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**RE: Housing Report
1407 Lakeshore Road East, Mississauga**

INTRODUCTION

On behalf of 1407 Lakeshore Developments Inc. (the “applicant”), Urban Strategies Inc. has prepared this Housing Report in support of an Official Plan Amendment and Zoning By-law Amendment application (the “OPA” and “ZBA”) to permit a mixed use redevelopment of the lands located at 1407 Lakeshore Road East and municipally known as 1007, 1015 Cherriebell Road and 1407 Lakeshore Road East, Mississauga (the “site”). This Housing Report satisfies the requirements established by the City of Mississauga (the “City”) for any applications proposing 50 or more ownership residential units. This Housing Report addresses applicable Provincial, Regional, and City housing objectives and provides information about the proposed development, including the number of units by tenure and bedroom type. A complete Planning Rationale by Urban Strategies is provided under separate cover as part of the OPA and ZBA application package.

The site is approximately 0.18 ha in area and located on the northeast corner of Lakeshore Road East and Cherriebell Road in the Lakeview neighbourhood in the City of Mississauga. It is a vacant former commercial site. The site is designated Mixed Use in the Official Plan and zoned C4 – Mainstreet Commercial (“C4”) with a maximum height of 3 storeys and no maximum GFA or density in Mississauga Zoning By-law 0225-2007. The context area north of the site is a low-scaled residential neighbourhood. The context area along the Lakeshore Road East corridor is characterized by a mix of low-rise residential, institutional, commercial, and light industrial uses, though several mixed-use midrise developments are approved and proposed along the corridor, responding to the width of Lakeshore Road East and the planned higher-order transit investment. For a more detailed overview of the site and surrounding context, including other active development applications, refer to the Planning Justification Report prepared by Urban Strategies Inc. dated April 2022.

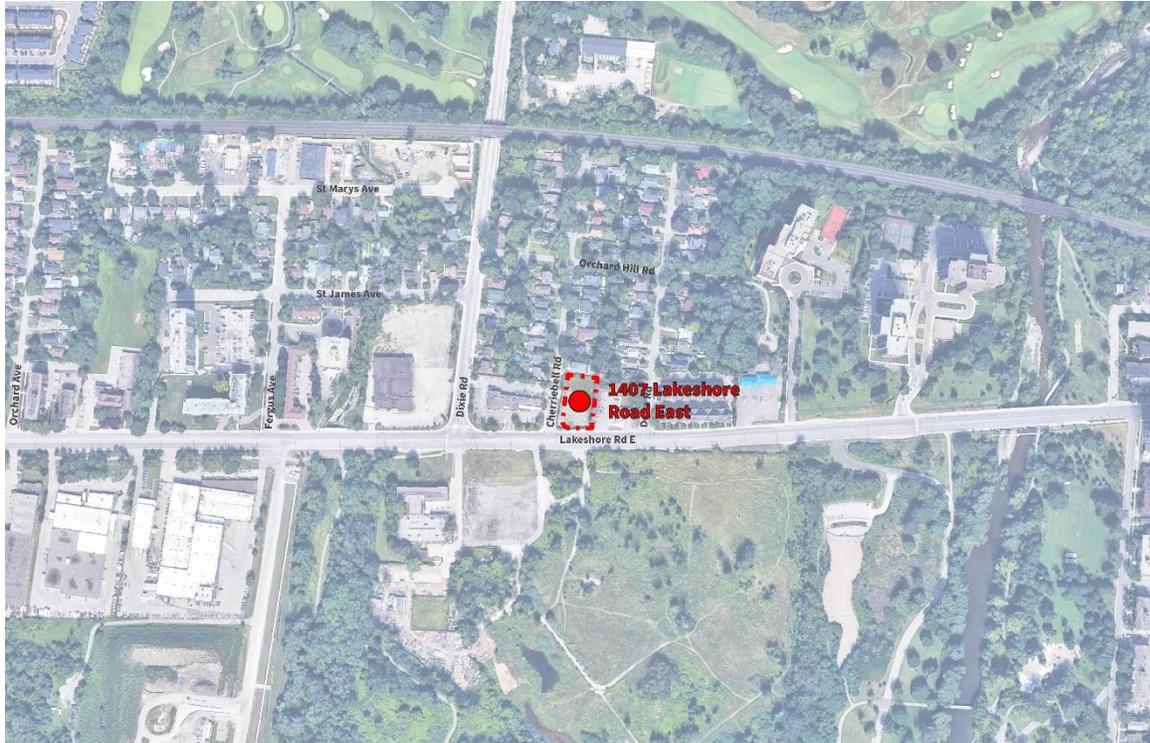


Figure 1: Aerial Image of the site within its surrounding context

THE PROPOSAL

The proposal and its implementing OPA and ZBA seek to amend the City of Mississauga Official Plan and the City of Mississauga Zoning By-law 0225-2007 to redesignate the property to Residential High Density and rezone the property to a Residential Apartment – RA2 (“RA2”) zoning to permit the proposed mixed use and transit-oriented mid-rise development with a proposed total gross floor area (“GFA”) of 6,004 m² and a density or floor space index (“FSI”) of 3.28, including 432 m² of commercial space and 5,572 m² of residential space.

This OPA and ZBA application proposes to transform a vacant former commercial lot into a well-designed 9-storey (28.75 m) mid-rise building that will deliver additional housing and 432 m² of commercial use at a location that is already within approximately 800 m of a GO Transit station, will be within the future Dixie Major Transit Station Area (“MTSA”) along the Waterfront West transit line, and is directly across the street from Lakeshore Park and a network of significant regional open spaces along the Lake Ontario waterfront.

The proposed development is designed to appropriately frame and intensify the Lakeshore Road East corridor while providing transition of use and building massing to the existing neighbourhood to the north. Along the Lakeshore Road East frontage, the development features a pedestrian-scaled 4-storey streetwall, and after a step back rises to a 9-storey (28.75 m) mid-rise development. The design responds to the width of Lakeshore Road East and the envisioned mid-rise character of that corridor, providing building massing that is close to the streetline, is sufficiently tall to establish a sense of enclosure along the wide 44.5 m width corridor, and establishes a pedestrian-friendly 4-storey streetwall condition. The north side of the proposed development is sited and designed to respond to the low-scaled buildings to the north. The building provides a 4.5 m landscaped buffer and a 7.0 m setback from the residential property line to the north, and the building’s upper floors are progressively stepped back to ensure that the tallest portions of the building are furthest from the low-scaled neighbourhood.

The proposed development will provide a total of 84 new residential units along a planner higher-order transit corridor, delivering new housing options that will support transit use and investment. The proposed residential units include 1, 2, and 3-bedroom units. Of the 84 condominium units, 55 units are one-bedroom units, 19 are two-bedroom units, and 10 are three-bedroom units (see Table 1). All 84 proposed units will be market ownership units. A completed Proposed Development – Housing Breakdown table is included as Appendix I.

The proposed development will also enhance the public realm and improve the pedestrian experience on Lakeshore Road East with new sidewalks and will provide retail uses and residential lobby spaces at grade to activate and animate the public realm. The development will be accessed from Cherriebell Road and will provide a 2-level underground parking facility.



Figure 2: Conceptual rendering, view south on Cherriebell Avenue

Unit Type	# of Units	% of Units
1B	29	34.5%
1B+D	26	31.0%
2B/2B+	19	22.6%
3B/3B+	10	11.9%
TOTAL	84	100%

Table 1: Distribution of unit types and sizes

PLANNING RATIONALE, ANALYSIS & OPINION

The section provides a review and analysis of how the proposed development addresses the relevant housing policies and objectives of the Provincial Policy Statement 2020, Growth Plan for the Greater Horseshoe 2019, Region of Peel Official Plan 1996, Peel Housing and Homelessness Plan 2018-2028, Mississauga Official Plan October 2012, and Mississauga Housing Strategy.

PROVINCIAL POLICY STATEMENT, 2020

The housing objectives and policies of the PPS relevant to the proposed development include:

Policy 1.1.1 establishes several ways in which to sustain healthy, liveable and safe communities, including accommodating an appropriate affordable and market-based range and mix of housing types (1.1.1b).

Policy 1.1.3.3 states that planning authorities shall identify and promote opportunities to increase housing supply and range of housing options to the market through intensification and redevelopment that are transit-supportive.

Policy 1.4.1 directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area by maintaining the ability to meet residential growth for a minimum of 15 years through intensification and redevelopment (1.4.1a) and maintaining land with servicing capability sufficient for a 3-year supply of residential units (1.4.1b).

Policy 1.4.3 establishes ways in which planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected affordable and market-based needs, including: establishing and implementing minimum targets for the provision of affordable housing which aligns with the applicable housing and homelessness plans (1.4.3a); permitting all housing options (1.4.3b.1) and all types of residential intensification (1.4.3b.2); directing new housing development to areas with appropriate levels of public service facilities and infrastructure (1.4.3c); promoting densities for new housing that use land, infrastructure, public service facilities, and resources efficiently and support the use of active transportation and transit (1.4.3d); prioritizing intensification and requiring transit supportive development in proximity to transit and corridors (1.4.3e); and establishing development standards for residential intensification, redevelopment and new residential development to facilitate compact form and minimize the cost of housing (1.4.3f).

Policy 1.7.1 states that long-term economic prosperity should be supported by encouraging the provision of residential uses to respond to dynamic market-based needs and to provide housing options for a diverse workforce.

PROVINCIAL POLICY STATEMENT SUMMARY OPINION

The proposed development is consistent with the housing policies of the PPS. The proposed development will support residential intensification along a planned higher-transit corridor and within a future major transit station area (“MTSA”). The development will contribute to an increase of Mississauga’s housing supply by providing new market-based housing in a range of unit types to meet the varying needs of current and future households. The compact and transit-supportive proposed development will enhance the housing supply in an area with appropriate levels of infrastructure, community services and facilities.

A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2019

The relevant housing objectives and policies of the Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) include the following:

Policy 2.2.1.4c provides that applying the policies of the Plan will support the achievement of complete communities that provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes.

Policy 2.2.4.9 states that within MTSAs, and where appropriate, development should integrate a diverse mix of uses, provide reduced parking standards, and demonstrate an appropriate built form to achieve transit-supportive densities.

Policy 2.2.6.1 directs municipalities to support housing choice by achieving the minimum intensification and density targets, by identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet the projected needs of current and future residents (2.2.6.1a); establishing affordable ownership housing and rental housing targets (2.2.6.1b); and by implementing policy 2.2.6.1a and b through official plan policies and designations and zoning by-laws.

Policy 2.2.6.2 states that to support the achievement of complete communities, municipalities will plan to accommodate forecasted growth (2.2.6.2a), achieve the minimum intensification and density targets (2.2.6.2b), consider the existing range and mix of housing options and densities (2.2.6.2c), and plan to diversify the housing stock across the municipality (2.2.6.2d).

Policy 2.2.6.3 further requires municipalities to consider the use of available tools to require multi-unit residential developments to incorporate a mix of unit sizes to meet the needs of a diverse range of household sizes and incomes.

GROWTH PLAN SUMMARY OPINION

The proposed development conforms to the housing policies of the Growth Plan. The proposed development will contribute to achieving the City of Mississauga’s intensification and density targets by delivering 84 new market-based housing units along a planned higher-order transit corridor (the Waterfront West LRT route) and in proximity to existing transit. While this site is not included in the Long Branch Protected MTSA, it is still within 800 meters of the station and in the future Dixie MTSA. Therefore, it contributes to the viability and success of transit investments along Lakeshore Road East while meeting diverse housing needs by including single-family units and family-sized units.

REGION OF PEEL OFFICIAL PLAN, 1996

The housing objectives and policies of the Regional of Peel Official Plan (“ROP”) relevant to the proposed development include the following:

Policy 5.8.1.1 provides that an appropriate range and mix of housing options, densities and sizes will be provided to meet the projected requirements and housing needs of current and future residents of the regional market area.

Policy 5.8.1.2 provides that the availability of housing for all income groups, including those with special needs will be fostered by the Region.

Policy 5.8.1.4 provides that annual minimum new housing unit targets for the Region by tenure, including affordable housing will be achieved (Table 2 summarizes the ROP annual housing targets, as set out in ROP Table 4) by the Region.

Policy 5.8.2.2 encourages municipalities to support residential development, redevelopment, and intensification in areas with appropriate levels of existing or planned infrastructure and services, achieving cost-effective and compact development patterns.

Policy 5.8.2.3 encourages municipalities to plan for a range of densities and forms of housing to enable housing choices for a range of household types, including low and moderate income households, allowing Peel residents to remain in their communities.

	Social Housing	Affordable Rental	Market Rental and Affordable Ownership	Market Ownership
Mississauga	18%	3%	34%	45%
Peel	17%	3%	35%	45%

Table 2: Region of Peel Annual Minimum New Housing Unit Targets

PEEL REGION OFFICIAL PLAN SUMMARY OPINION

The proposed development conforms to the housing policies of the ROP relating to providing housing options, achieving market ownership housing targets, and intensifying areas with existing and planned infrastructure and services. The proposed development will contribute to providing housing options that will help to achieve the largest portion of the City and Region’s annual and targets by delivering 166 new market-based ownership units in an area with existing and planned transit and other infrastructure and services. The proposed mix of units, ranging in size from 1 to 3-bedroom units, will provide greater housing choices for current and future residents of the regional market area.

PEEL HOUSING AND HOMELESSNESS PLAN 2018- 2028

The Peel Housing and Homelessness Plan (“PHHP”) is a 10-year plan built on five interconnected strategies and a variety of actions to support Peel’s population growth over the next 10 year, increase the supply of affordable housing, and prevent homelessness for all Peel residents. The plan aligns with the Region’s strategic plan and vision of “Community for Life” which focuses on creating a community where all can live and thrive. The PHHP encourages the Region to work with local municipalities and the private sector to meet the housing need of middle income households, including through establishing and achieving annual affordable housing targets as shown in Table 3 – which summarizes the PHHP annual housing targets.

Overall Housing Stock	7,500 new housing units annually in Peel: 2,000 affordable units and 5,500 middle income and greater (private sector) 25% of all new housing development is rental 50% of all new housing development is medium or high density		
Segment	Low income	Middle Income	Middle Income and greater
Mississauga	514	520	2,860
Peel	1,000	1,000	5,500

Table 3: PHHP Annual Housing Targets

PEEL HOUSING and HOMELESSNESS PLAN SUMMARY OPINION

The proposed development supports the achievement of the PHHP annual targets for middle income or greater housing. The proposed development will contribute to providing Peel residents with increased housing options and achieving the City and Region’s annual housing targets to meet the housing need of various households by delivering 84 new market-based ownership units of varying unit sizes, ranging from one to three-bedroom units.

MISSISSAUGA OFFICIAL PLAN, 2012

The housing objectives and policies of the Mississauga Official Plan (“MOP”) relevant to the proposed development include the following:

Policy 7.1.6 states that the City of Mississauga will ensure that there is a diversified housing stock to accommodate a diverse range of household needs and preferences.

Policy 7.2.1 states that Mississauga will ensure that housing is provided to meet the housing needs and preferences of Mississauga residents, in a manner that maximizes the use of community infrastructure and engineering services

Policy 7.2.2 establishes that the City will provide opportunities for the development of a range of housing choices in terms of type, tenure and price.

MISSISSAUGA OFFICIAL PLAN SUMMARY OPINION

The proposed development conforms to the housing policies of the MOP. The proposed development will contribute to an increase of Mississauga’s housing supply and provide options to meet the varying needs of current and future households. The proposed development will provide 84 new residential units of varying sizes in a compact and transit-supportive form of development in an area with appropriate levels of infrastructure and services, and therefore making efficient use of community infrastructure and services.

LAKEVIEW LOCAL AREA PLAN, 2018

The housing objectives and policies of the Lakeview Local Area Plan (“Area Plan”) relevant to the proposed development include the following:

Policy 8.1.2 states that the Lakeshore Corridor is encouraged to develop using a range of housing choices in terms of type, tenure and price.

Policy 8.1.3 states that the City of Mississauga will encourage the provision of affordable housing in the Lakeshore Corridor.

LAKEVIEW LOCAL AREA PLAN SUMMARY OPINION

The proposed development will contribute to an increase of housing choices along an arterial road and designated corridor by providing 84 new residential units with a variety of unit sizes – ranging in size from 1- to 3-bedrooms – to offer housing for various household sizes, while maximizing the use of existing infrastructure and services.

MAKING ROOM FOR THE MIDDLE: A HOUSING STRATEGY FOR MISSISSAUGA, 2017

The Mississauga Housing Strategy provides goals and actions to address housing affordability, focusing on middle income households while improving housing conditions for all Mississauga residents. The Strategy encourages the City to use tools in appropriate locations across the City and in proximity to transit services to allow the built forms and densities needed to support the development of family-sized housing units, market affordable and ownership housing, and market ownership housing to meet the needs of middle income households. The Strategy establishes goals for measuring progress in

addressing housing needs and meeting its affordable housing targets by establishing interim and long-term housing unit production targets based on Regional requirements.

MAKING ROOM FOR THE MIDDLE: A HOUSING STRATEGY FOR MISSISSAUGA SUMMARY OPINION

The proposed development will contribute toward meeting the City and the Region's annual housing targets of 45% market ownership and support an increase of housing supply for residents by providing 84 new condominium units of varying sizes. The proposed mix of housing includes approximately 29 smaller unit sizes, and 10 larger family-friendly units, all of which contribute to accommodating people at all stages of life and the needs of diverse households' sizes.

SUMMARY AND CONCLUSION

The proposed development responds to local market demand by providing needed housing options through the intensification of a vacant lot delivering compact and mixed-use development along a designated corridor with existing and planned transit. The proposed development is located approximately within 800 m and a 10-minute walk from the Long Branch GO Station, has direct address on a designated Corridor and is within the future Dixie MTSA along the Waterfront West transit line. The planned higher order transit route along Lakeshore Road East will connect two regional transit stations (Long Branch and Port Credit GO Stations) which provide access to downtown Toronto and the broader GTHA, as well as to work and leisure destinations.

The proposed development will enhance the City of Mississauga's housing options and supply by providing 84 needed housing units and improving the ability to meet the needs of current and future households of the regional market. The proposed development will add 84 new market-based ownership residential housing units in proximity to existing and planned transit, community service facilities, and urban recreational and cultural amenities. The proposed units range from 1- to 3-bedroom sizes, including larger family-friendly units. This will contribute to achieving the City and Region's annual housing targets for market ownership housing.

The proposed units range from 1- to 3-bedroom sizes, including larger family-friendly units. This will contribute to achieving the City and Region's annual housing targets for market ownership housing. The proposed development is consistent with the policy directions in the Provincial Policy Statement; conforms with the housing policies set out in the Growth Plan, Peel Region Official Plan, and Mississauga Official Plan relating to providing housing options, achieving market ownership housing targets, and intensifying areas with existing and planned infrastructure and services; supports the achievement of the Peel Housing and Homelessness Plan 2018- 2028 annual targets for middle income or greater housing and the development of family-sized housing units and ownership housing of the Mississauga Housing Strategy goals; and represents good planning.

URBAN STRATEGIES INC.



Josh Neubauer, MCIP, RPP
Partner

Part B of Housing Report Submission – Please complete the following table.

Include the full range of units provided, whether they are market units, or units forming part of the affordable middle income housing contribution. Where exact values / quantities are not yet known, please provide estimates. This table can be copied into your Housing Report.

Proposed Development – Housing Breakdown (All Units)		
Purpose Built Rental Units*		
	Proposed Rents in 2019 Dollars (excluding parking and utilities)	Qty. of Units
Bachelor	Less than \$922/month rent	0
	Between \$922 and \$1153/month rent	0
	Between \$1153 and \$1383/month rent	0
	Between \$1383 and \$1614/month rent	0
	More than \$1614/month rent	0
	Proposed Rents in 2019 Dollars (excluding parking and utilities)	Qty. of Units
1 bedroom	Less than \$1233/month rent	0
	Between \$1233 and \$1541/month rent	0
	Between \$1541 and \$1850/month rent	0
	Between \$1850 and \$2158/month rent	0
	More than \$2158/month rent	0
	Proposed Rents in 2019 Dollars (excluding parking and utilities)	Qty. of Units
2 bedroom	Less than \$1396/month rent	0
	Between \$1396 and \$1745/month rent	0
	Between \$1745 and \$2094/month rent	0
	Between \$2094 and \$2443/month rent	0
	More than \$2443/month rent	0
	Proposed Rents in 2019 Dollars (excluding parking and utilities)	Qty. of Units
3+ bedroom	Less than \$1590/month rent	0
	Between \$1590 and \$1988/month rent	0
	Between \$1988 and \$2385/month rent	0
	Between \$2385 and \$2783/month rent	0
	More than \$2783/month rent	0
Ownership Units		
Ownership Units to be Sold at Market Prices		Qty. of Units
Bachelor		0
1 bedroom		55
2 bedroom		19
3+ bedroom		10
Ownership Units to be Sold as Affordable		Qty. of Units
Bachelor	Proposed Affordable Sale Price of Unit	0
1 Bedroom	\$0	0
2 bedroom	\$0	0
3+ bedroom	\$0	0
Unit Transfer		
Ownership Units to be Dedicated to City/Region		Qty. of Units
Bachelor	Market Value of Unit	0
1 Bedroom	\$0	0
2 bedroom	\$0	0
3+ bedroom	\$0	0

Secondary Suites		
Private Ownership Secondary Suites		Qty. of Units
Bachelor		0
1 bedroom		0
2 bedroom		0
3+ bedroom		0
Land		
Land Dedicated to City/Region	Market Value of Land Per Acre	Acres
	\$0	0
Financial Contribution to Affordable Housing Offsite		
	Amount	
	\$0	

*Proposed rent ranges to be updated annually, following the release of CMHC's Annual Rental Market Survey every October.