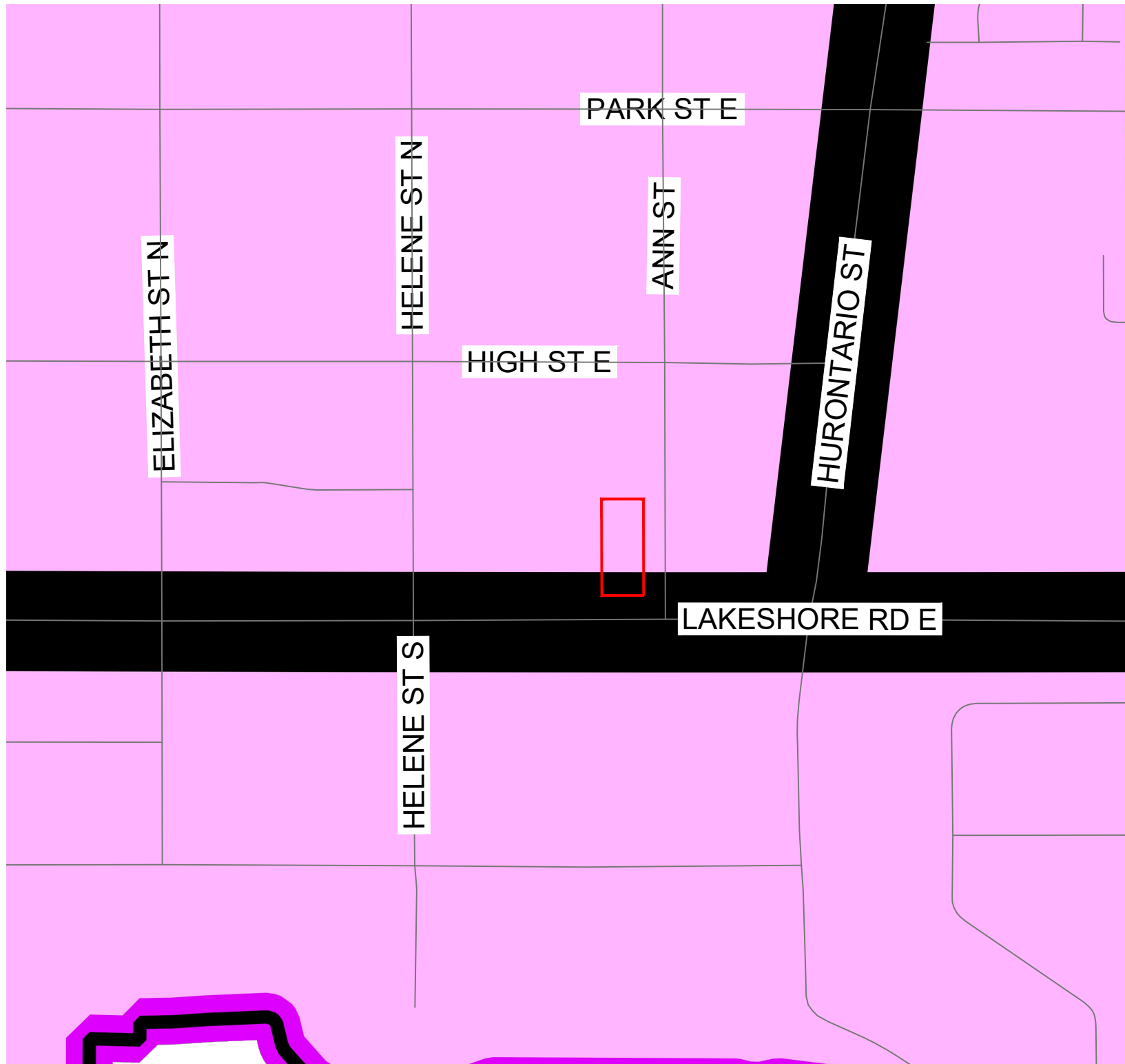


Figure 13

MISSISSAUGA OFFICIAL PLAN

Schedule 1B: Urban
System - City Structure

128 Lakeshore Rd E,
Mississauga, Ontario

LEGEND

- Subject Lands
- Community Node

DATE: October 4, 2021

SCALE: 1:2500



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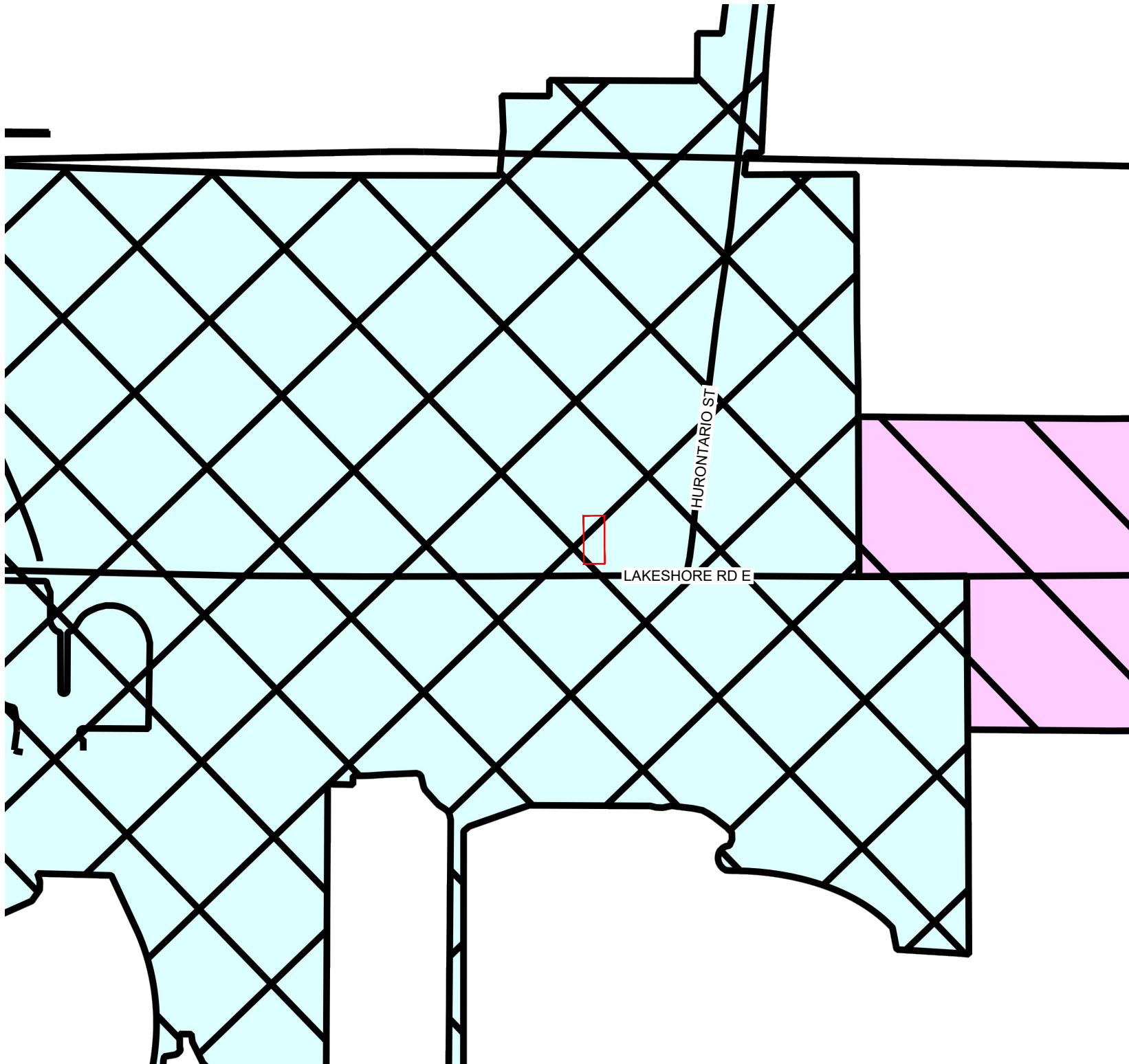





Figure 14

MISSISSAUGA OFFICIAL PLAN

Schedule 1C: Urban
System - Corridors

128 Lakeshore Rd E,
Mississauga, Ontario

LEGEND

-  Subject Lands
-  Intensification Corridor
-  Corridor

DATE: December 21, 2021

SCALE: 1:5000



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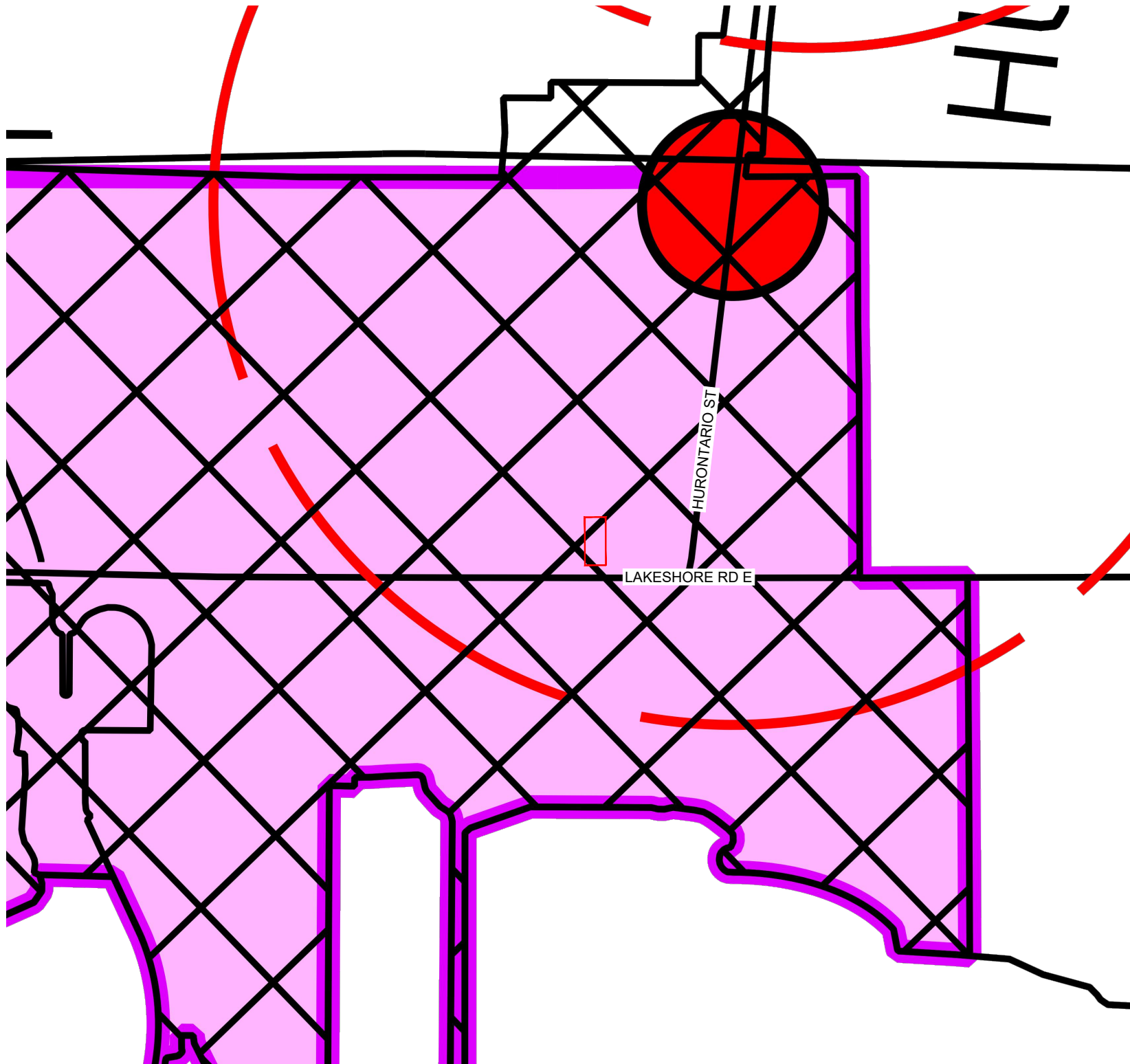






Figure 15

MISSISSAUGA OFFICIAL PLAN

Schedule 2: Intensification Areas

128 Lakeshore Rd E,
Mississauga, Ontario

LEGEND

-  Subject Lands
-  Community Node
-  Intensification Corridor
-  Major Transit Station Area with 500m radius circle

DATE: December 21, 2021

SCALE: 1:5000



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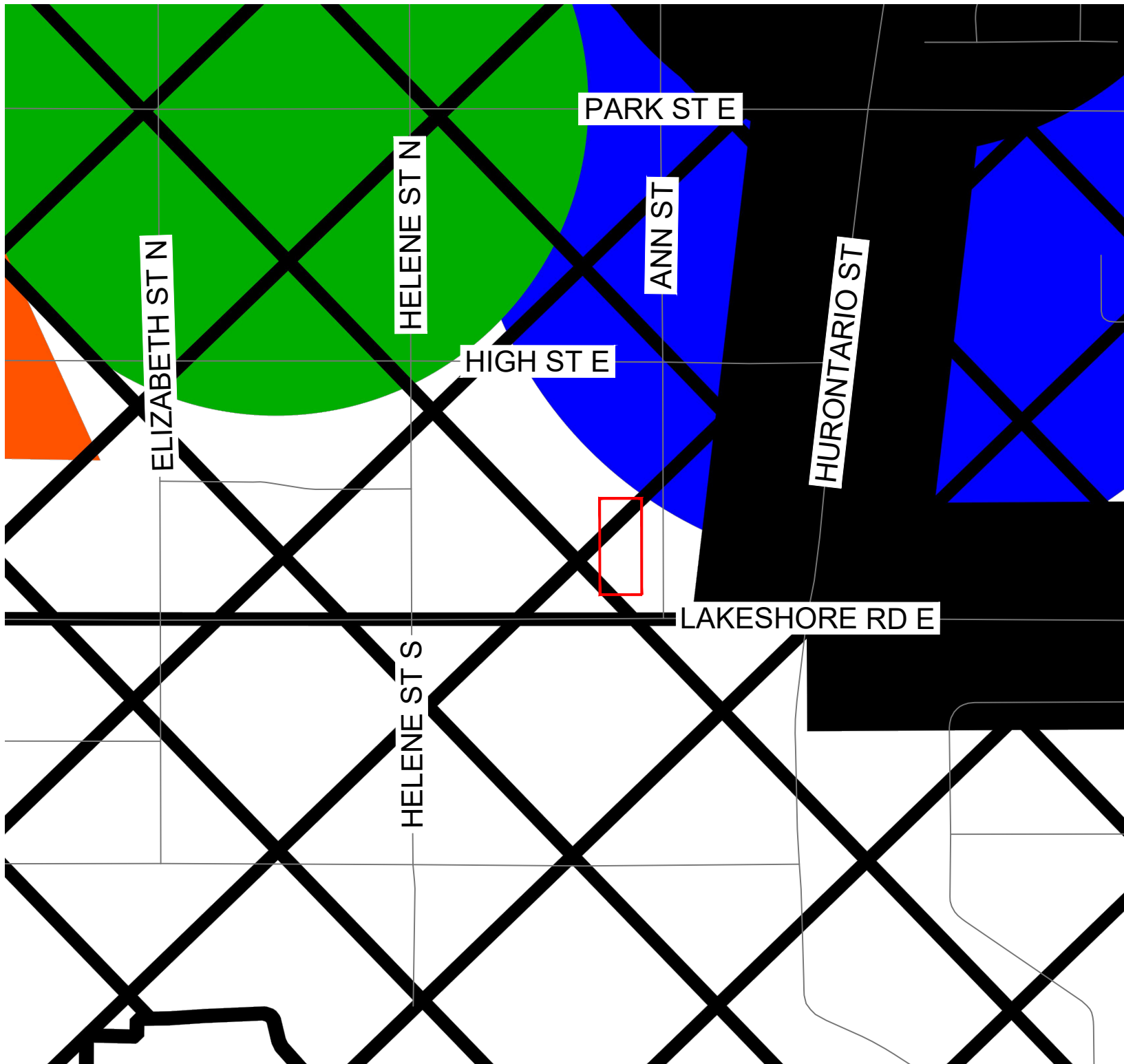


Figure 16

MISSISSAUGA OFFICIAL PLAN

Schedule 6: Long Term
Transit Network

128 Lakeshore Rd E,
Mississauga, Ontario

LEGEND

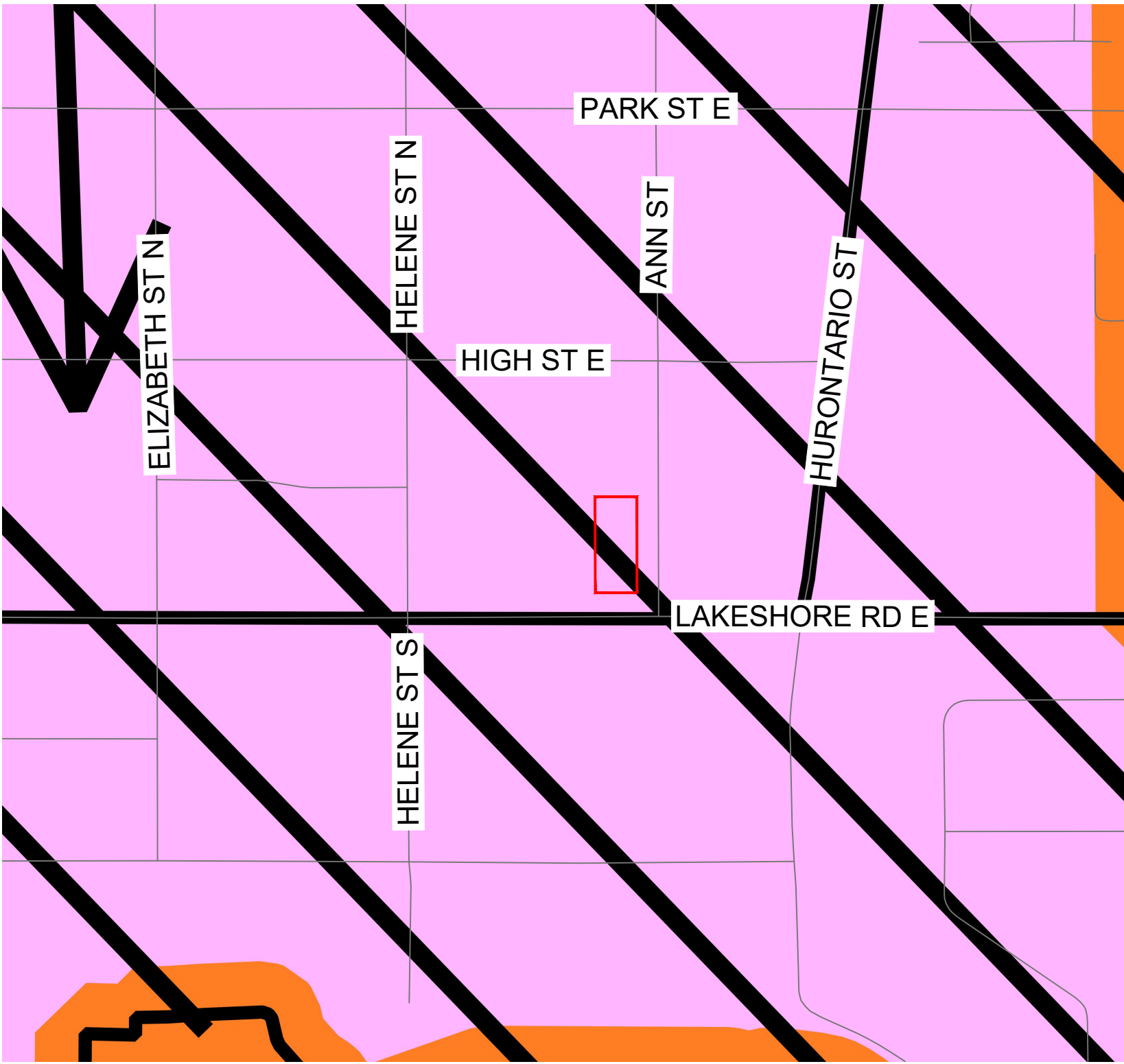
- Subject Lands
- Existing Commuter Rail Station
- Higher Order Transit Corridor
- ▲ Existing Mississauga Transit Terminal
- Mobility Hub
- Intensification Corridor

DATE: October 4, 2021





SCALE: 1:2500



Data Source: City of Mississauga



LEGEND

-  Subject Lands
-  Character Area
-  Community Node
-  Character Area Subject to Local Area Plan

Data Source: City of Mississauga

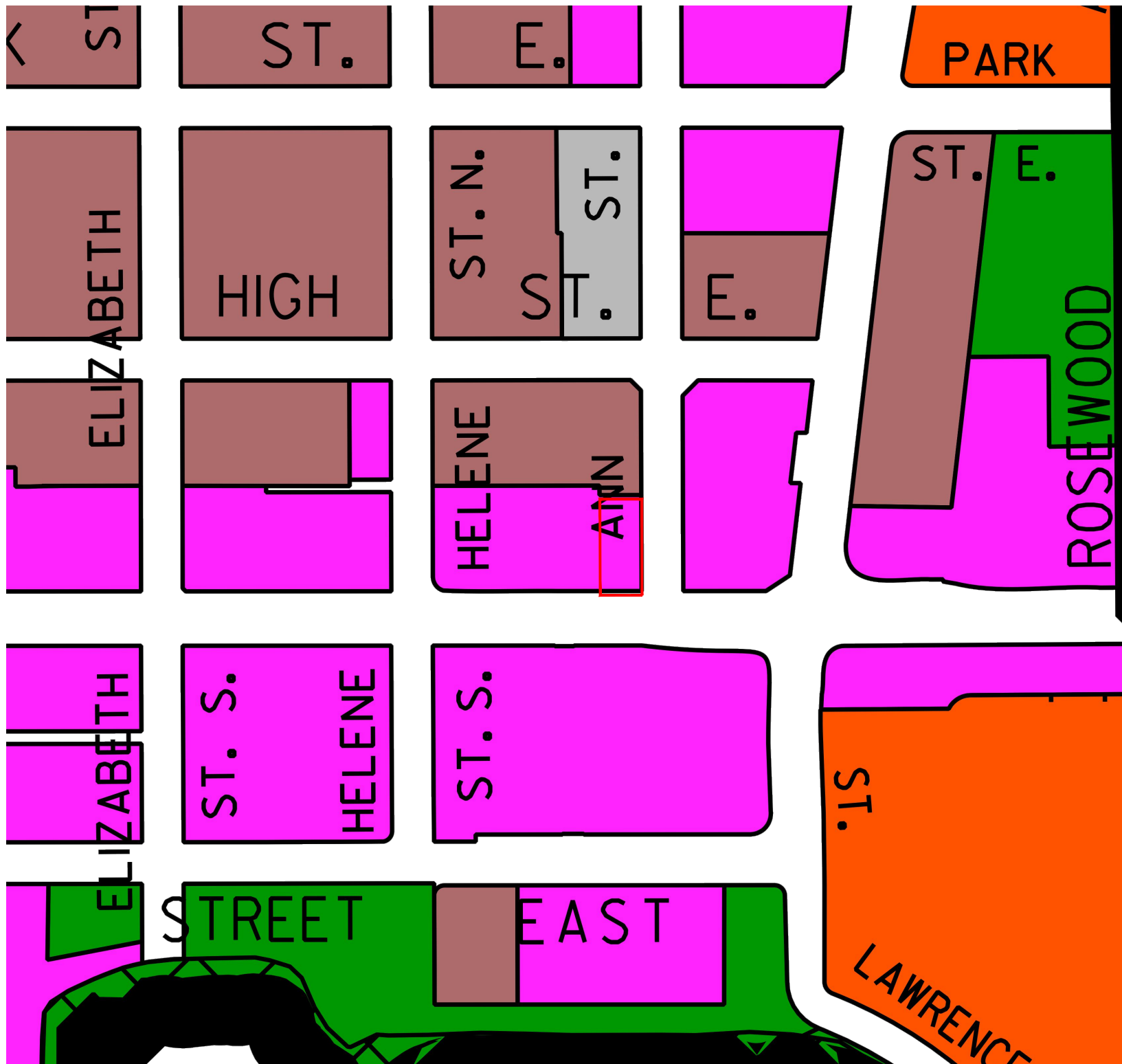


Figure 18

MISSISSAUGA OFFICIAL PLAN

Schedule 10: Land Use Designations

128 Lakeshore Rd E,
Mississauga, Ontario

LEGEND

- Subject Lands
- Residential Medium Density
- Residential High Density
- Mixed Use
- Public Open Space
- Utility

DATE: October 4, 2021

SCALE: 1:2500



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4.6 Port Credit Local Area Plan

The Port Credit Local Area Plan (LAP) provides policies for lands located in South Central Mississauga. The Local Area Plan elaborates on, or provides exceptions to, the policies and schedules of the MOP. The Subject Lands fall within the Mainstreet Node Precinct of the Community Node Character Area in accordance with Schedule 1 of the Port Credit LAP (**Figure 19**).

Section 5 sets out the vision for Port Credit, which is intended to manage change to ensure an appropriate balance is maintained between growth and preservation of character. Ultimately, the vision for Port Credit is for an evolving urban waterfront village with a mixture of land uses, a variety of densities, compact pedestrian and cycling friendly, transit supportive urban forms, a significant public realm, public access to the waterfront, and development that incorporates high quality built form. Relevant Guiding Principles for the Port Credit Character Area are as follows:

- **Policy 5.1.3:** Enhance the public realm by promoting and protecting the pedestrian, cyclist and transit environment, creating well connected and balanced parks and open spaces and reinforcing high quality built form.
- **Policy 5.1.5:** Balance growth with existing character by directing intensification to the Community Node, along Lakeshore Road (east and west), brownfield sites and away from stable neighbourhoods. Intensification and development will respect the experience, identity and character of the surrounding context and Vision.
- **Policy 5.1.6:** Promote a healthy and complete community by providing a range of opportunities to access transportation, housing, employment, the environment, recreational, educational, community and cultural infrastructure that can assist in meeting the day-to-day needs of residents.

The proposed development will assist the City in achieving the vision and guiding principles for the Port Credit area by contributing to the evolution of the area with a transit supportive, compact, urban form. The proposed parking rate reduction and the Subject Land's close proximity to nearby transit and active transportation facilities promotes the pedestrian, cyclist and transit environments. The proposed development balances growth with the existing context by transitional intensification in an area identified for intensification within the Plan. The proposal also promotes a healthy and complete community by adding active retail and commercial uses at grade and supporting new housing. The site is well to the proximity of the Port Credit GO Station, MiWay transit terminal, shops and restaurants along Lakeshore Road, nearby schools and community centres and the Lake Ontario waterfront.

The Plan recognizes various areas of the community perform different functions and identifies four distinct community elements: the Green System; Community Nodes; Neighbourhoods; and Corridors. The Subject Lands are located within a Community Node, as mentioned above. **Section 5.2.2** of the Plan identifies the Community Node as the focus for the surrounding neighbourhoods, which includes characteristics such as a mixture of uses, compact urban form, and appropriate levels of density. The Community Node is identified as a location for intensification, with opportunities to capitalize on nearby transit networks including the GO Station, identified as a Major Transit Station Area and a Gateway Mobility Hub, and the future Hurontario LRT, through additional height and density where appropriate. (**Preamble, Section 5.2.2**).

The proposed development responds to the above-noted policies by directing the provision of 42 residential units to an area identified for intensification with direct access to the Port Credit GO Station and MiWay transit terminal.

Section 6.1 of the Local Area Plan establishes the manner in which new development will be accommodated within the Community Node. In accordance with **Section 6.1**, the Port Credit Community Node supports many of the day-to-day needs of the community as well as uses and events which attract people from across the city and has been identified as an area for growth through infill and redevelopment.

Policy 6.1.1 states that the City will monitor the gross density and population to employment ratio in the Community Node and will assess its ability to accommodate further growth through the development approval process. Increase in employment opportunities are to be accommodated on lands designated mixed use, which can accommodate a range of employment uses including retail, restaurants and offices (**Policy 6.1.2**). Intensification is to address matters such as contribution to a complete community; providing employment opportunities; sensitivity to existing and planned context and contribution to the village mainstreet character; respecting heritage; and protecting views and access to the waterfront (**Policy 6.1.6 a) to e)**).

The proposed development is an infill development that addresses the matters associated with intensification in the Local Area Plan. In addition to employment opportunities provided through the at-grade commercial/retail uses component of the building, the proposed redevelopment also provided employment opportunities related to the operations of the building such as concierge, maintenance, management. These employment opportunities will contribute to a complete community by providing a mix of residential and employment uses in close proximity to a range of other amenities.

Section 8 of the Local Area Plan contains policies related to creating a complete community within the Community Node with a focus on housing, cultural heritage, community and cultural infrastructure, distinct identity and character, and the waterfront. **Policy 8.1.1** states that the Community Node is encouraged to develop with a range of housing choices in terms of type, tenure and price. **Policy 8.1.3** prioritizes the preservation of existing affordable housing and states that where development applications are proposing the removal of existing affordable housing, the replacement of these units will be encouraged on-site or within the community.

The proposed development will provide a range of housing types including 2 and 3 bedroom units that will accommodate a range of household types based on sizes. The proposal will support complete communities by providing for an appropriate density and mix of uses on a site which is within close proximity to local and regional transit networks and active transportation infrastructure. A number of nearby amenities that support daily living including schools, community centres, shops, personal services are within a 10-minute walking distance to the Subject Lands.

Policies related to Port Credit's transportation system are contained in **Section 9** of the Local Area Plan. **Policy 9.1.14** states that development applications will be accompanied by transportation and traffic studies which will address strategies for limiting impacts on the transportation network. Measures to be included in transportation strategies include: reduced parking standards; transportation demand management; transit oriented design of the development; pedestrian/cycling connections; and access management plan. Development applications requesting increases in density and height are to incorporate measures to limit the amount of additional vehicular demand (**Policy 9.1.15**). Reduced

parking requirements and maximum parking standards may be considered within the Community node, particularly in proximity to the GO Station and future LRT stops (**Policy 9.2.1**).

The traffic impact study prepared in support of the applications demonstrate that the proposed development will not result in negative traffic-related impacts. Further, the reduced parking rate incorporated into the proposal is aligned with the transportation strategies encouraged by the Local Area Plan. The reduced parking rate will encourage more residents to use active transportation and transit, including the Port Credit GO Station and Hurontario LRT, which are located in close proximity to the development.

Section 9.3 identifies the GO Station and its vicinity is identified as a Gateway Mobility Hub and Major Transit Station Area. The area is planned to have connections to higher order transit lines along Hurontario Street and Lakeshore Road East. The Plan states that the focus of future development is to support the planned character of the area, and the functioning of the mobility hub. Investment in infrastructure, building and site design that supports the function of the mobility hub is a priority, including: a vibrant mixed use environment, providing additional employment opportunities and a greater range of commercial establishments; a built form that respects the planned character of the area; safe and efficient pedestrian and cycling connections to surrounding neighbourhoods and transit modes, networks and routes; safe and efficient access for cyclists, and secure storage facilities; strategic parking management, including minimizing surface parking lots; and an attractive public realm (**Policy 9.3.1 a), b), c), d), e), f), h), and i)**).

The proposed development will contribute to the realization and enhancement of a mobility hub by providing a higher density development that supports transit oriented development in the immediate proximity of the transit station including 42 residential units and 150 m² of commercial/retail space at-grade. The proposal also prioritizes active transportation and transit usage by providing reduced parking requirements in addition to amenities for cycling including 52 long-term and 10 short-term bicycle parking spaces. The proposal provides for safe and efficient movement of people which prioritizes pedestrian and cycling movement to nearby transit amenities which are located within close proximity to the development proposal.

Urban form policies are contained in **Section 10** of the Local Area Plan. Development within the Port Credit Community Node is to be in accordance with the minimum and maximum height limits as shown on **Schedule 2A and 2B** of the Local Area Plan (**Figure 20**), and heights in excess of these limits within the Community Node precinct may be considered through a site specific Official Plan Amendment application (**Policy 10.1.2**). Within the Community Node, the greatest height and density is to be in close proximity to the GO Station and future LRT transit stop at Hurontario Street and Park Street (**Preamble, Section 10.2**). In accordance with Schedule 2B, a maximum height of 2 to 3 storeys is permitted on the Subject Lands. The Mainstreet Precinct should demonstrate appropriate building height transitions to adjacent lots. The Subject Lands are in a unique context as they are within a policy area that sets a 2 to 3 storey height limit but are surrounded by existing 5, 15 and 21 storey buildings and in the broader policy context located within the Port Credit MTSA. The site therefore offers an opportunity to meet intensification objectives through optimization with a compatible built form that appropriately transitions and integrates with the immediate context.

The proposed 10-storey height provides for a height transition from the adjacent buildings to the west (5 storeys), north (15 storeys) and east (20 storeys). Additional design transitions are provided through stepbacks and separation distances to further mitigate impacts. Further north, building height increases to 22 storeys closed to the Port Credit Go Station. A site specific Official Plan

Amendment is required to facilitate the increase in permitted height. The proposed 10-storey building height will soften the transition between the existing high-rise residential buildings to the low- and mid-rise buildings to the south and west, while providing for active uses at grade to activate the streetscape.

Summary / Conformity Statement

Based on the above, it is concluded that the development proposal conforms to and implements the applicable policies of the Port Credit Local Area Plan.





Figure 19

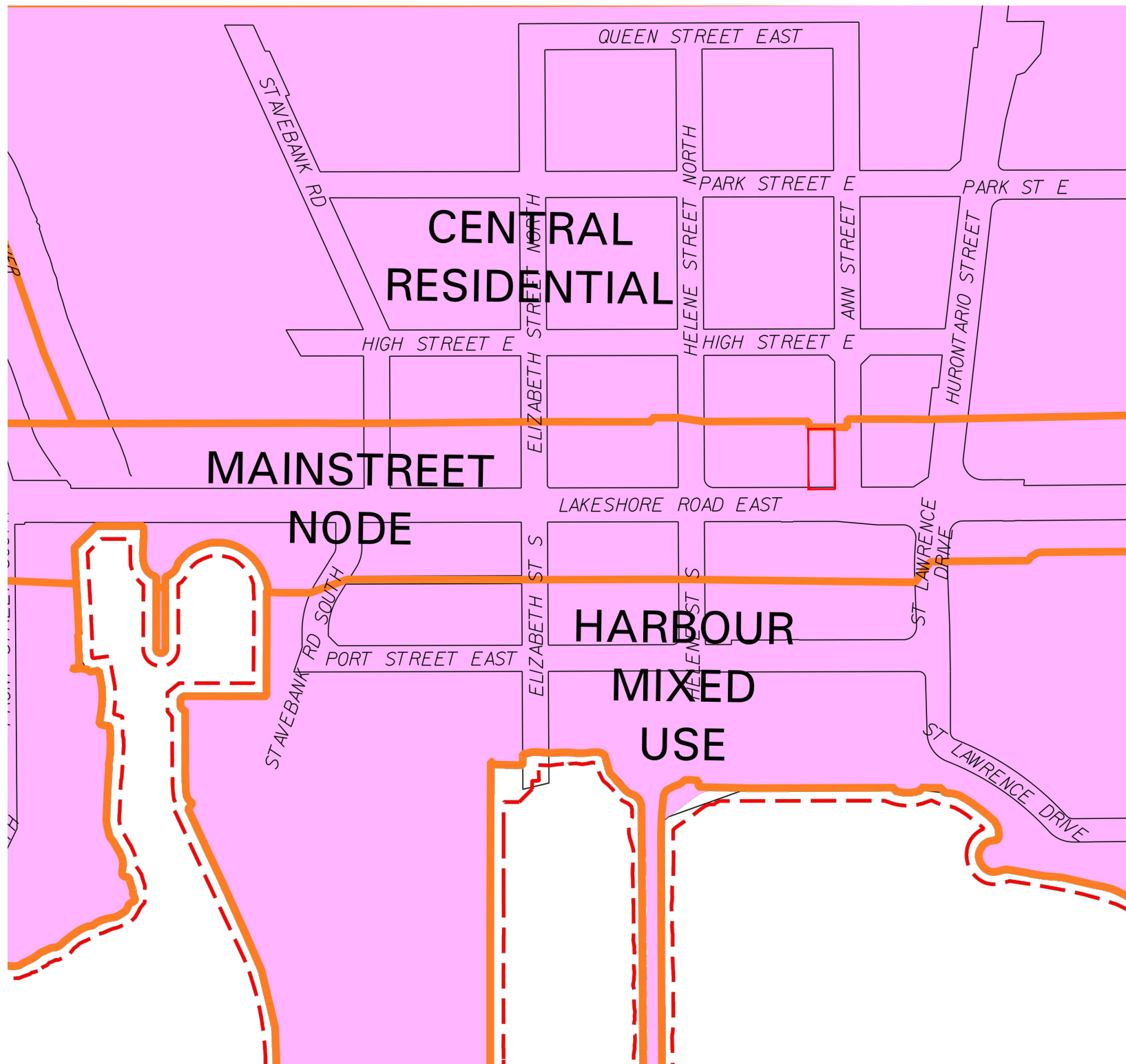
PORT CREDIT LAND AREA PLAN

Schedule 1: Port Credit
Character Areas & Precincts

128 Lakeshore Rd E,
Mississauga, Ontario

LEGEND

-  Subject Lands
-  Community Node Character Area
-  Node Boundary
-  Precinct Boundary



DATE: October 4, 2021

SCALE: 1:4000



N:\2021\19-128 Lakeshore Road East, Mississauga\19-MHBC Documents\PRR\Figures\Drawings\19-Port Credit LAMP Schedule 1.dwg

4.6 Port Credit Built Form Guide

The Port Credit Built Form Guide “the Guide” is used during the design and review of development applications. Building a desirable urban form is a key principle of the Mississauga Official Plan. The Guide is intended to assist in understanding and implementing the Desirable Urban Form policies in the Mississauga Official Plan and the Port Credit Local Area Plan. The Guide establishes and illustrates general requirements necessary to achieve a high quality urban form, site development and public realm.

Policies related to planned building heights are located in **Section 2.2**. Community Nodes are identified as intensification areas, as such, all new buildings shall have a minimum height of 2 storeys. Figure 2B in the Guide illustrates the minimum and maximum building heights that will be considered for properties if a series of design, land use and technical objectives can be demonstrated by the applicant. This figure illustrates the intended height transition with the tallest building nearest the Port Credit GO Station and gradual transition to the 2 or 3 storey height along Lakeshore Road East. Figure 2B is provided with **Figure 20** with this report. **The proposed redevelopment provides for a 3-storey podium fronting Lakeshore Road East, which is consistent with the intended height along this frontage. Above the 3rd storey podium, the building steps back several times. This will provide for appropriate height transition from the adjacent buildings to the north and Lakeshore Road East. A similar development, in terms of build form, has been approved at 280 Lakeshore Road West. The proposed development is located in the Mainstreet Neighbourhood which permit a height of 4 storeys along Lakeshore Road West. The development has provided for a 4 storey podium with stepbacks to the finished height of 8 storeys. The proposed redevelopment of the Subject Lands proposes a 3 storey podium along Lakeshore Road East with stepbacks to the finished height of 10 storeys.**

As identified in the LAP, the subject lands are located within the Mainstreet Precinct. **Section 2.3.3** of the Guide provides policies related to the Mainstreet Precinct. The minimum first floor height of a building along the Lakeshore Road East and West frontage shall be 4.5 m. To ensure buildings and structures relate to human scale and reinforce the scale of the community:

- a) Built form should be closely related to, and integrated with, the street line, and with minimal building setbacks, to provide spatial enclosure and street-related activity;
- b) New buildings should be compatible in bulk, massing and scale of the built form to provide an integrated streetscape.
- c) Retail uses will be required along Lakeshore Road with direct access to the public sidewalk;
- d) No parking lots or areas should be provided between the building and the street line on principal street frontages, with the exception of on-street parking;
- e) Blank walls must be avoided facing principal frontages and intersections;
- f) Service loading and garbage storage should be accessed from the rear or side lanes
- g) Front building facades should be parallel with the street and provide periodic indentations for visual relief and features such as urban squares;
- h) Signage should be integrated with the scale and character of built form;
- i) Continuity of built form should exist from one property to the next with minimal gaps between buildings.

The proposed redevelopment has been designed to be pedestrian friendly and of a human scale. The height of the first storey fronting onto Lakeshore Road East is 5.2m, exceeding the minimum 4.5m requirement. The building is situated directly adjacent to Lakeshore Road East and Ann Street, providing a minimal setback to each lot line; 3.0m to Lakeshore Road East and 2.2m to Ann Street.

This space will be paved and allow for easy pedestrian movement and access to the retail unit on the ground floor. All parking has been provided below grade and garbage collection is accessed from the rear of the site.

Section 2.4 of the Guide provides direction to ensure that the size of the building, the separation distance, the orientation of the building and the shape are considered. Buildings over 6 storeys **should** be designed so they are as square as possible to ensure minimal shadow impact and to ensure they do not create the visual impact of larger bulky floor plates. The maximum floor plates of buildings over 6 storeys, inclusive of balconies, shall be:

- 7-10 Storeys:
 - Maximum floor plate of 1 200 m²
- 11-15 Storeys:
 - Maximum floor plate of 1 000 m²
- 16-22 Storeys:
 - Maximum floor plate of 800 m²

The proposed redevelopment has provided for appropriate floor plate sizes which do not exceed the maximums identified in the Guide. The approximate floor plate sizes for the proposed are as follows:

- **7-8 Storeys: 500 m²**
- **9-10 Storey: 400 m²**

Section 2.4.6 of the Guide provides design requirements for at grade commercial uses. Commercial uses will be required along Lakeshore Road East and in proximity to the GO Transit Station where it is an essential component of transit oriented development. **Section 2.4.6** outlines the following retail guidelines:

- a. A main front usable door shall face Lakeshore Road East/West;
- b. Generally retail areas require a minimum of 4.5 m (15 ft.) of clear height from grade and a minimum of 15 m (50 ft.) of frontage;
- c. A minimum of 75% glazing is required for retail storefronts along the street wall;
- d. A minimum 6 m (20 ft.) store front extension around the corner from a primary street where retail is required;
- e. Retail tenant signs shall be designed of high quality material, colour and scale in keeping with the design of the building;
- f. Fascia signs shall be limited to the first floor level;
- g. Tenant signage shall be of a consistent design if there is more than one tenant;
- h. Ground signs are prohibited;
- i. Store front window signage is permitted up to 25% of the glass surface area and shall not block clear views of exits or entrances and shall maintain visibility into the interior of the premises at all times; and,
- j. Tables and other active uses adjacent to storefront windows are encouraged where permitted.

The proposed redevelopment has accounted for at grade commercial use fronting onto Lakeshore Road East. Pedestrian access to the commercial unit is provided by main doors facing Lakeshore Road East. A ground floor height of 5.2 m has been provided which exceeds the minimum requirement of 4.5 m.

As identified in **Section 2.4.7 and 2.4.8**, the Subject Lands are located along a street intended for ground floor mixed use. New development must ensure that a minimum of 5.6 m public realm from the

sidewalk/street curb to the face of the building can be accommodated to ensure appropriate streetscape treatment can be achieved. Additionally, buildings fronting onto streets that are required to have retail should be closely spaced with no driveway access points and a minimum of 90% of the building face shall front onto Lakeshore Road and be within 0.6 m to 3.0 m of the front property line.

The proposed the proposed building is setback 3.0 m along Lakeshore Road East, this allows for a 5.6 m public realm from street curb to building face. The entire frontage along Lakeshore Road East will be for the ground floor retail use. No driveway access is proposed from Lakeshore Road East, vehicular access to the site is provided from Ann Street at the rear of the building.

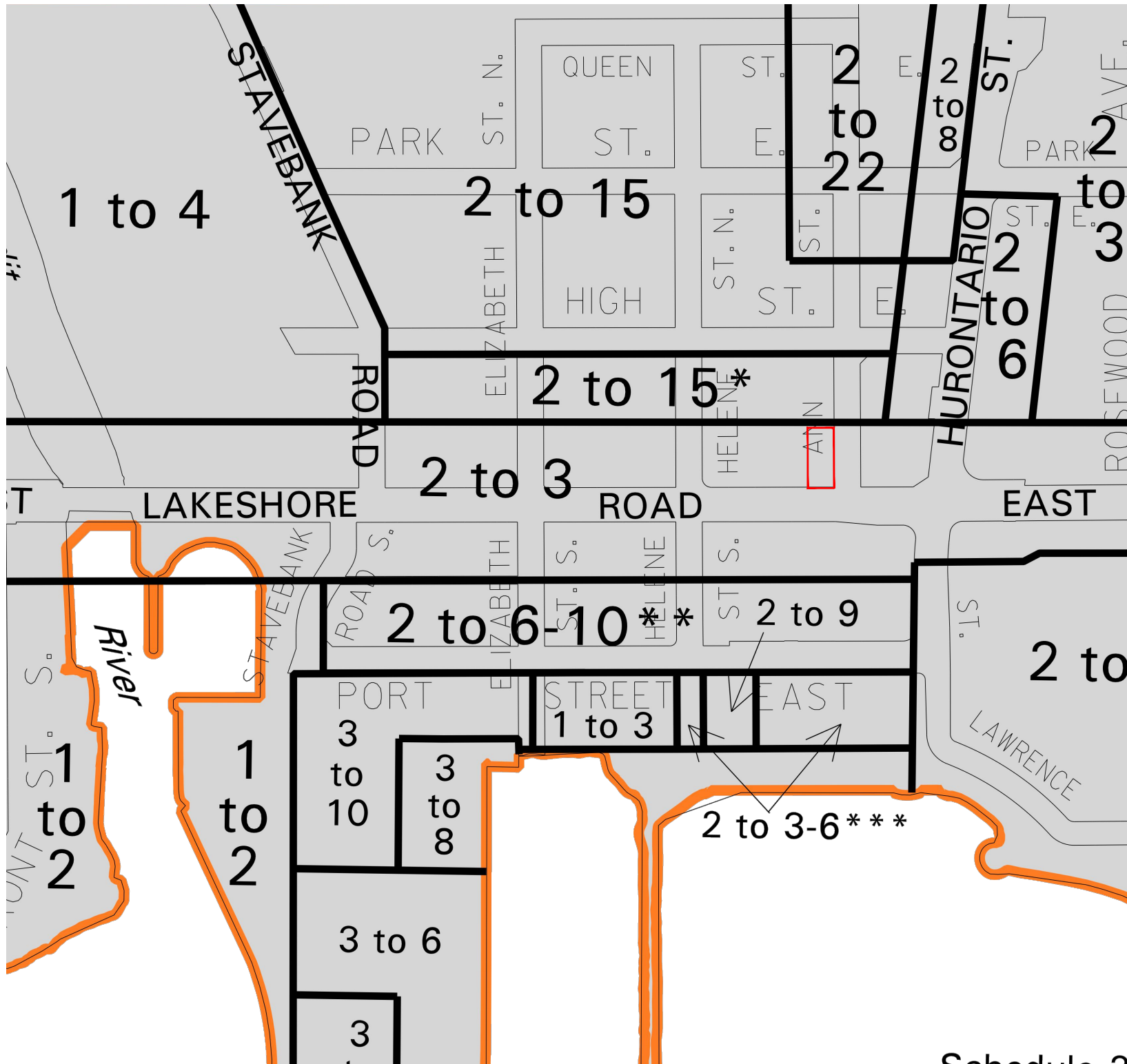


Figure 20

PORT CREDIT LAND AREA PLAN

Schedule 2B: Port Credit
Community Node Height
Limits

128 Lakeshore Rd E,
Mississauga, Ontario

LEGEND

- Subject Lands
- Node Boundary

DATE: October 4, 2021

SCALE: 1:4000



N:\2020\27A - 128 Lakeshore Road East, Mississauga\1 - MHBC Documents\Figures\Drawings\17 - Port Credit LAF Schedule 2B.dwg

4.7 City of Mississauga Zoning By-law

The City of Mississauga's Comprehensive Zoning By-law 0225-2007 came into effect in June 20, 2007, and was last consolidated December 2020. Within Zoning By-law 0225-2007, the Subject Lands are zoned Mainstreet Commercial (C4) (see **Figure 21**).

The C4 zone restricts the height of residential uses permitted on the Subject Lands to 3-storeys. The proposed Zoning By-law Amendment ('ZBA') seeks to amend the mapping and text of the City of Mississauga Zoning By-law 0225-2007 to facilitate the development of the Subject Lands as described in this report. In order to allow for the proposed development, a site specific provision to the existing Mainstreet Commercial Zone (C4-xxx) is being sought for the Subject Lands.

Uses permitted in the Mainstreet Commercial Zone include:

- Retail Store;
- Take-Out Restaurant;
- Animal Care Establishment;
- Financial Institution;
- Beverage/Food Preparation Establishment;
- Office;
- Recreational Establishment;
- Private Club;
- Parking Lot;
- Dwelling Unit located above the first storey of a commercial building;
- Restaurant;
- Veterinary Clinic;
- Funeral Establishment;
- Commercial School;
- Repair Establishment;
- Medical Office;
- Overnight Accommodations;
- Entertainment Establishment;
- University/College;
- Apartment.

For reference, By-law 0225-2007 defines an apartment dwelling as a building or part thereof, other than a horizontal multiple dwelling or a townhouse dwelling, containing more than three (3) dwelling units, and with shared entrance and exit facilities through common vestibule(s). **The proposed development will provide 42 units, with a shared main entrance located along Ann Street. Therefore, the proposed building is classified as an apartment building and is permitted on the Subject Lands.**

The C4 Zone provisions permit residential apartment dwellings to a maximum height of 3 storeys. The proposed 10 storey mixed-use building, therefore, introduces conditions that are not in compliance with the zone provisions of the current zoning on the Subject Lands.

In order to allow for the development as proposed, a C4 zone with special provisions is being sought.

Table 5, below, outlines the zone provisions applicable to the Subject Lands, the requested zone provisions and the proposed development conditions in relation to these zone regulations:

Table 5: Existing and Proposed Zoning Provisions

Zone Regulation	Required (C4)	Requested Zone (C4-xxx)	Proposed Development
Permitted Uses	Retail Store; Take-Out Restaurant; Animal Care Establishment; Financial Institution; Beverage/Food Preparation Establishment; Office; Recreational Establishment; Private Club; Parking Lot; Dwelling Unit located above the first storey of a commercial building; Restaurant; Veterinary Clinic; Funeral Establishment; Commercial School; Repair Establishment; Medical Office; Overnight Accommodations; Entertainment Establishment; University/College; Apartment.		Apartment Commercial uses on the ground floor: Retail Store; Take-Out Restaurant; Restaurant;
Minimum lot frontage	n/a		N/A
Minimum Front Yard	0.0 m		3.0 m
Maximum Front Yard	3.0 m		3.0 m
Minimum Exterior Side Yard	0.0 m		0.815 m
Maximum Exterior Side Yard	3.0 m		0.815 m
Minimum Interior Side Yard	• 0.0m abutting C4 Zone		0.0 m
Minimum Rear Yard	• 4.5m abutting Residential Zone	3.0 m	3.0 m
Minimum Height	• Flat Roof: 2 Storeys • Sloped Roof: 2 Storeys		11 Storeys
Maximum Height	• Flat Roof: 12.5m and 3 Storeys • Sloped Roof: 16.0m and 3 Storeys	11 Storeys and 37.0 m	11 Storeys and 37.0 m

Minimum Landscape Buffer	<ul style="list-style-type: none"> • 4.5m from any other lot line 	3.0m provided along north property line	3.0m provided along north property line
Parking Location	Shall not be located between streetwall and the street line.		All parking is located below grade.
Residential Access	Maximum of 25% of the length of a building streetwall on the first storey may be used for accessing residential uses.	Proposed residential access is less than 25% of the streetwall length	
Streetwall Setback	Maximum of 30% of the length of a building streetwall may be setback beyond the maximum front and exterior side yard.	Entire length of building streetwall along Lakeshore Road East and Ann Street meets current setback requirements.	

Parking

Condo Apartment	<ul style="list-style-type: none"> • 1 space per studio unit • 1.25 spaces per 1 bedroom unit • 1.40 spaces per 2 bedroom unit • 1.75 spaces per 3 bedroom unit • 0.20 spaces per visitor unit • Total parking required: 74 spaces 	<ul style="list-style-type: none"> • 0.88 space per unit • 0.00 space per visitor unit 	37 spaces
Retail Store	<ul style="list-style-type: none"> • 4.0 spaces per 100 sq.m. GFA non-residential • Total parking required: 6 spaces 	0.00 spaces per GFA non-residential	0 spaces
Bicycle Parking	Residential: <ul style="list-style-type: none"> • 0.6 spaces per unit (Long-term/indoor Parking) • 0.05 spaces per unit (Short-term outdoor parking) Retail (Per 100 m ² GFA of retail area): <ul style="list-style-type: none"> • 0.10 (long-term/indoor) • 0.20 (short-term/outdoor) 		62 Bicycle Spaces: <ul style="list-style-type: none"> • 52 Long-Term • 10 Short Term

The following table summarizes the proposed special exceptions to the zoning and rationale for these exceptions:

Exception	Rationale
Reduced rear yard setback	To provide an appropriate buffer between existing development to the north and proposed development.

Reduced parking	To implement Transportation Demand Management measures And recognize the proximity of the MTSA, LRT and local transit.
Reduced landscape buffer	To provide an appropriate buffer between existing development to the north and proposed development.
Modified separation distance regulation (35 to 40 metres for any portion of a building that is six storeys or higher to another building that is six storeys or higher)	Based on the context and the separation provided, there are no adverse effects to overview from the proposed building to adjacent properties.

A copy of the Draft Zoning By-law Amendment is included in this report and can be found at **Appendix C**.

As noted, this amendment is required to implement the Local Area Plan and facilitate the development on the site as proposed.



Figure 21

ZONING BY-LAW 0225-2007

128 Lakeshore Rd E
Mississauga, Ontario

Legend

- Subject Lands
- Mainstreet Commercial
- Existing Use
- City Park
- Apartment, Long-Term Care, Retirement Buildings
- Townhouse
- Utility
- Community Park

Date: Dec 21, 2021

File: 20427-A

Drawn By: R.M.

Scale: 1:2,500



5.0 Summary and Conclusions

As outlined in this report, together with the supporting technical studies, the proposed development and associated Zoning By-law Amendment and Official Plan Amendment represent an appropriate and desirable intensification of the Subject Lands. Based on the existing physical context and surrounding neighbourhood, a technical assessment of the proposal within the current policy and regulatory context of the Province, Region, and City, the following is concluded:

1. The proposed Official Plan Amendment and Zoning By-law Amendment represent appropriate development of the Subject Lands given the existing use of the site and the surrounding context;
2. The proposed development provides an appropriate and well-designed compatible development for the area that will contribute to the provision of new residential units and the achievement of a complete community, including transit-supportive densities in a Major Transit Station Area;
3. The proposed Official Plan and Zoning By-law Amendments are consistent with the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe;
4. The proposed development and associated amendments conform to the policy directions of the Peel Region Official Plan;
5. The proposed development and associated amendments conform to the direction of the City of Mississauga Official Plan and Port Credit Local Area Plan;
6. The proposal can be adequately serviced and provides appropriate transition to ensure there are no adverse impacts to the existing site and surrounding area; and,
7. The proposed development is in keeping with the context of the area, provides an opportunity for intensification within the built-up area, and upholds the overall urban structure as set out in the Mississauga Official Plan and Port Credit Local Area Plan.

Respectfully submitted,

MHBC



Dana Anderson, MA, FCIP, RPP
Partner



Jillian Sparrow, BA
Planner

Appendix A

DARC Checklist

Submission Requirements Checklist

Type of Application:

- ☒ Official Plan Amendment (OPA)
- ☐ Removal of H (H-OZ)
- ☒ Rezoning (OZ)
- ☐ Plan of Subdivision (T)

Planning and Building Department
Development and Design Division
300 City Centre Drive
Mississauga, ON L5B 3C1
Tel: 905-896-5511
www.mississauga.ca
eplans.devdes@mississauga.ca



General Information		
Address / Legal Description of Site 128 Lakeshore Road E		Ward No. 1
Meeting Date August 11, 2021		
Description of Proposal 10 Storey residential development with at grade retail along Lakeshore Rd.		
Applicant Name MHBC Plan – Andrew Hannaford	Planner Name D. Ferro and M. Franzolini	Pre-Application Meeting No. DARC 21-326 W1

General Requirements	Required Reports / Studies
<input checked="" type="checkbox"/> Official Plan Amendment and/or Rezoning Application Form , including ALL Schedules	<input checked="" type="checkbox"/> Planning Justification Report
<input type="checkbox"/> Plan of Subdivision Application Form	<input checked="" type="checkbox"/> Parking Utilization Study
<input checked="" type="checkbox"/> City Application Fees / Deposits	<input checked="" type="checkbox"/> Urban Design Study (contact UD for TOR) – Brief See UD comments
<input checked="" type="checkbox"/> Commenting Agency Fee Collection Form	<input checked="" type="checkbox"/> Sun/Shadow Study
<input checked="" type="checkbox"/> Region of Peel Commenting Fee	<input checked="" type="checkbox"/> Wind Study
<input type="checkbox"/> Conservation Authority Review Fee	<input type="checkbox"/> Digital 3D Building Mass Model (SketchUp)
<input checked="" type="checkbox"/> Cover Letter	<input checked="" type="checkbox"/> Acoustical Feasibility Study
<input checked="" type="checkbox"/> Context Plan / Map	<input checked="" type="checkbox"/> Arborist Report
<input checked="" type="checkbox"/> Concept / Site Plan	<input checked="" type="checkbox"/> Tree Inventory / Tree Preservation Plan
<input checked="" type="checkbox"/> Grading / Site Servicing Plan / Cross Sections for building and underground parking	<input checked="" type="checkbox"/> Easements / Restrictions on Title
<input checked="" type="checkbox"/> Recent Survey Plan	<input checked="" type="checkbox"/> Streetscape Feasibility Study (includes an existing utility plan that meets the Terms of Reference)
<input type="checkbox"/> Draft Plan of Subdivision	<input checked="" type="checkbox"/> Traffic Impact Study
<input checked="" type="checkbox"/> Building Elevations for all sides	<input type="checkbox"/> Transportation Demand Management Strategy
<input checked="" type="checkbox"/> Official Plan – Table/List of requested Site-Specific Exemptions	<input type="checkbox"/> Operations and Safety Assessment
<input checked="" type="checkbox"/> Zoning By-law – Table/List of requested Site-Specific Exemptions)	<input type="checkbox"/> Slope Stability Study / Top of Bank Survey
<input checked="" type="checkbox"/> Draft Notice Sign Mock-up	<input type="checkbox"/> Stormwater Management Report
<input checked="" type="checkbox"/> List of Low Impact Design Features for Site and Building	<input checked="" type="checkbox"/> Functional Servicing Report (FSR)
<input type="checkbox"/> Urban Design Advisory Panel	<input checked="" type="checkbox"/> Hydrogeological Report
<input type="checkbox"/> Pre-Submission Community Engagement Meeting (contact Ward Councillor’s office to confirm if required)	<input type="checkbox"/> Environmental Impact Statement – Type (i.e. minor or major) to be determined following site visit prior to application submission
Other Requirements / Notes	<input checked="" type="checkbox"/> Phase 1 Environmental Site Assessment
<input checked="" type="checkbox"/> Roof Plans & Underground parking plans	<input type="checkbox"/> Phase 2 Environmental Site Assessment
<input checked="" type="checkbox"/> Water Demand Table & Water Discharge Table	<input type="checkbox"/> Heritage Impact Assessment
<input checked="" type="checkbox"/> Parcel Register	<input type="checkbox"/> Archaeological Assessment
<input checked="" type="checkbox"/> Waste Management to Regional Council - Region	<input checked="" type="checkbox"/> Housing Report is required if 50 units or more are being proposed

Other Information
<ul style="list-style-type: none">• Application forms can be obtained at Apply for an Official Plan amendment, Zoning By-law amendment or plan of subdivision – City of Mississauga• Additional information/reports/studies/plans may be required upon submission of the application.• This checklist is valid for one (1) year from the date of the meeting or at the discretion of the Director of Development and Design or his/her designate. In the event that the checklist expires prior to the application being submitted, and/or new policy and/or by-laws apply, another updated checklist may be required.• As part of the Public Engagement Strategy for a complete application, and where deemed necessary by the Ward Councillor, the applicant may be required to host a Community Engagement Meeting prior to submitting an application with surrounding residents to inform the community of the contemplated development proposal and to gather feedback. Further details on the meeting can be obtained by the Planner assigned to the file.• Application submission is via ePlans only at Mississauga ePlans Login• Applicants should consult with the Planning Services Centre of the Development and Design Division to verify the application fee calculation before preparing a cheque. Send your completed Fee Calculation Worksheet (in the application form) to eplans.devdes@mississauga.ca for review.

Preparing Drawings & Documents for an ePlans Submission

Drawing Standards

Drawing sheets should be saved and uploaded into ePlans with the proper view orientation, so that the drawings do not require to be rotated to a proper view.

The top right corner of all drawing sheets should be left blank with the exception of the boarder for the purpose of a City of Mississauga electronic approval stamp. Refer to the following chart for the approval stamp / location depending on the sheet size.

Sheet Size	Approval Stamp Size / Location
36" x 48"	<ul style="list-style-type: none">3" width x 2" height¾" from edge of sheet in both directions
24" x 36"	<ul style="list-style-type: none">3" width x 2" height¾" from edge of sheet in both directions
18" x 24"	<ul style="list-style-type: none">3" width x 2" height½" from edge of sheet in both directions
11" x 17"	<ul style="list-style-type: none">3" width x 2" height½" from edge of sheet in both directions

File Naming Standards for Drawings

File names for all drawings submitted through ePlans should include the first character of the discipline name followed by a 3-digit sheet number and drawing type.

Each drawing plan sheet must be an independent file and the file name cannot exceed 70 characters. Files submitted with multiple drawing plan sheets will not be accepted.

Refer to the chart below for sample file naming conventions.

Drawing Type	Character – Discipline	Sample File Name
Site Plan	A – Architectural	A100 – Site Plan
Elevations	A – Architectural	A200 – North Elevation
Floor Plans	A – Architectural	A300 – Ground Floor Plan
Concept Plan	A – Architectural	A400 – Concept Plan
Grading Plan	C – Civil	C100 – Grading Plan
Survey Plan	C – Civil	C105 – Survey Plan
Tree Inventory Plan	L – Landscape	L100 – Tree Inventory Plan
Landscape Plan	L – Landscape	L200 – Landscape Plan

File Naming Standards for Documents

File names for all documents should clearly identify the type of document, such as an arborist report, shadow study, traffic impact study or stormwater management report.

File name cannot exceed 70 characters.

File Type Standards

Only PDF or vector PDF (preferred) files will be accepted for drawings and documents. If drawings are created in AutoCAD, please convert the files to vector PDF by using the Autodesk Vector Graphic Converter “DWG to .pc3 plotter driver”.

File Size Restrictions

Individual file size restriction is up to 1 Gigabyte (GB).

Appendix B

Draft Official Plan Amendment

The Corporation of the City of Mississauga

By-law Number _____

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

WHEREAS in accordance with the provisions of section 17 or 22 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, 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 may authorize the Regional Municipality of Peel, 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 of Peel has advised that, with regard to Amendment No. XX, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

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

1. The following explanatory text attached hereto, constituting Amendment No. XX to Mississauga Official Plan, specifically the Port Credit Community Node within the Port Credit Local Area Plan, of the City of Mississauga Planning Area, are hereby adopted.

ENACTED and PASSED this ____ day of _____, 2020.

Signed _____

MAYOR

Signed _____

CLERK

**EXPLANATORY NOTE TO PROPOSED
OFFICIAL PLAN AMENDMENT
NUMBER XX**

**TO THE MISSISSAUGA OFFICIAL PLAN OF THE
CITY OF MISSISSAUGA PLANNING AREA**

City of Mississauga File No. _____

The Proposed Official Plan Amendment applies to lands located at the north-western corner of Lakeshore Road East and Ann Street, in the City of Mississauga. The lands are legally described as PT LOT 2, PL PC2 ECR, N/S Toronto St As In PC2417; Mississauga, and are municipally known as 128 Lakeshore Road East.

The purpose of the Official Plan Amendment is to amend the height limit applying to the subject lands as contained in Schedule 2B of the Port Credit Local Area Plan. This Official Plan Amendment proposes to introduce Special Site XX to Section 13.0 of the in-force Port Credit Local Area Plan in order to permit a residential building with a height of 11-storeys.

Amendment No. XX
To
Mississauga Official Plan

The following text and schedules attached constitute Official Plan Amendment No. XX.

PURPOSE

The purpose of this Amendment is to amend the height limit applying to the subject lands located at the north-west corner of Lakeshore Road East and Ann Street as contained in Schedule 2B of the Port Credit Local Area Plan, with a Special Site policy.

The Amendment will permit the development of a proposed 11-storey residential building on the subject lands.

LOCATION

The subject lands affected by this Amendment are located at 128 Lakeshore Road East, located at the north-west corner of Lakeshore Road East and Ann Street. The subject lands are located within a Community Node Character Area in the Port Credit Local Area Plan of the Mississauga Official Plan.

BASIS

The subject lands are located within the Port Credit Community Node in the Port Credit Local Area Plan. The subject lands are designated *Mixed Use* and located within an area identified as part of the Mainstreet Node Precinct. This area is identified in the Mississauga Official Plan as allowing for residential uses, in conjunction with other permitted non-residential uses. This area is identified in the Port Credit Local Area Plan as a place to accommodate street related commercial uses and multi-use residential buildings. Permitted building heights for the subject lands range from 2 to 3 storeys.

The proposed development for the subject lands consists of an 11-storey mixed use residential building, including at-grade commercial uses along Lakeshore Road East and Ann Street. The proposed development includes private indoor and outdoor amenity spaces, at-grade landscaping, 37 underground vehicle parking spaces and 62 bicycle spaces.

Schedule 2B of the Port Credit Local Area Plan prescribes a height limit of 2 to 3 storeys on the subject lands. The proposed Official Plan Amendment to permit additional height and density on the subject land is appropriate from a planning standpoint and should be approved for the following reasons:

1. The proposed amendment is supportive of the policy framework provided in the Provincial Policy Statement, the Growth Plan, and the Region of Peel Official Plan, which each promote a range and mix of housing options as well as the

redevelopment of underutilized lands within the existing built-up area that are served by existing transit and infrastructure.

2. The policies and objectives of the Region of Peel Official Plan are supported by the proposal as it contributes to achieving an urban structure, form, and densities which are pedestrian-friendly and transit-supportive. The proposal is located within a Major Transit Station Area, and provides for transit-supportive densities which contribute to the Region's goals of achieving intensification of residential and non-residential development along corridors and mobility hubs to support a higher level of transit service.
3. The policies and objectives of the Mississauga Official Plan are supported by the proposal as it contributes to the range of housing types, sizes, and tenure, and provides for a compatible built form. The proposal provides residential growth within a designated Intensification Corridor, and will contribute to a livable and accessible complete community.
4. The proposed development provides for a compact built form that makes efficient use of land and existing infrastructure, including nearby transit. The subject lands are located within 500 metres of Port Credit GO Station, within a designated Major Transit Station Area, which is recognized in the Growth Plan, Region of Peel Official Plan, and Mississauga Official Plan as a focus area for higher density transit-oriented development.
5. The greatest densities within the Port Credit Community Node are to be located in the vicinity of the GO Station and Light Rail Transit station. The proposed development responds to the existing built form and scale of the surrounding properties, as well as the scale of the overall Port Credit Context, and provides a transition in height and density from the existing commercial uses to the west, to the high-density residential uses to the north and east.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. The Port Credit Local Area Plan Special Site Policies are hereby amended by adding the following key map and text to Section 13.1 as Special Site XX:

13.1.XX Site XX



13.1.XX.X The lands identified as Special Site XX are located at the north-west corner of Lakeshore Road East and Ann Street.

13.1.XX.X Notwithstanding the provisions of the Desirable Urban Form policies, a mixed use building with a maximum height of 11-storeys is permitted.

13.1.XX.X Notwithstanding the provisions of the Building Separation Distance policies, a minimum separation distance from any portion of a building that is over 6 storeys to another building that is over 6 storeys of 17 metres is permitted.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, the Mississauga Official Plan and the Zoning By-law applicable to the subject lands will be amended to the appropriate classification, in accordance with the intent of this Amendment.

Provisions will be made through the rezoning and site development plan approval process of the lands subject to the Amendment, for development to occur subject to the approved site

development plan, to ensure that development occurs in accordance with the intent of the Amendment.

Provisions will be made through the rezoning of the lands subject to this Amendment, for development to occur subject to approved site development, architectural and landscape plans, to ensure that site access, buildings, parking and landscaping are satisfactorily located and designed.

INTERPRETATION

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

This Amendment supplements the intent and policies of the Local Area Plan.

Upon approval of this Amendment, Section 13.0 of the Port Credit Local Area Plan will be amended in accordance with the intent of this Amendment.

Appendix C

Draft Zoning By-law Amendment

The Corporation of the City of Mississauga

By-law Number _____

A by-law to amend By-law Number 0225-2007, as amended

WHEREAS pursuant to sections 34, 36, and 37 of the *Planning Act*, R.S.O. 1990 c.P.13, as amended, the council of a local municipality may, respectively, pass a zoning by-law;

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

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

6.2.5.X	Exception: C4-X	Map # 08	By-law:
In the C4-X zone, the permitted uses and applicable regulations shall be as specified for a C4 zone except that the following uses/regulations shall apply:			
Regulations			
6.2.5.X.1	The regulations of Lines 9.1, 11.1, 12.4 contained in Table 6.2.1 of this By-law shall not apply		
6.2.5.X.2	Minimum rear yard		3.0 m
6.2.5.X.3	Maximum height exclusive of enclosed rooftop amenity space.		37.0 m and 10 storeys
6.2.5.X.4	Minimum depth of a landscaped buffer measured from any other lot line		3.0 m
6.2.5.X.5	Minimum number of resident parking spaces per dwelling unit		0.88
6.2.5.X.6	Minimum number of visitor parking spaces per dwelling unit		0
6.2.5.X.7	Minimum number of parking spaces per 100 m ² gross floor area – non-residential for a retail store or personal service establishment		0

2. Map Number 8 of Schedule B to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from “C4” to “C4-X”, the zoning of Part of the Town Plot of Port Credit, in the City of Mississauga, PROVIDED HOWEVER THAT the “C4-X” zoning shall only apply to the lands which are shown on the attached Schedule “A”, which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the “C4-X” zoning indicated thereon.

APPENDIX “A” TO BY-LAW NUMBER _____

Explanation of the Purpose and Effect of the By-law

The purpose of this by-law is to permit an 11-storey mixed use building on the lands municipally addressed as 128 Lakeshore Road East (the 'subject lands').

This By-law removes the current C4 zoning provisions that apply to the subject lands in order to apply a C4 zone with special exceptions (C4-X).

Location of Lands Affected

The lands are located at the north-west corner of the intersection of Lakeshore Road East and Ann Street, in the City of Mississauga, as shown on the attached Map designated as Appendix "B".



Further information regarding this By-law may be obtained from _____ of the City Planning and Building Department at _____.



Appendix A

ZONING BY-LAW AMENDMENT

128 Lakeshore Rd E
Mississauga, Ontario

-  Subject Lands
-  Lands to be Rezoned from C4 to C4-X

Date: Dec 17, 2021

File: 20427 - A

Drawn By: R.M.

Scale: 1:1,500



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Appendix B

LOCATION MAP

128 Lakeshore Rd E
Mississauga, Ontario

Legend

 Subject Lands

Date: Dec 17, 2021

File: 20427-A

Drawn By: R.M.

Scale: 1:2,500

