



1407 LAKESHORE ROAD EAST MISSISSAUGA

Planning Justification Report

April 2022

**URBAN
STRATEGIES
INC .**

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1.0

INTRODUCTION

1.1 INTRODUCTION & PROJECT OVERVIEW

Urban Strategies Inc. has prepared this Planning Justification Report on behalf of the landowner of 1407 Lakeshore Road East, 1407 Lakeshore Developments Inc. (the “Applicant” and “Owner”), in support of a combined Official Plan and Zoning By-law Amendment application for a mixed use development at 1407 Lakeshore Road East in the City of Mississauga.

This report provides the planning rationale for an Official Plan and Zoning By-law Amendment to permit the proposed development at 1407 Lakeshore Road East (hereafter referred to as the “proposed development” or “site”). The site, which is currently vacant, is an approximately 0.18 ha lot in the Lakeview neighbourhood in Mississauga. It is bounded by low-scale residential homes to the north, a motel and gas station to the east, Lakeshore Road East to the south, and Cherriebell Road to the west. The site is situated along the Lakeshore Road East Corridor, a location well connected to the local and regional transportation network and planned for intensification through context-appropriate redevelopment.

This report demonstrates that the proposed mixed use development is supportive of Provincial, Regional and City of Mississauga planning and design policy and development objectives, is appropriate and represents good planning.

The Applicant is proposing a 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.

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 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. The proposed development will also enhance the public realm and improve the pedestrian experience on Lakeshore Road East with a new sidewalk, 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 with 76 parking spaces.



Figure 1. Rendering, Cherriebell Road frontage

1.2 KEY PROJECT BENEFITS

The proposed development promotes the following city building opportunities:

DELIVERING TRANSIT-SUPPORTIVE INTENSIFICATION ALONG A CORRIDOR

that reflects the City's emerging built form vision for Lakeshore Road East and will complement proposed and approved mid-rise intensification along the Corridor. The infill mixed use development is integrated into, and benefits from, the existing and planned regional and local transit, cycling and pedestrian networks. The proposed development will introduce residential and commercial density to optimize planned high-order transit investments, promote active transportation, deliver key elements of a complete community.

ACHIEVING SENSITIVE BUILT FORM

that provides appropriate transition of use and massing to the low-scale neighbourhood to the north. A combination of design measures is used to ensure that the proposed building will transition appropriately to the existing neighbourhood, including: a 4.5 m landscape buffer at the north lot line; a 7.0 m setback from the landscape buffer to the building; stepped-back building floors that will support privacy, views and sunlight; and grade-related residential units along Cherriebell Road to complement the residential character.

PROVIDING 84 HIGH-QUALITY RESIDENTIAL UNITS

with a range of unit types and sizes in proximity to existing and planned transit services, community services and facilities, and urban recreational and cultural amenities.

SUPPORTING ECONOMIC VITALITY ALONG THE CORRIDOR

with 432 m² of commercial space on the ground floor that will improve the mix of uses and commercial offering in the Lakeview neighbourhood, provide local employment opportunities, and animate the public realm.

ENHANCING THE PUBLIC REALM

on Cherriebell Road and along Lakeshore Road East by introducing new public sidewalks, street furniture, and plantings. A combination of grade-related residential and retail units will help to animate the public realm throughout the day.

1.3 REPORT OVERVIEW

The purpose of this report is to provide a comprehensive overview and planning analysis of the proposed development, and demonstrates that the requested Official Plan and Zoning By-law Amendments are appropriate; are consistent with, conform to and support the applicable Provincial, Regional and City of Mississauga policy direction; and represent good planning.

The report is structured as follows:

Section 2: SITE AND SURROUNDING CONTEXT provides a description of the site and surrounding context; the transportation context; existing and planned parks, community services and facilities; and a review of area development activity.

Section 3: PROPOSED DEVELOPMENT contains an overview of the proposal and key project statistics.

Section 4: PLANNING POLICY CONTEXT outlines how the proposed development responds to applicable Provincial, Regional and City of Mississauga planning policies and design standards.

Section 5: SUPPORTING STUDIES provides an overview of findings from technical reports and studies prepared by other consultants in support of this application.

Section 6: PLANNING SUMMARY AND CONCLUSIONS summarizes the overall planning rationale for the proposed development.

The draft Official Plan and Zoning By-law Amendments have been prepared and submitted under separate cover.

1.4 REQUESTED APPROVALS

This application proposes a combined Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”). An Official Plan Amendment is required to permit the proposed 9-storey mixed use development with 84 residential units and ground floor retail. An amendment to the City of Mississauga Zoning By-law 0225-2007 is also required to permit the proposed height and density.

1.4.1 PROPOSED OFFICIAL PLAN AMENDMENT

The site is designated Mixed Use in the Mississauga Official Plan (“MOP”). The draft OPA included with this submission proposes to redesignate the site to Residential High Density to permit a development that consists primarily of residential uses with non-residential uses at grade only. The draft OPA also seeks to permit a 9-storey apartment building with retail at grade with a proposed density of 3.28 FSI through new Special Site policies in the Lakeview Local Area Plan.

1.4.2 PROPOSED ZONING BY-LAW AMENDMENT

The site is currently zoned C4 – Mainstreet Commercial (“C4”) in the City of Mississauga Zoning By-law 0225-2007. The draft ZBA included with this submission proposes to rezone the site to the Residential Apartment RA2 (“RA2”) category, and proposes site-specific exceptions to facilitate the proposed development. Specifically, the draft ZBA seeks to permit changes to the following provisions: permitted uses, site-specific density, minimum exterior and interior side yards, maximum height, and parking provisions.

The proposed OPA and ZBA are consistent with the Provincial Policy Statement (2020); conform with the Growth Plan for the Greater Horseshoe (2019) and the Region of Peel Official Plan (1996); and conform with key policy intentions of the Mississauga Official Plan (2012) and the Lakeview Local Area Plan (2018).

2.0

**THE SITE AND
SURROUNDING
CONTEXT**

2.1 The Site

Located in the City of Mississauga on Lakeshore Road East, the site is suitable for a sensitively designed infill mixed use development that reflects the envisioned and proposed intensification occurring on a designated corridor with planned higher order transit.

The site (municipally known as 1007, 1015 Cherriebell Road and 1407 Lakeshore Road East) is located on the northeast corner of Lakeshore Road East and Cherriebell Road, in the Lakeview neighbourhood of the City of Mississauga. The rectangular site has a total area of approximately 0.18 ha (1,686.6 m²), with approximately 31.7 m of frontage along Lakeshore Road East and a depth of approximately 57.8 m. Currently, the site can be accessed from Cherriebell Road.

The site currently has no active land use and is vacant and partially excavated. A previously proposed residential development was cancelled after the site was excavated approximately 1 storey below grade. The site is free of any existing trees or other natural heritage features. The site was formerly occupied by a single storey commercial building, Trojan's Bar Emporium, which was demolished in 2012.

The site was the subject of a previous Site Plan application proposing two 4-storey buildings. The following is a summary of the site's development application history:

- August 3, 2012 – Site Plan application submitted under file SP 11/174 W1 for a mixed use development proposing 18 residential units and commercial space fronting Lakeshore Road East.
- November 26, 2015 – Committee of Adjustment granted a minor variance under file 'A' 415/15 for a reduction in provided parking, among other required variances. The Committee approved 34 spaces whereas 42 parking spaces were required by the Zoning By-law.
- October 7, 2020 – Revised Site Plan application submitted under file SP 11/174 W1 to permit a mixed use development proposing two 4-storey buildings with 24 residential stacked townhomes and 129.2m² of retail space at grade and an above-grade residential parking garage.

The previous applicants did not pursue the development to the point of Site Plan Approval. The proposed development represents the development objectives of the current owner.



Figure 2. Aerial image of the site

2.2 The Surrounding Context

The surrounding context includes a mix of low-rise and mid to high-rise residential buildings; low-scale institutional, commercial, and light industrial uses; parks and open spaces; and municipal water infrastructure.

North: The site is bordered to the north by an established residential portion of the Lakeview neighbourhood designated as Residential Low-Density I, characterized by low-rise buildings including single-detached dwellings. Immediately north of the neighbourhood is the railway corridor and the Lakeview Golf Course.

East and West: To the East and west on the north side of the site, Lakeshore Road East is characterized by 1 and 2-storey commercial buildings, many of which have surface parking fronting the street, including a motel, gas station and convenience store directly east of the site. Further east are residential townhouses, a 12-storey 209-unit condominium building at 1485 Lakeshore Road, two 20-storey condominium buildings at 1535 Lakeshore Road East, and a couple of tall buildings immediately east to Etobicoke creek. Further west is a range of mid to high-rise residential buildings including a 16-storey rental apartment building at 1257 Lakeshore Road East, a 7-storey rental apartment at 1285 Lakeshore Road East, and a 7-storey at 1015 Orchard Road.

South: South of the site, on the south side of Lakeshore Road East, are several parks and open spaces including the Lakeshore Park and Marie Curtis Park. To the south west of the site are low-rise light industrial and manufacturing buildings.



Figure 3. View north on Cherriebell Road



Figure 4. View west on Lakeshore Road East



Figure 5. View east on Lakeshore Road East



Figure 6. View south from site at Cherriebell Road

2.3 Transportation Context

The site is well served by the existing road and public transportation network, which will be enhanced in the future by planned higher order public transportation along Lakeshore Road East. The site is also near a significant active transportation trail.

- Site Area
- ➔ Lakeshore West GO
- ➔ MiWay Bus Route
- ➔ QEW
- ➔ Major Road
- ➔ Proposed Higher Order Transit
- Planned MTSA

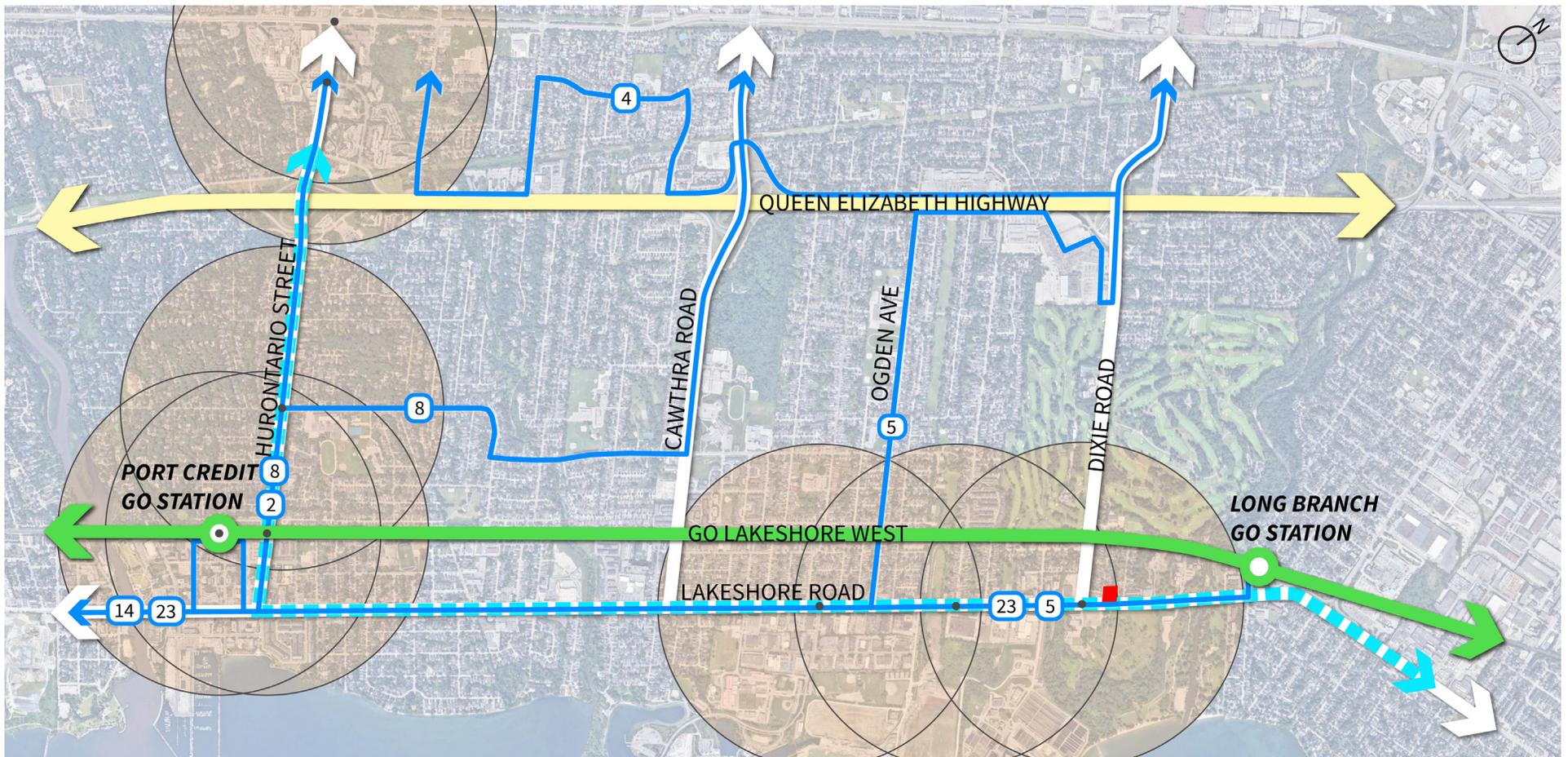


Figure 7. Regional and local transit and transportation infrastructure

Road network

The site is located on Lakeshore Road East which is classified as both a Corridor and Arterial Road in the Mississauga Official Plan. The site is approximately 200 m west of Dixie Road. Dixie Road is identified as a Regional Major Collector Road. This route is intended to support large traffic volumes and provide enhanced access to key destinations within the City.

The Queen Elizabeth Way (“QEW”), a Provincial Highway with access from Dixie Road, is approximately 2 km north of the site. The QEW provides access to other regional destinations and connects with Highway 427 in Etobicoke to the northeast of the site.

Transit Network

The site is currently served by MiWay Bus Routes 5 - Dixie and 23 - Lakeshore, providing north-south and east-west services across Mississauga. Both Routes 5 and 23 are accessed within less than 200 m from the site. These bus stops are located at the intersection of Delta Road and Dixie Road on the north side of Lakeshore Road East (westbound) and the south side of Lakeshore Road (eastbound).

Route 5-Dixie runs east-west from/to Long Branch TTC loop in Toronto along Lakeshore Road East. This route provide access to Dixie Outlet Mall, Dixie GO Train Station.

Route 23-Lakeshore runs east-west along Lakeshore Road East between Long Branch Go Train Station and Clarkson GO Train Station. It connects to multiple, inter-regional stations including the Port Credit GO Station, Clarkson GO Station, and the Long Branch TTC streetcar loop and Long Branch GO Station.

The site is also within 800 m of the Long Branch Go Station, which is located on GO Transit’s Lakeshore West rail line, and the terminus of the TTC’s 501 Queen Streetcar line.

A planned higher-order transit line running along Lakeshore Road East will further enhance the site’s transit accessibility. The 2041 Regional Transportation Plan (“RTP”) identifies the planned transit line as the Waterfront West LRT (see Section 4.4). The Waterfront West LRT will connect the City of Toronto and the City of Mississauga, running along Lakeshore Boulevard from Union Station to Port Credit GO station. In anticipation of this rapid transit project, the Mississauga Official Plan identifies this portion of Lakeshore Road East as a Higher Order Transit Corridor, which is the subject of the City’s ongoing Lakeshore East Corridor Study. It has yet to be determined what transit vehicle technology will be built on Lakeshore Road East, but the Region of Peel has preliminarily identified and delineated 3 future Major Transit Station Areas (“MTSAs”) on the Lakeshore East Corridor. The site is located within the future Dixie Station MTSA.

Active Transportation

The site fronts onto Lakeshore Road East which is identified as a Primary On-Road/Boulevard Route in the Mississauga Official Plan Schedule 7 – Long term Cycling Routes. Similarly, Dixie Road is identified as Regional Primary On-Road/Boulevard Routes. The Site is also within approximately 250 m walking distance to the Lake Ontario Waterfront Trail which is identified as Primary Off-Road Route for cycling (see Figure 9).



Figure 8. Lakeshore Rd E Right-of-way

2.4 Parks, Community Services & Facilities Context

The Site is serviced by a range of commercial, retail, and public service amenities.

Within the area generally bounded by Cawthra Road to the west, Etobicoke Creek to the east, Atwater Avenue to the north, and Lake Ontario to the south, there are a number of parks and open spaces including Lakeview Park, Douglas Kennedy Park, Lakefront Promenade, A.E. Crookes Park, The Village Green, Serson Park, Appledale Park, Orchard Hill Park, Lakeshore Park, Marie Curtis Park, Lakeview Golf Course, Toronto Golf Club, and the Waterfront Trail. The nearest public library in this area is the Lakeview Library which is located approximately 2 km northwest of the site on Atwater Avenue. Also, within this area are several places of worship, including St Joseph Syriac Catholic Church, Vietnamese Evangelical Church, and a worship centre comprising Maranatha Spanish Seventh Day Adventist Church, Gospel Assembly Church, and Mississauga Gospel Assembly Church.

Libraries: Lakeview Library is the nearest library located approximately 2 km northwest of the site.

Parks and Open Spaces: Lakeview Park; Douglas Kennedy Park; Lakefront Promenade; A.E. Crookes Park; The Village Green; Serson Park; Appledale Park; Lakeview Golf Course; Orchard Hill Park; Lakeshore Park; Marie Curtis Park; and the Waterfront Trail – which is an extensive trail for active and passive recreational opportunities which connects to a network of parks, greenspace and waterfront activities – are all near the site.

Fresh food markets: the Sunday Lakeview Farmers' Market on the south side of Lakeshore Road East between Dixie and Cherriebell Roads, a No Frills grocery store (located 1.3km east of the site), and Lanzarotta Wholesale and Rabba Fine Foods, are both within 2.5 km.

Schools: Lakeside Montessori School, Cawthra Park public secondary, Queen of Heaven catholic elementary (which includes an EarlyON Child and Family centre), and St. Paul Secondary School are all near the site.

Community Centres: Carmen Corbasson Community Centre – including an indoor walking track, indoor ice surfaces, as well as the Cawthra Pool located inside the adjacent Cawthra Secondary School– is within 3.5 km of the site.

Places of Worship: St Joseph Syriac Catholic Church, Vietnamese Evangelical Church, and a worship centre including Maranatha Spanish Seventh Day Adventist Church, Gospel Assembly Church, and Mississauga Gospel Assembly Church are all located within the study boundary.



- Site Area
- Park
- Waterfront Trail
- Community Facility
- School
- Grocery
- Place of Worship

Figure 9. Area parks and open space, community services and facilities

2.5 Development Activity

Urban Strategies reviewed existing buildings and recent development activity in proximity to the site. The context area currently includes many low-rise buildings, though there are existing and planned mid- and high-rise buildings in the Lakeview area, with some taller buildings ranging in height from 12-20 storeys. The tallest existing buildings in the area have height of 20 storeys and are located at 1515 Lakeshore Road East. There are also existing 12- and 16-storey buildings at 1485 and 1257 Lakeshore Road East, respectively. The tallest approved nearby development is 12 storeys, with other proposed developments in the area ranging from 7 to 15-storeys in height.

Nearby proposed, approved, or recently completed developments are summarized in the Table 1, and described below.

NO.	Development	Application Type	Status	Land Use	Height (Storeys)	FSI
1	958-960 East Avenue	OPA	Approved	Residential; 151 units	7	0.55
2	1303 Lakeshore Road East	OPA	Under Review	Residential; 169 units	10	4.17
3	1345 Lakeshore Road East	OPA / SPA & H-removal	Approved / In-progress	Mixed Use; 397 units + 308 m ² retail	8 & 12	2.8
4	1381 Lakeshore Road East	OPA	Proposed (OLT)	Mixed Use; 242 units + 272 m ² retail	15 & 8	4.31
5	Lakeview Village	OPA / ZBA	Approved	Mixed Use; 8,050 units + 169,804 m ² non-residential + 10.9 ha park	Up to 40	2.39

Table 1. Development activity in surrounding area



Figure 10. Area development context

958-960 EAST AVENUE

958-960 East Avenue is a proposed 7-storey mid-rise rental apartment development with a FSI of 0.55, located on the southwest corner of Lakeshore Road East and East Avenue. The development includes 151 residential units. This application proposes to amend the Official Plan by redesignating the site from Mixed Use and Residential Low Density II, to Residential High Density. **Status: Approved.**

1303 LAKESHORE ROAD EAST

1303 Lakeshore Road East is a proposed 10-storey residential apartment with a FSI of 4.17, located on the northeast corner of Lakeshore Road East and Fergus Avenue. The development includes 169 residential units. This application proposes to amend the Official Plan by adding a Special Site to the Lakeview Local Area Plan and allow for the permitted use of exclusively residential uses, not in conjunction with other permitted uses, and an increased height of ten storey. **Status: Under Review.**

1345 LAKESHORE ROAD EAST

1345 Lakeshore Road East is an approved 8 and 12-storey development with a FSI of 2.8 on the northwest corner of Lakeshore Road East and Dixie Road. The development includes 397 residential units and 308m² of commercial space facing Lakeshore Road East. This successful application amended the Official Plan by redesignating a portion of the site to Greenfield, and the remainder of the site to Residential High Density, as well as amending the height permission on site. **Status: OPA Approved; Site Plan review and H-removal in progress.**

1381 LAKESHORE ROAD EAST

1381 Lakeshore Road East is a proposed mixed use development with a 15-storey building and an 8-storey mid-rise component with a FSI of 4.31, located on the northeast corner of Lakeshore Road East and Dixie Road. The development includes 242 residential units and 272m² of commercial space facing Lakeshore Road East. This application proposes to amend the Official Plan by redesignating the site from Mixed Use to High Rise Residential, and to create a Special Site policy within the Lakeview Local Area Plan to permit a 15-storey residential condominium building with at-grade commercial/retail uses. **Status: OLT hearing scheduled for September 2022.**

LAKEVIEW VILLAGE

Lakeview Village is the City of Mississauga's vision for the area that was Ontario Power Generation's former Lakeview Generating Station site. Lakeview Community Partners Limited (LCPL) submitted the Lakeview Village Development Master Plan for the 71.6ha site in 2018, with the most recent resubmissions of Plan of Subdivision, Official Plan Amendment and Rezoning documents in August of 2021. The current scheme envisions a multi-year, multi-phased mixed use development with up to 8,050 units over 712,669m² of residential GFA, 169,804m² of non-residential GFA, and a FSI of 2.39. The proposed new community is designed to include a 10.9 ha park network, an extensive cycling network, public spaces including a Village Square and will incorporate various sustainable features including the potential for a vacuum waste collection system and a district energy system **Status: Mississauga Planning and Development Committee approved the Lakeview Development Recommendation Report at its November 8, 2021 meeting, and Mississauga City Council approved the plan at its November 10, 2021 meeting.**



Figure 11. Rendering of Lakeview Village, aerial looking south

3.0

**THE PROPOSED
DEVELOPMENT**

1407 Lakeshore Developments Inc. is proposing to redevelop the lands municipally known as 1407 Lakeshore Road East to deliver a mixed use and transit-oriented mid-rise development. The proposed development is designed to establish a high-quality mid-rise character along Lakeshore Road East. The development will appropriately frame and animate this corridor, while also transitioning to and integrating into the low-scale neighbourhood fabric to the north.

This 9-storey development will provide 84 residential units (ranging from one to three-bedroom units) and 5,572 m² of residential space GFA. The development will also provide 432 m² of at-grade commercial use GFA animating the Lakeshore Road East public realm.



Figure 12. Rendering. View south on Cherriebell Avenue

A mix of uses for a complete community

The proposed development includes a mix of residential and commercial uses which will contribute to the overall mix of land uses in the Lakeview neighbourhood while providing new housing, retail amenities and local employment opportunities. The proposed development provides grade-related residential uses along the Cherriebell Road frontage, residential units on levels 2-8, and residential amenity space and mechanical elements on level 9. The proposed development is supported by two levels of underground parking.

The proposed development includes a total of 84 units with a unit mix consisting of 54 one bedroom units (64.3%), 20 two bedroom units (23.5%), and 10 three bedroom units (11.9%). The residential floor plates range from 305 to 944 m². Common amenity spaces for residents are located on the 9th floor, including 171 m² of indoor amenity and 172 m² of outdoor amenity spaces.

The proposed development is designed to ensure that both street frontages (Cherriebell Road and Lakeshore Road East) are animated at grade. Commercial space is proposed to be located on the ground floor fronting onto Lakeshore Road East, the residential lobby on Cherriebell Road, and grade-related residential units on Cherriebell Road. The grade-related units will help to provide transition of use and character to the residential neighbourhood to the north, establishing a rhythm of front doors at the gateway to this local street. Each grade-related unit incorporates 1 to 4 steps up to their patio. The overall mix of uses on the ground floor will support pedestrian activity along these frontages and animation throughout the day.

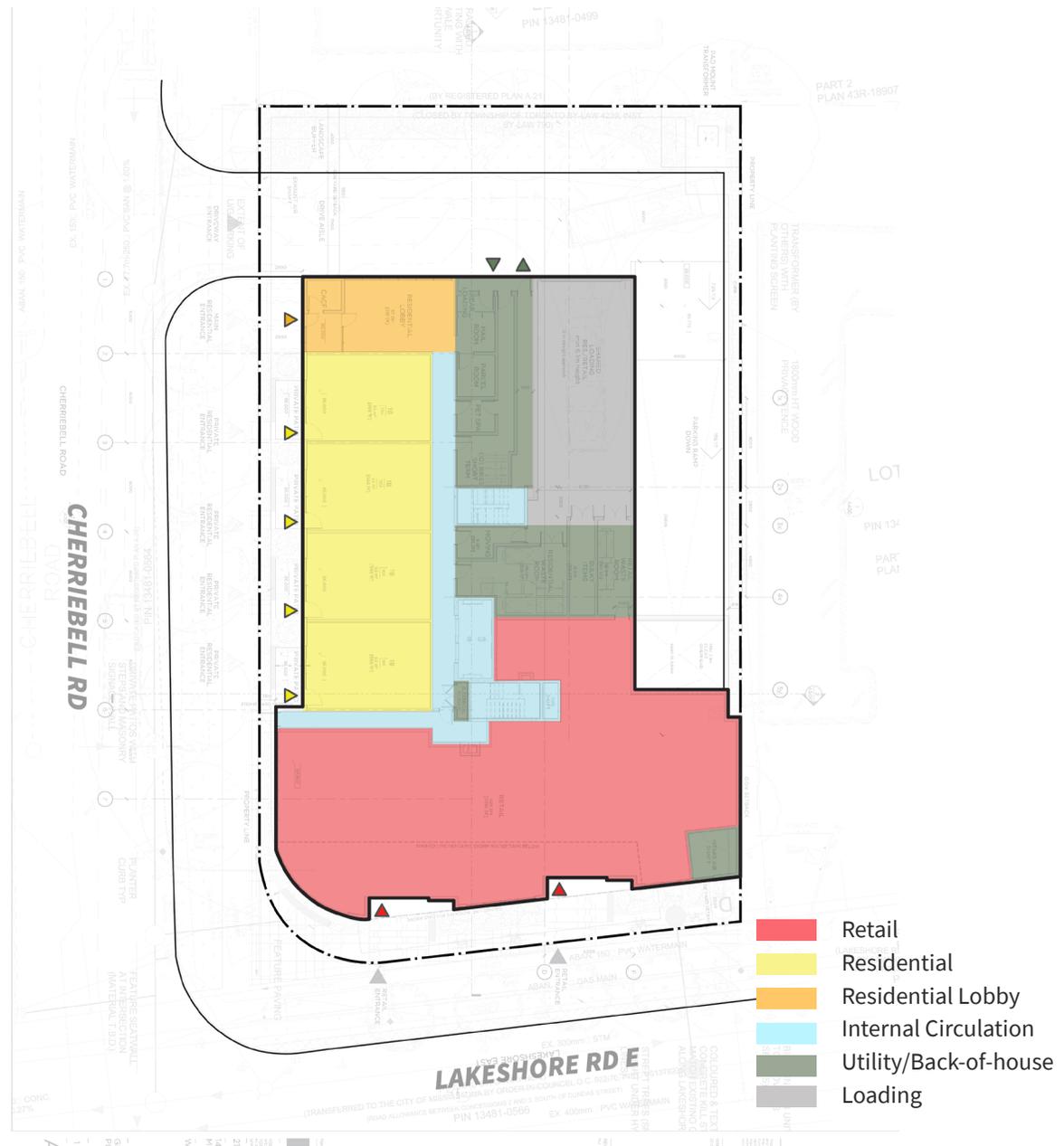


Figure 13. Annotated ground floor plan showing the proposed mix of uses

Design that creates a distinct and pedestrian-scaled mid-rise development

RAW Architects has designed the proposed development to transform a vacant site into a mixed-use block that sets a standard for both mid-rise built form and high-quality design.

The design reinforces the City’s emerging direction for 4-storey streetwalls and animated public realm. The first four storeys are designed to be distinct from upper floors. Abundant glazing at the ground level has been integrated along the Lakeshore Road East frontage to enhance visibility and animation and to facilitate views into and from the public realm and activate the streetscape.

The lower floors along both frontages employ a darker materiality in their facades and maintain a clear and regular rhythm of entrances and vertical design components that break up the massing. Facades above the 4th floor introduce a lighter facade material contrasting with the heavier language of the floors below, grounding the proportions of the building in its context and helping to create visual interest. Balconies below the 5th level are recessed into the building’s façade except for the rear of the building where walkout terraces are incorporated into a building stepback at the 4th level. Balconies on the 5th level are walkout terraces incorporated into the 5th level stepback, while balconies at the 6th level and above protrude no further than 2.0 m from the building face, or they are incorporated into the building’s rear stepbacks.

Appropriate mid-rise framing of the Lakeshore corridor

The proposed building design and massing respond to the City’s future vision for the street-level character of the corridor, the actual scale of Lakeshore Road East, and the need to provide transition to low-scaled neighbourhood to the north.

The proposed development consists of a 9-storey mid-rise building, located on the northeast corner of Lakeshore Road East and Cherriebell Road. The proposed building provides a 2.0 m stepback on Lakeshore Road East, and a 1.8 m on Cherriebell Road, above the 4th level to create a distinct 4-storey streetwall that responds to the emerging City direction to establish a 2 to 4-storey streetwall condition on the Lakeshore Corridor and reflects the mid-rise character that will be established by other approved and proposed developments along Lakeshore Road East. Above the 4-storey streetwall, the stepped back massing rises to an 8-storey height as seen from the public realm. A 4.0 m stepback is then applied above the 8th floor to accommodate a partial 9th storey including only amenity space and mechanical elements. The proposed building’s Lakeshore Road East frontage is built right to the interior lot line at grade, with a 1.4 m stepback from the interior lot line above the 4th level, followed by a 4.1 m stepback above the 6th floor. A further 2.4 m stepback is provided above the 8th floor. The stepbacks provided at the interior lot line respond to the emerging design direction for a continuous streetwall on Lakeshore Road East, while providing appropriate distances between the proposed building’s upper floors and future development to the east of the site.

The total proposed building height of 9 storeys, or 28.75 m, responds to the larger 44.5 m width of the Lakeshore Road East designated right-of-way. The proposed design balances providing massing that appropriately frames, with good proportion, the right-of-way while ensuring that a proper transition is provided to the neighbourhood to the north.

KEY PROJECT STATISTICS

Site Area (sm)	1,826.6
Lot Depth (m)	57.8
FSI	3.28
Height	28.75 m (9 storeys including mechanical penthouse)
Proposed Total GFA (sm)	6,004
Total Non-Residential GFA (sm)	432
Total Residential GFA (sm)	5,572
Residential Units	84
Indoor Amenity GFA (sm)	171
Outdoor Amenity GFA (sm)	172
Vehicle Parking Spaces	76
Bicycle Parking Spaces	42
Loading Spaces	1 Type G

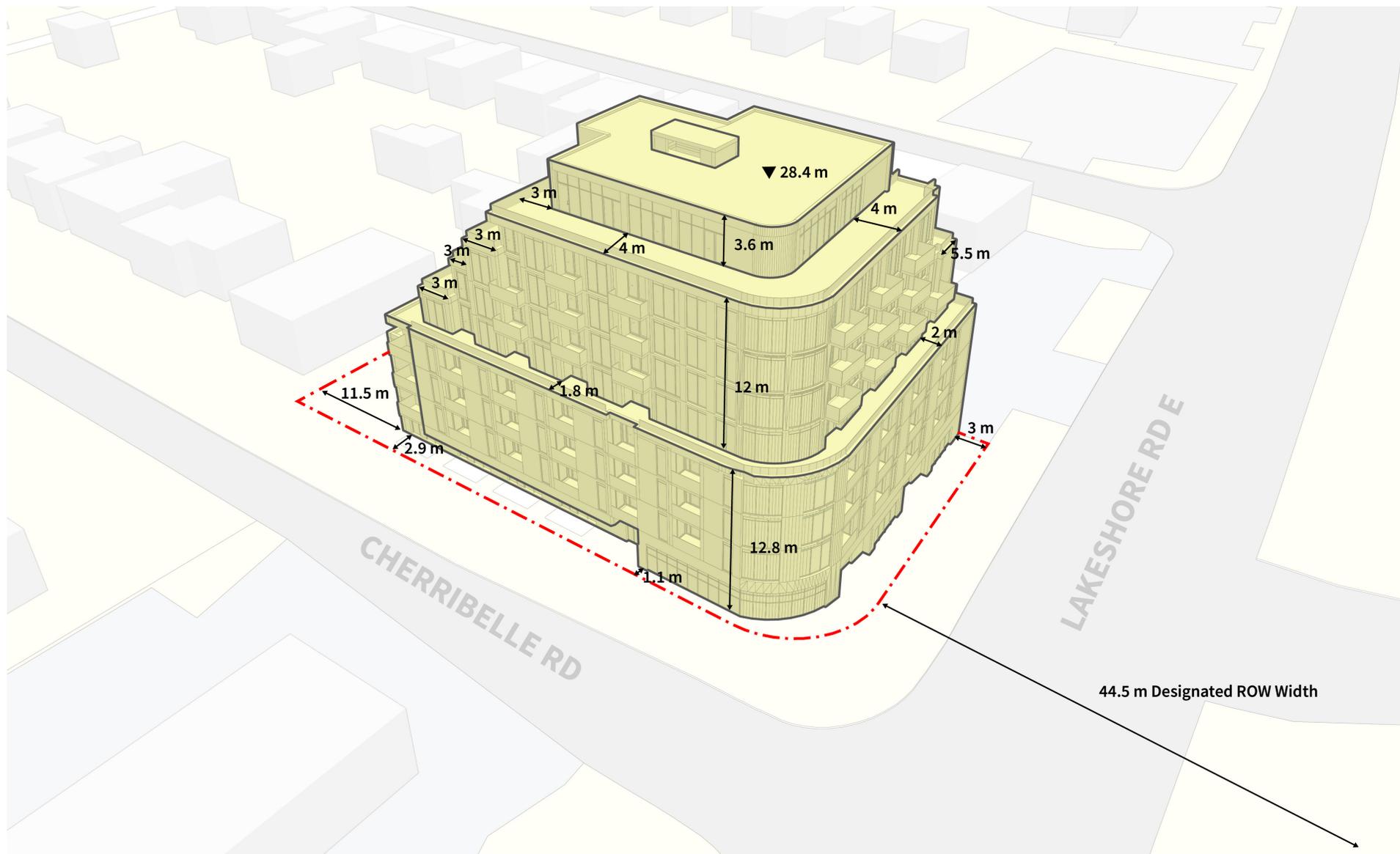


Figure 14. Perspective looking north of Lakeshore Road East, showing building dimensions

Enhanced public realm

The proposed development supports an enhanced public realm and multi-modal connectivity along Lakeshore Road East. Along the Lakeshore Road East frontage, the building is set back 3.0 m from the property line, enabling the creation of an 8.4 m sidewalk zone that is planned to accommodate new street trees, unified paving treatment across the site, and street furniture. The proposed building's massing is curved at the corner of Cherriebell Road and Lakeshore Road East in order to create a more generous public realm which has potential for a range of placemaking treatments. Glazed retail units line the Lakeshore frontage and provide a rhythm of vertical columns along the streetwall, bringing new commercial activity and eyes on the street along the primary frontage. The glazed retail unit at the Cherriebell/Lakeshore intersection wraps that corner, providing an interior-exterior relationship between the retail activity and the area designed to accommodate the enhanced public realm design.

The proposed development will also extend new sidewalk infrastructure and landscaping along the Cherriebell Road frontage. There are currently no sidewalks along the site's western frontage, and the proposed development will provide new 1.8 m sidewalks. These new additions to the community's public realm will help to better connect and integrate the proposed development with the existing neighbourhood, introducing new street trees and a rhythm of grade-related units with front doors and patios, slightly elevated from the sidewalk, addressing the street. The lobby entrance for the upper-level residential units is also located along the Cherriebell Road frontage, providing a degree of animation, and reinforcing the front door character.



Figure 15. Annotated ground floor plan showing the proposed enhanced public realm

Providing transition to the low-scale neighbourhood

The proposed development is designed to deliver appropriate transition to the low-scale neighbourhood buildings to the north while helping to establish mid-rise character along Lakeshore Road East and deliver transit-supportive intensification along a corridor and future MTSA. As the Local Area Plan suggests, the proposed development employs a range of design measures to achieve appropriate transition and establish healthy balances of privacy, sky view, and sunlight. The proposed building is set back from the neighbourhood to the north by 11.5 m. The setback consists of a 4.5 m landscaped buffer which will

include trees that will partially screen the new building from view at the northern property line, and a further 7.0 m to accommodate a service lane. This 11.5 m building setback creates an appropriate separation distance from the adjacent residential properties. In addition to these two design measures, transition in height is further achieved through a series of massing stepbacks, so that the tallest portions of the mid-rise building are located furthest from the northern property line. Above the 3rd storey a 2.0 m stepback is provided, followed by 3.0 m stepbacks above the 4th storey for each floor in order to progressively increase the separation distance from the adjacent neighbourhood, achieving a 45 degree angular plane

drawn from the northern property line for all levels below the 9th floor. Only a small portion of the 9th floor protrudes into the 45 degree angular plane.

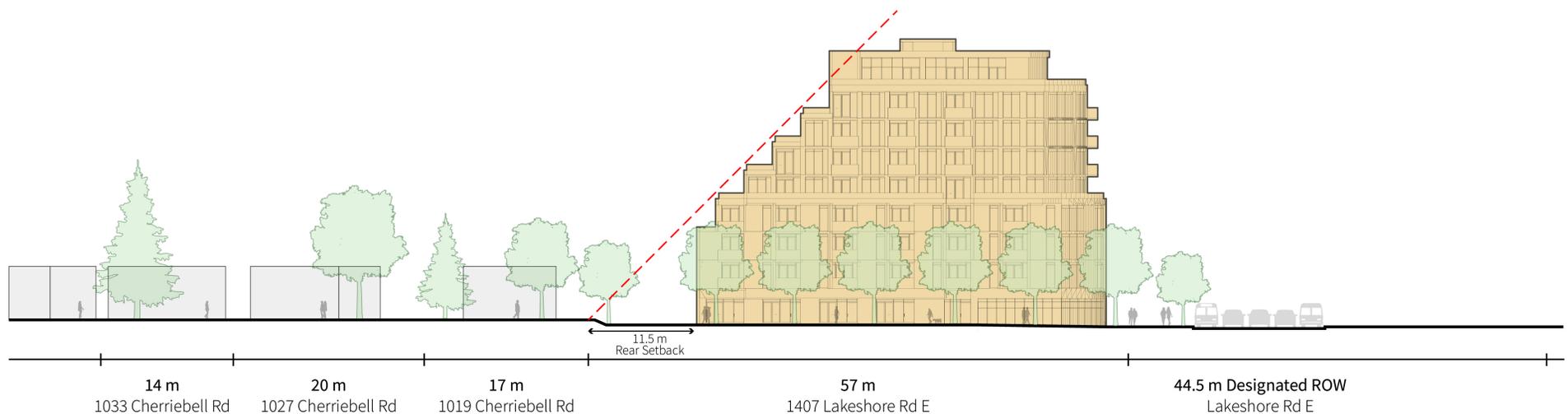


Figure 16. Elevation showing transition to neighbourhood to the north

Site access and servicing that support a cohesive public realm

Commercial entrances from the public realm are located along Lakeshore Road East, and residential entrances are located along Cherriebell Road.

Vehicular access to the site is located along the northern edge of the building via a service lane with access from Cherriebell Road. The proposed development is serviced with an internalized loading area at grade, and an underground parking facility to support efficient pedestrian and motorist movement, and minimize disruption to the public realm. A total of 10 short-term and 32 long-term bicycle parking spaces are provided, and 76 vehicle parking spaces are provided in the two levels of underground parking.

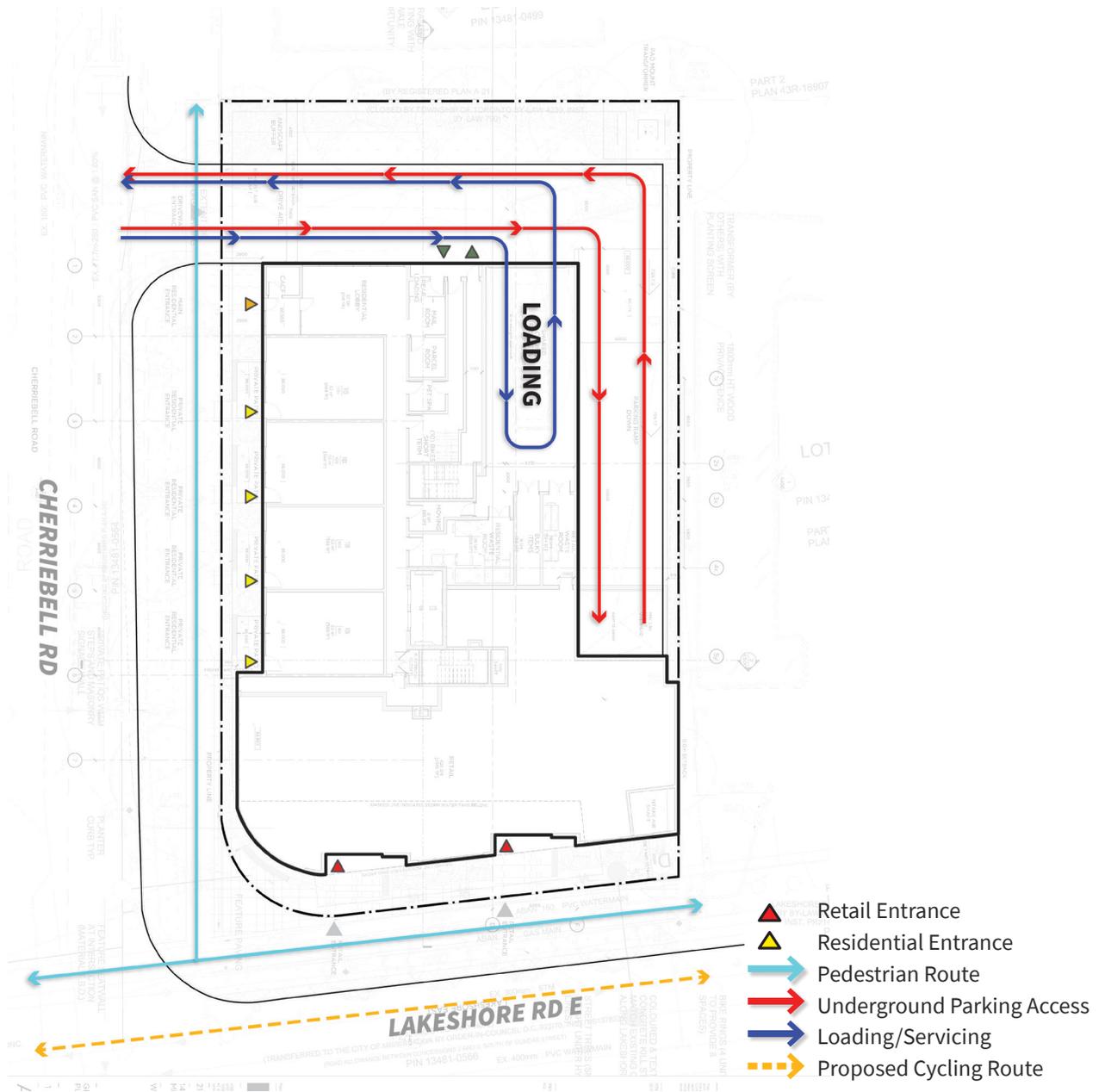


Figure 17. Annotated ground floor plan showing access and site servicing



Figure 18. View from Southwest



Figure 19. View from Southeast



Figure 20. View from Northwest



Figure 21. View from Northeast

4.0

**PLANNING
POLICY
CONTEXT**

This section provides a review and analysis of relevant planning policies that apply to the site, and identifies how the proposed development has regard to, is consistent with or conforms with these policies. A summary is also provided in Section 7: Planning Summary and Conclusions.

4.1 Planning Act

The Planning Act R.S.O., 1990. c. P.13 determines the overall regulatory framework for land use planning in Ontario. The Planning Act requires that provincial and municipal planning approval authorities, as well as the Ontario Land Tribunal (“OLT”), have regard to matters of provincial interest in carrying out their responsibilities under the Act.

Section 2 of the Act lists several matters of provincial interest. The matters of provincial interest relevant to the proposed development include:

- e. the supply, efficient use, and conservation of energy and water;
- h. the orderly development of safe and healthy communities;

- j. the adequate provision of a full range of housing, including affordable housing;
- p. the appropriate location of growth and development;
- q. the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- 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

Section 3(1) of the Act also provides that the Province may issue policy statements on matters relating to municipal planning that the Minister deems to be of provincial interest. Sections 3(5) and 3(6) also provide that provincial, municipal, and OLT decisions, comments, submissions or advice affecting planning matters shall be consistent with provincial policy statements and shall conform with provincial plans that are in effect.

THE PLANNING ACT SUMMARY OPINION:

The proposed development has regard to and aligns with relevant matters of provincial interest as listed in Section 2 of the Planning Act. In particular, the proposed development:

- *Delivers compact development that is designed to be sustainable, transit supportive and pedestrian-oriented. The proposed development supports the efficient use of energy and water by reusing stormwater to support the site’s landscaping and through possible use of a bioswale. The development also supports transit use and facilitates pedestrian circulation by intensifying a site fronting onto a planned higher-order transit corridor, while providing a high-quality and generously dimensioned public realm and providing parking at a rate that is appropriate in a walkable and transit-accessible location.*
- *Contributes to the orderly development of safe and healthy communities and focuses new building in an appropriate location for intensification by integrating appropriately with the surrounding area and introducing mid-rise density in an area that is planned for transit-supportive intensification.*
- *Provides 84 residential units with a variety of unit sizes, ranging from one to three-bedroom units to offer housing for various household sizes.*
- *Features high-quality built form design that will help to establish a new mid-rise sense of place and generous public realm structure along Lakeshore Road East. The proposed development will enhance the public space in the context area by providing new sidewalk infrastructure along the Cherriebell Road and Lakeshore Road East frontages, all of which will be animated by active residential and retail units at grade and will increase accessibility and a sense of safety and vibrancy on the block.*

4.2 Provincial Policy Statement, 2020

The Provincial Policy Statement (“PPS”) provides policy direction on matters of provincial interest related to land use planning and development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The current version of the PPS came into effect on May 1, 2020, and applies to planning decisions made on or after that date. The Policies of the PPS are found in Part V. Section 3 of the Planning Act requires all planning decisions and applications to be consistent with the policies in the PPS.

The following is a summary of the relevant Policies from Part V of the PPS.

SECTION 1.1 MANAGING AND DIRECTING LAND USE TO ACHIEVE EFFICIENT AND RESILIENT DEVELOPMENT AND LAND USE PATTERNS

Section 1.1.1 of the PPS establishes several ways in which to sustain healthy, liveable and safe communities, including: promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of housing types; avoiding development and land use patterns which may cause environmental or public health and safety concerns; and 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.

Section 1.1.2 of the PPS states that “sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years”, and that within settlement areas, this land shall be made available through intensification and redevelopment. The PPS defines intensification as the development of a site at a higher density than currently exists through the redevelopment of existing, vacant or underutilized lots, or through infill development and building expansion.

Section 1.1.3 of the PPS sets the policies for development within settlement areas, which are to be the focus of growth through efficient development patterns. Policy 1.1.3.1 states that settlement areas shall be the focus of growth and development. Policy 1.1.3.2 states that land use patterns in settlement areas shall be based on densities and a mix of land uses which efficiently use land, resources, existing and planned infrastructure and public service facilities, and support transit and active transportation. 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. Policy 1.1.3.4 encourages the promotion of development standards which facilitate intensification, redevelopment and compact form. Policy 1.1.3.5 states that planning authorities shall determine and implement minimum targets for intensification and redevelopment. Policy 1.1.3.6 states that new development shall have a compact form, and a mix of densities and uses that allow for the efficient use of land, infrastructure and public service facilities.

The proposed development is consistent with Section 1.1 of the PPS. The proposed development facilitates redevelopment and intensification of a vacant lot through the delivery of a compact and mixed use development that allows for a more efficient use of available land, municipal infrastructure, and existing and planned transit, thereby optimizing public investments in infrastructure and services while supporting their financial viability. The proposed development is at an appropriate location, and proposes sufficient density, to support transit services and active transportation. The proposed development provides 84 new residential units of varying unit sizes, which will enhance the City of Mississauga’s housing options and supply. The proposed development also supports and extends appropriate land use patterns, locating residential and locally-scaled commercial uses in an established residential and commercial area.

SECTION 1.3 EMPLOYMENT

Section 1.3 of Part V of the PPS addresses employment and states that planning authorities shall promote economic development and competitiveness by providing for an appropriate mix and range of employment, institutional and broader mixed uses to meet long-term needs (1.3.1a); and encouraging compact, mixed use development that incorporates compatible employment uses to support livable and resilient communities (1.3.1d).

The proposed development is consistent with Section 1.3 of the PPS. The proposed development will promote economic development and competitiveness by delivering a compact mixed use development that integrates 432 m² of new at-grade commercial uses with 84 residential units whose residents will support economic activity in the area.

SECTION 1.4 HOUSING

Section 1.4 of Part V of the PPS addresses housing. 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 further 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: permitting 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).

The proposed development is consistent with the PPS housing policies. The proposed development will support residential intensification along a Corridor and in proximity to transit and planned higher order transit by delivering a higher-density and transit-supportive form of development in an area with appropriate levels of infrastructure, public service facilities, and

transit, therefore promoting transit use and active transportation while making efficient use of land, existing and planned infrastructure. The proposed development will also contribute to an increase of Mississauga's housing supply by providing new housing in a range of unit sizes to meet the varying needs of current and future households.

SECTION 1.5 PUBLIC SPACES, RECREATION, PARKS, TRAILS AND OPEN SPACE

Section 1.5 of the PPS states that healthy and active communities should be promoted by planning and designing safe public streets, spaces, and facilities that foster social interaction, and facilitate active transportation and community connectivity (1.5.1a). The PPS also promotes the provision of a full range of publicly accessible spaces for recreation, including parks, public spaces, open space areas, trails and linkages, and opportunities for public access to shorelines (1.5.1b, c).

The proposed development is consistent with Section 1.5 of the PPS as the new and enhanced pedestrian infrastructure and public realm areas are it is designed to provide safe, comfortable and convenient access for pedestrians. The proposed development supports pedestrian connectivity and accessibility in a location that is within 150 m of a Waterfront Trail connection, which provides access to both Lakeshore Park and Marie Curtis Park which further provides connection to the Etobicoke Creek park system and trails as well as Toronto's waterfront system.

SECTION 1.6 INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES

Policy 1.6.1 of the PPS provides that planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management, so that they are financially viable and available to meet current and projected needs. Policy 1.6.7.2 states that efficient use of existing and planned infrastructure should be made, including through transportation demand management strategies. Policy 1.6.7.4 states that land use patterns, densities and a mix of uses which minimize the length and number of vehicle trips, and support use of transit and active transportation should be promoted. Policy 1.6.8 requires new development on adjacent lands to existing or planned corridors to be compatible with, and supportive of, the long-term purposes of the corridor.

The proposed development is consistent with relevant policies in Section 1.6 of the PPS. The proposed development is located within a serviced area, and intensifying an underutilized site will optimize the use of existing infrastructure and transit, including a planned higher order transit on Lakeshore Road East and two regional transit stations (Long Branch and Port Credit GO Stations), ensuring their financial viability over the long term. By delivering compact built form, progressive parking rates and a mix of residential and commercial uses near planned transit infrastructure, the proposed development will help to minimize vehicle trips, support transit, and contribute to the realization of the City's vision for and planned use of the Lakeshore Road East Corridor.

SECTION 1.7 LONG-TERM ECONOMIC PROSPERITY

Policy 1.7.1 of the PPS 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; optimizing the use of land, resources, infrastructure and public service facilities in the long-term; maintaining and enhancing the viability of downtowns and mainstreets; and, promoting well-designed built form and cultural planning that encourages a sense of place.

The proposed development is consistent with the policies in Section 1.7 of the PPS. The proposed development provides housing options by creating 84 new residential units to meet the needs of the market and the local workforce. The proposed development appropriately intensifies underutilized land with compact and well-designed built form in a manner that will make efficient use of existing infrastructure and services, and in particular will support the planned investment in higher-order transit along Lakeshore Road East. The proposed development is a mixed use development with commercial uses at grade that will provide local employment opportunities and economic activity, which will enhance the vitality of the Lakeshore Road East mainstreet, and the high-quality of the architectural and public realm design will support the emerging sense of place of the Lakeview area.

SECTION 1.8: ENERGY CONSERVATION, AIR QUALITY AND CLIMATE CHANGE

Policy 1.8.1 of the PPS directs planning authorities to support energy conservation and efficiency, improved air quality, decreased greenhouse gas emissions,

and climate change adaptation through land use and development patterns which: promote compact built form and a structure of nodes and corridors (1.8.1a); promote the use of active transportation and transit (1.8.1b); and, encourage transit-supportive development and intensification that improve the mix of employment and housing to shorten commutes and decrease transportation congestion (1.8.1e).

The proposed development is consistent with policies in Section 1.8 of the PPS. The proposed development delivers a compact built form, new pedestrian infrastructure, progressive parking rates, a range of housing options and at-grade commercial uses along a planned higher-order transit corridor and within approximately 800 m of the Long Branch GO Station and within the future Dixie MTSA. The development will improve the mix of employment and housing and promote the use of active transportation and transit.

PROVINCIAL POLICY STATEMENT SUMMARY OPINION:

The proposed development is consistent with and supports the policy objectives of the PPS and represent good planning. In particular the proposed development will:

- *Achieve cost-effective development patterns and optimization of public infrastructure and transit investments by redeveloping and intensifying an underutilized site with a compact mixed use and transit-oriented development that allows for a more efficient use of land and existing and planned infrastructure and transit, including planned higher-order transit.*
- *Increase the housing supply in the City of Mississauga by providing 84 residential units with a variety of unit sizes, ranging from one to three-bedroom units to offer housing for various household sizes.*
- *Deliver a higher-density built form at an appropriate location along a planned transit corridor and within approximately 800 m of the Long Branch GO Station and within the future Dixie MTSA, thereby promoting transit use and active transportation and reducing automobile dependency.*
- *Support the local economy and long-term economic prosperity by integrating a range and mix of residential and at grade-related commercial uses that will provide local employment opportunities and local economic activity.*
- *Enhance the public realm through a high-quality built, new pedestrian infrastructure and an enhanced public space that contributes to a sense of place.*

4.3 Growth Plan for the Greater Golden Horseshoe, 2019

A Place to Grow: Growth plan for the Greater Golden Horseshoe, 2019 (“the Growth Plan”) came into effect on May 16, 2019, updating and replacing the 2017 Growth Plan in accordance with the Province’s Housing Supply Action Plan. Amendment 1 to the Growth Plan came into effect on September 14, 2020 and includes changes, among others, which align terms and definitions of the Growth Plan with the Provincial Policy Statement, 2020. The Growth Plan sets out the policy direction to guide land-use planning in the Greater Golden Horseshoe (“GGH”) to 2051. All municipal official plans and planning decisions must conform with its policies.

SECTION 1.2.1 - GUIDING PRINCIPLES

Section 1.2.1 of the Growth Plan outlines a series of principles to guide land use planning decisions and public investment in infrastructure. These principles include: supporting the achievement of complete communities designed to support healthy and active living; prioritizing intensification and higher densities in strategic growth areas such as Urban Growth Centres (“UGCs”) and Major Transit Station Areas (“MTSAs”) to make efficient use of land and infrastructure and support transit viability; supporting a range and mix of housing options including additional residential units; improving the integration of land use planning and infrastructure planning and investment; and, moving towards environmentally sustainable communities that reduce greenhouse gas emissions.

The proposed development conforms with these guiding principles. It supports the achievement of complete communities by providing a mix of residential and commercial uses. The proposed development will also deliver mixed use intensification along a planned higher-order transit corridor and within the future Dixie MTSA, which allows for a more efficient use of land and infrastructure while supporting public investments and transit viability. The proposed development delivers a range of housing options for varying household types and a mix of residential and at-grade non-residential uses. The proposed development improves land use planning and transportation integration to support the use of transit and active mobility, reducing auto-dependency and greenhouse gas emissions and contributing to a more sustainable community.

SECTION 2.2.1 - MANAGING GROWTH

Section 2.2.1 of the Growth Plan outlines how future population and employment growth will be allocated across the region, primarily directing growth and development to settlement areas. Policy 2.2.1.2(c) directs that within settlement areas, development and intensification is to be focused in delineated built-up areas; strategic growth areas; locations with existing or planned infrastructure and transit, with a priority placed on higher order transit; and in areas with existing or planned public service facilities. Policy 2.2.1.3 states that municipalities will undertake integrated planning, and provide direction for an urban form which optimizes infrastructure, particularly along transit corridors, to support the achievement of complete communities. Policy 2.2.1.4 supports the achievement of complete communities, including

through the provision of a mix of uses, a more compact built form, a vibrant public realm, contributing to environmental sustainability, and a diverse range and mix of housing options.

The proposed development conforms with the policies in Section 2.2.1 of the Growth Plan. The site is located within the delineated built-up area of the City of Mississauga, which is planned for growth and development. The proposed development is located along a planned transit corridor and within approximately 800 m of the Long Branch GO Station and within the future Dixie MTSA and in an area serviced by existing and planned infrastructure, as well as planned higher-order transit and public service facilities, and will contribute to the optimization of that infrastructure. The proposed development also provides a range of housing options and a mix of residential and at-grade retail uses in a high-quality and compact built form that will deliver a more vibrant public realm and contribute to the achievement of a complete community.

SECTION 2.2.2 - DELINEATED BUILT-UP AREAS

Section 2.2.2 of the Growth Plan sets out the policies related to intensification in delineated built-up areas, stating that all municipalities within the Greater Golden Horseshoe will develop and implement a strategy to achieve the minimum intensification targets by encouraging intensification generally throughout built-up areas (2.2.2.3c) and ensuring development is designed and planned to support the achievement of complete communities (2.2.2.3d).

The proposed development conforms with the policies of Section 2.2.2 and will contribute to the City of Mississauga’s intensification targets through intensification and redevelopment of an underutilized site on a Corridor within the built-up area. The mix of residential and commercial uses in this proposed intensification projects, as well as the enhancements to the public realm on Cherriebell Road and Lakeshore Road East will support the achievement of a complete community.

SECTION 2.2.4 - TRANSIT CORRIDORS AND STATION AREAS

Section 2.2.4 of the Growth Plan establishes transit corridors and stations areas as locations for growth and development that are to be planned to achieve minimum density targets and accommodate uses that are transit-supportive. Schedule G – Rapid Transit Corridors in the Region Official Plan identifies the site as being along an Other Rapid Transit Corridor. While the Region of Peel will delineate MTSA boundaries in Mississauga through its current Municipal Comprehensive Review (“MCR”) process, a draft schedule Y7 – Major Transit Station Areas in the Region Official Plan and draft MTSA Study Phase 1B show the site as being within a Primary Major Transit Station Area comprised of three MTSA along the planned Lakeshore bus rapid transit (BRT) line, including the

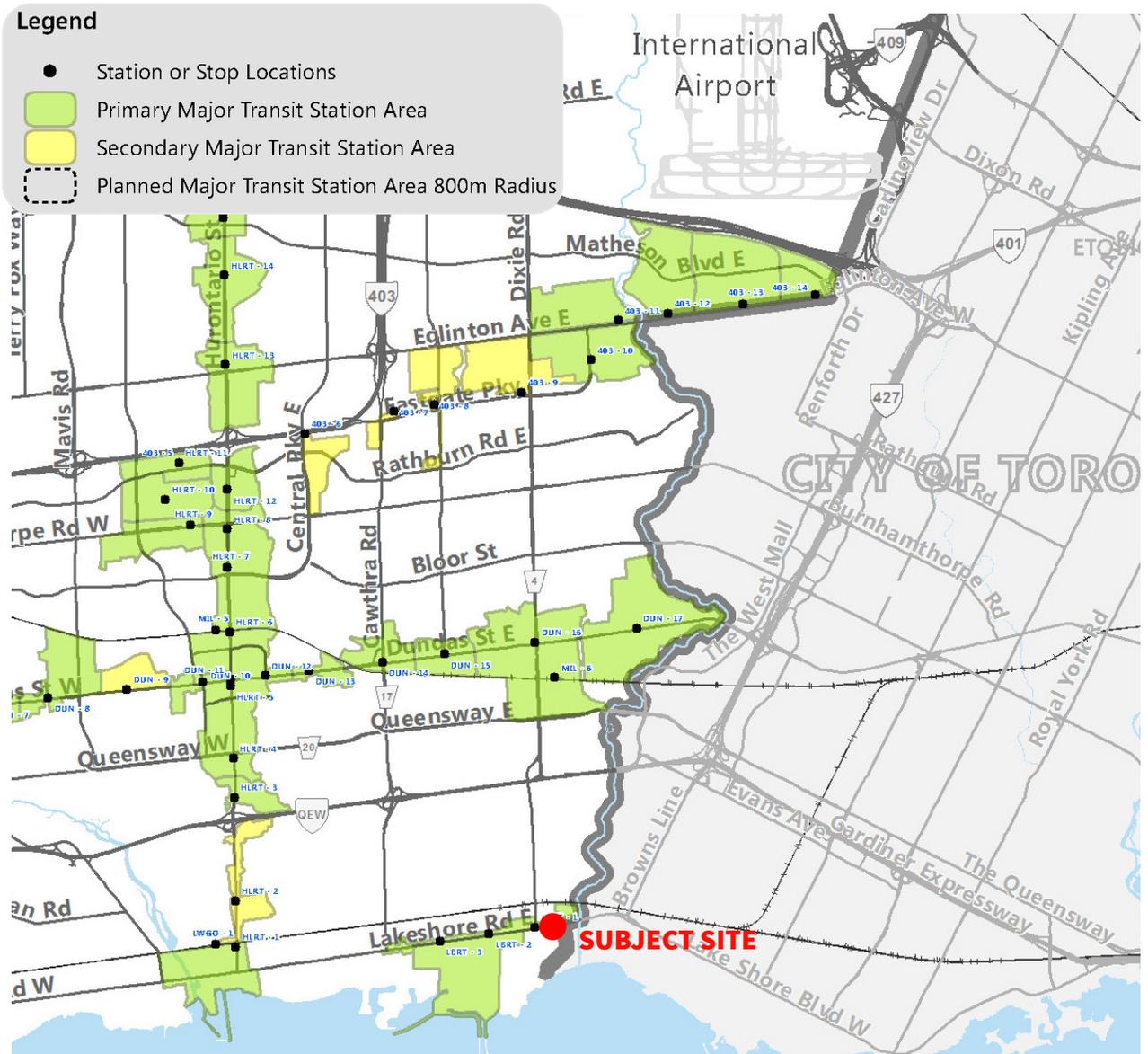


Figure 22. Draft Schedule Y7: Major Transit Station Areas, of the ROP

planned Dixie Station MTSAs.

Policy 2.2.4.1 states that planning will be prioritized for MTSAs, including through zoning in a manner that implements the policies of the Growth Plan. Major Transit Station Areas are generally defined as an area within an approximately 500 to 800 m radius of a transit station, representing approximately a 10-minute walk. Policy 2.2.4.2 states the boundaries of MTSAs will be delineated by municipalities to maximize the size of the area and the number of potential transit users that are within walking distance of the station. Policy 2.2.4.3 states that MTSAs on priority transit corridors or subway lines will be planned to achieve a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit and 150 residents and jobs combined per hectare for those that are served by GO Transit rail. Long Branch GO Station has been identified as a Protected MTSAs and delineated by the City of Toronto. The delineated boundary does not cross into the City of Mississauga. Policy 2.2.4.6 further specifies that within MTSAs on priority transit corridors or subway lines, land uses and built form that adversely affect the achievement of the minimum density targets will be prohibited. Policy 2.2.4.8 states that all MTSAs will be planned and designed to be transit-supportive and to achieve multimodal access to stations. 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 2.2.4.10 states that 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 proposed development conforms with the policies of section 2.2.4 of the Growth Plan. The proposed intensification will support the achievement of the density targets by providing 84 residential units and 432 m² GFA of commercial use on a site fronting onto a planned higher-order transit corridor, within the future Dixie MTSAs, and between two regional transit stations (Long Branch and Port Credit GO Stations) that will be linked by a planned higher-order transit route—the Waterfront West LRT. While the site is not located within the Long Branch Protected MTSAs, it is still located within 800 m and a 10-minute walk from the station. The proposed density, mix of uses, reduced parking rates, and enhanced pedestrian infrastructure will support transit use and active transportation.

SECTION 2.2.5 – EMPLOYMENT

Section 2.2.5 of the Growth Plan sets out employment-related policies for the region. Policy 2.2.5.3 states that retail and office uses will be directed to locations that support active transportation and have existing or planned transit. Policy 2.2.5.15 further states the retail sector will be supported by promoting compact built form and encouraging the integration of retail and service uses with other land uses in support of complete communities.

The proposed development conforms with the policies of Section 2.2.5 by delivering a compact mixed use building along a corridor with existing and planned transit. The proposed development integrates at-grade retail uses in a building with residential uses, contributing to the

achievement of a complete community in the Lakeview area.

SECTION 2.2.6 – HOUSING

Section 2.2.6 of the Growth Plan provide policies related to housing and the achievement of complete communities. Policy 2.2.6.1 directs municipalities to support housing choice by achieving the minimum intensification and density targets, notably by identifying a diverse range and mix of housing options and densities. Policy 2.2.6.2 states that to support the achievement of complete communities, municipalities will plan to accommodate forecasted growth, achieve the minimum intensification and density targets, consider the range and mix of housing options and densities, and provide for a diversified housing stock. Policy 2.2.6.3 further requires municipalities to use available tools to support the achievement of complete communities by requiring multi-unit residential developments to provide for a mix of unit sizes to meet the needs of a diverse range of household sizes and incomes.

The proposed development will support the achievement of complete communities and the City of Mississauga’s intensification targets by delivering 84 housing units within a compact development. The proposed development provides a range of housing types and sizes, including grade-related units and unit sizes ranging from one-bedroom to family-sized three-bedroom to meet the needs of current and future residents. The proposed mix of units will offer greater housing choices for various household sizes and incomes.

GROWTH PLAN SUMMARY OPINION

The proposed development conforms with the policies of the Growth Plan, including those that place emphasis on optimizing the use of land, resources and infrastructure in and around Major Transit Station Areas (MTSAs) on Priority Transit Corridors and increasing the supply of housing. In particular, the proposed development will:

- Intensify an underutilized site that is within the delineated built-up area of the City of Mississauga, along a planned higher-transit corridor, within the future Dixie MTSA, and between two regional transit stations – Long Branch GO Station, approximately 800 m and a 10-minute walking distance, and Port Credit GO Station – which will be linked by a planned higher-order transit route – the Waterfront West LRT.*
- Locate development in an area where there is existing and planned infrastructure, and services in the area.*
- Deliver a compact, mixed use and pedestrian-oriented built form at a transit-supportive density that will support local and regional transit infrastructure and active transportation, thereby reducing car dependency and greenhouse gas emissions, and improving air quality.*
- Contribute to achieving the City of Mississauga’s growth targets and providing housing options to meet diverse housing needs, by providing 84 housing units of varying types and sizes.*
- Integrating at-grade retail uses that provide local economic activity and employment opportunities, animate the public realm along Lakeshore Road East, and contribute to a complete community.*

4.4 2041 REGIONAL TRANSPORTATION PLAN, 2018

The 2041 Regional Transportation Plan (“2041 RTP”) for the Greater Toronto and Hamilton Area (“GTHA”) is a blueprint for creating an integrated, multimodal regional transportation system that will serve the needs of residents, businesses and institutions. It supports the Growth Plan and guides the continuing transformation of the transportation system in the. The 2041 RTP identifies the Waterfront West LRT as an “In-Development” rapid transit project, referring to projects in the advanced stages of planning and design required to meet the needs of the region in the near term. Map 4 in the 2041 RTP shows the site as being along the identified route of the Waterfront West LRT, which would connect Port Credit GO Station in Mississauga to Union Station in Toronto.

The proposed development will support the viability and success of transit investment along Lakeshore Road East by adding new residential and commercial density directly adjacent the planned transit corridor, with reduced parking rates and augmented pedestrian infrastructure that will encourage transit use.



Figure 23. Map 4: In Development rapid transit projects, of the 2041 RTP showing the site along a planned LRT / BRT route

4.5 TORONTO AND REGION CONSERVATION AUTHORITY

The Toronto and Region Conservation Authority (“TRCA”) regulates development to ensure no interference with wetlands or alterations to shorelines and watercourses.

The site is close to natural features that fall within the Toronto and Region Conservation Authority’s regulation limits, but is not within those limits. Future development will not require a development plan review from the Toronto and Region Conservation Authority.



Figure 24. Toronto and Region Conservation Authority Regulation Area Map showing the site outside a TRCA Regulated Area

4.6 PEEL REGIONAL OFFICIAL PLAN, 1996

The Peel Regional Official Plan (“ROP”) came into effect in October 22, 1996. The ROP provides land use planning directions to guide growth and development in Peel Region to the year 2051 while protecting the environment, managing resources and setting a structure that efficiently manages Peel’s growth. The current consolidation in force and effect includes modifications, subsequent approvals and amendments to September, 2021. The Region of Peel is completing an Official Plan Review and (“Peel 2051”) Municipal Comprehensive exercise (“MCR”) to ensure the ROP conforms to the 2051 planning horizon of Provincial Plans and Regional priorities. To date, Peel 2051 is pending final Regional Council adoption and is anticipated to be completed by July 1, 2022, to meet the Provincial conformity deadline. The policies, strategies and long-term vision outlined in the ROP support the building of mixed use, compact, transit-supportive, walkable communities through efficient use of lands and services, prioritizing intensification and higher densities in appropriate locations, with a minimum intensification and density target to be achieved by 2051.

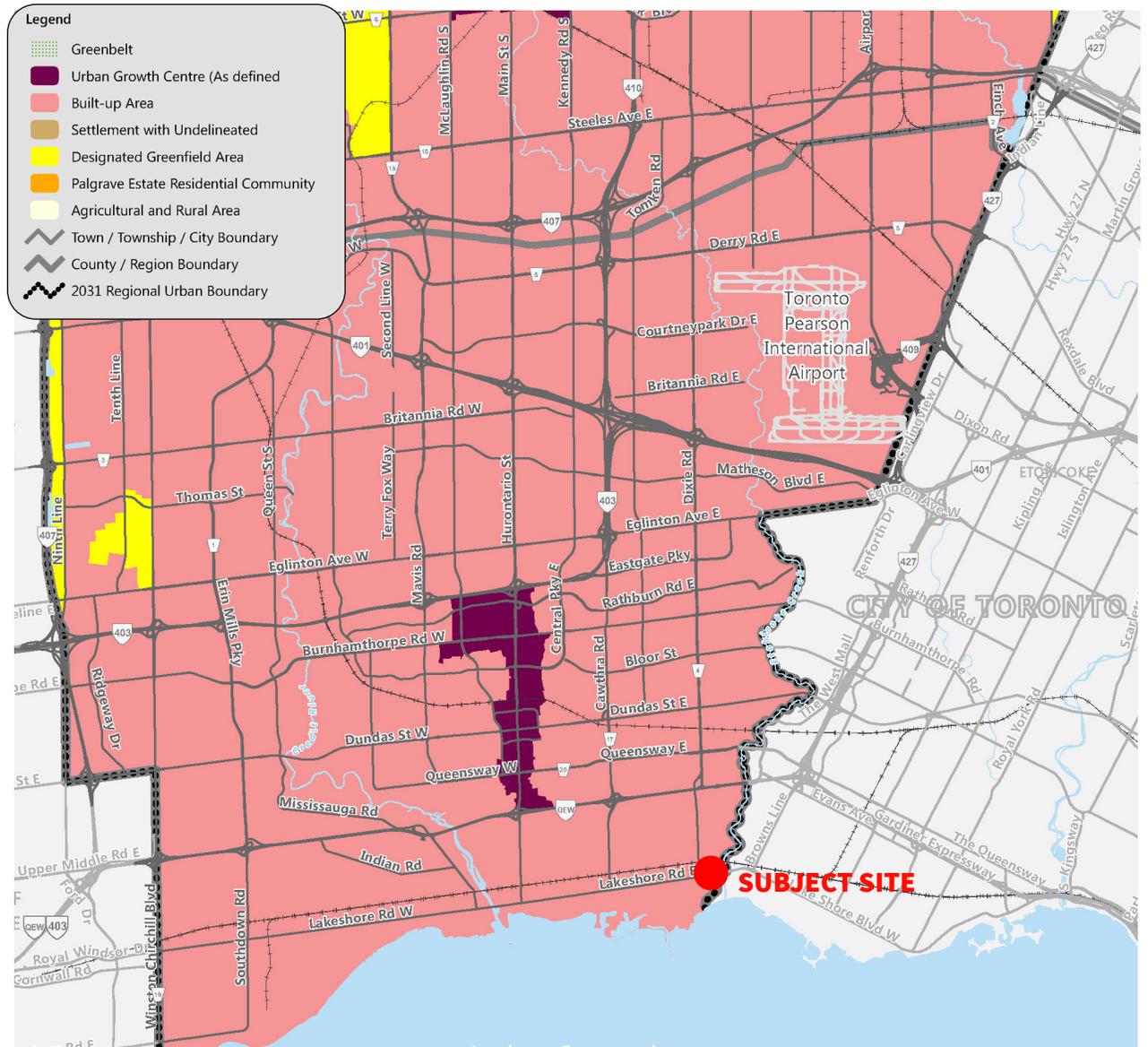


Figure 25. Schedule D4 of the ROP, showing regional structure designations for the site and surrounding context

CHAPTER 5: REGIONAL STRUCTURE

Chapter 5 of the ROP sets standards for development in Peel Region's communities and presents a coordinated and integrated approach to growth management and infrastructure delivery. It does so by setting policies for urban and rural areas, and policies for servicing the population.

SECTION 5.3 URBAN SYSTEM

Section 5.3 of the ROP provides general objectives to establish healthy complete urban communities that respect characteristics of existing neighbourhoods while achieving intensified and mixed-use compact forms of development which are pedestrian friendly and transit supportive. This Section 5.3 contains policies to achieve sustainable development and accommodate urban growth to the year 2031 on lands within the Urban System, which include lands within the 2031 Regional Urban Boundary, such as Urban Growth Centres and Regional Intensification Corridors. Policy 5.3.2.2 directs development and redevelopment on lands within the Urban System to achieve healthy and complete communities that provide opportunities to live, work and play. Policy 5.3.2.3 requires Regional Council to encourage compact forms of development and redevelopment that efficiently use land, existing services and infrastructure. Policy 5.3.2.6 directs municipalities to support pedestrian-friendly and transit-supportive development through mixed-use redevelopment and intensification opportunities while respecting existing characteristics of the neighbourhood. Schedule D - Regional Structure identifies the site as being within the Urban System.

The proposed development conforms with the Urban System policy objectives of the ROP. It supports the achievement of a healthy and complete community within the Urban System by delivering a high-density, compact, pedestrian-friendly and transit-supportive development with a mix of uses and range of housing units near existing and planned infrastructure and transit, including a planned higher-order transit corridor. By adding residential and commercial density, and by enhancing pedestrian infrastructure and the public realm, the proposed development improves the mix of uses and commercial offer in the Lakeview neighbourhood, provides local employment opportunities, while supporting pedestrian connectivity and accessibility to a network of parks, greenspace and waterfront activities. By intensifying an underutilized site in a location suitable for intensification and redevelopment, the proposed development makes efficient use of land, existing services and infrastructure, while providing an appropriate transition to the adjacent neighbourhood context through the application of a 4.5 m landscaped buffer, a 7.0 m building setback, and stepped-back massing. The development represents sustainable development in that it incorporates low impact design features such as a rainwater re-use and bioswale opportunities.

SECTION 5.5 GROWTH MANAGEMENT

Section 5.5 sets out the policies related to managing growth to support the achievement of compact, vibrant and complete communities through intensification in strategic locations such as Urban Growth Centres, built-up areas and designated greenfield areas. Schedule D4 – The Growth Plan Policy Areas identifies the site as being within the built-up area. Policy objectives 5.5.1.1 and 5.5.1.5 state that

growth will be accommodated through intensification in the built-up areas, particularly in areas such as intensification corridors and major transit service areas to optimize the use of land, existing and planned infrastructure and services.

Policy objective 5.5.1.6 supports planning for developments that are compact, well-designed, transit-oriented, offer transportation choices, improve the mix of housing, employment, retail and services, and high-quality open space to support daily living. Similarly, Policy 5.5.2.1 directs municipalities to enable the creation of complete communities that are compact, well designed, pedestrian and transit-oriented, offer greater transportation and housing choices, improve the mix of uses, and provide high quality publicly accessible open space.

Policy 5.5.2.2 states that urban growth will be accommodated through intensification in the built-up areas.

The proposed development supports the growth management policies and objectives in Section 5.5 of the ROP. The proposed development will accommodate residential and commercial growth through intensification within the built-up area of Mississauga, and along a planned higher-order transit corridor and within approximately 800 m of the Long Branch GO Station and within the future Dixie MTSA. Mixed-use intensification in this area will optimize existing and planned infrastructure and services. The proposed development is compact, mixed use and transit-supportive, and includes a range of housing unit sizes and at grade-related retail uses. It will therefore help to meet daily living needs in of residents and workers in the area and contribute to realizing a complete community.

SECTION 5.5.3 INTENSIFICATION

Section 5.5.3 of the ROP provides general objectives to achieve efficient and compact urban forms that optimize existing infrastructure and underutilized lands, revitalize developed areas, and support reduced automobile dependency and vibrant neighbourhoods. This is to be achieved through mixed-use transit-supportive, and pedestrian-friendly development. To meet these objectives, Section 5.5.3 of the ROP contains policies to facilitate intensified and compact form of development within the built-up area. Policy 5.5.3.2.3 states that intensification will be accommodated within major transit station areas and any other appropriate areas within the built-up area. Policy 5.5.3.2 requires that a minimum of 50 per cent of the Region’s residential development be achieved within the built-up areas by 2026.

The proposed development conforms with the intensification policies in Section 5.5.3 of the ROP. It will achieve a compact urban form that makes efficient use of an underutilized site in the built-up area of Mississauga, in a manner that will optimize existing infrastructure. By locating new density along a planned higher-order transit corridor and within approximately 800 m of the Long Branch GO Station and within the future Dixie MTSA, and by proposing reduced parking rates and enhanced pedestrian infrastructure, the development will reduce automobile dependency and support transit use. The proposed development supports the vibrancy of the Lakeview Area with a building that integrates residential uses and at-grade retail uses that will help to animate an enhanced public realm. The proposed development contributes to the

Region’s requirements of achieving a minimum of 50 per cent of residential development annually within the built-up areas by 2026.

SECTION 5.8: HOUSING

Section 5.8 of the ROP sets out the policies related to housing provision. Policy 5.8.1.1 provides that an appropriate range and mix of housing options, densities and sizes is to be provided to meet the projected requirements and housing needs of current and future residents of the regional market area (Table 2 summarizes the ROP annual housing targets, as set out in ROP Table 4). 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.

The proposed development supports the housing policies of the ROP by adding new housing in a location that is serviced by existing municipal infrastructure, transit and services, therefore making efficient use of land and infrastructure and thus supporting a cost-effective and compact development pattern. The proposed development supports the achievement of the City and Region’s housing targets for market ownership units by providing 84 new market-based ownership units ranging in size from one to 3-bedroom suites, which will provide housing choices for current and future households of varying size.

Table 2. Annual Minimum New Housing Unit Targets

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

Source: Peel Regional Official Plan

SECTION 5.9 THE TRANSPORTATION SYSTEM IN PEEL

Section 5.9 of the ROP sets out policies to achieve a transportation system in Peel that serves the needs of residents and employers in the region, and to increase the sustainability of the transportation system by directing development and redevelopment to strategic locations.

Policy 5.9.2.5 encourages municipalities to support growth in an efficient and compact form by optimizing the use of existing and planned transportation infrastructure. Schedule E - Major Road Network identifies Lakeshore Road East as a Major Road, which is designed to provide a high level of inter-municipal transportation capacity. Schedule G - Rapid Transit Corridors further identifies Lakeshore Road East as Other Rapid Transit Corridor. Policy 5.9.5.1.4 states that municipalities are to support and encourage transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, Urban Growth Centres, GO stations and mobility hubs. Policy 5.9.5.2.10 encourages the intensification of residential and non-residential development along corridors to support transit usage and alternative transportation modes.

The proposed development will be compact in form, and bring new housing and commercial density along an established Major Road and Other Rapid Transit Corridor and within the future Dixie MTSA. The site is also located between two existing GO Transit Stations: Port Credit GO Station and within approximately 800 m and a 10-minute walking distance to Long Branch GO Station. It will therefore provide residential and

commercial growth in a manner that makes efficient use of existing infrastructure. The proposed development will also be transit-supportive by addressing the new residential and commercial intensification directly to the planned transit corridor, while providing reduced parking and enhanced pedestrian infrastructure that will encourage active transportation and transit use.

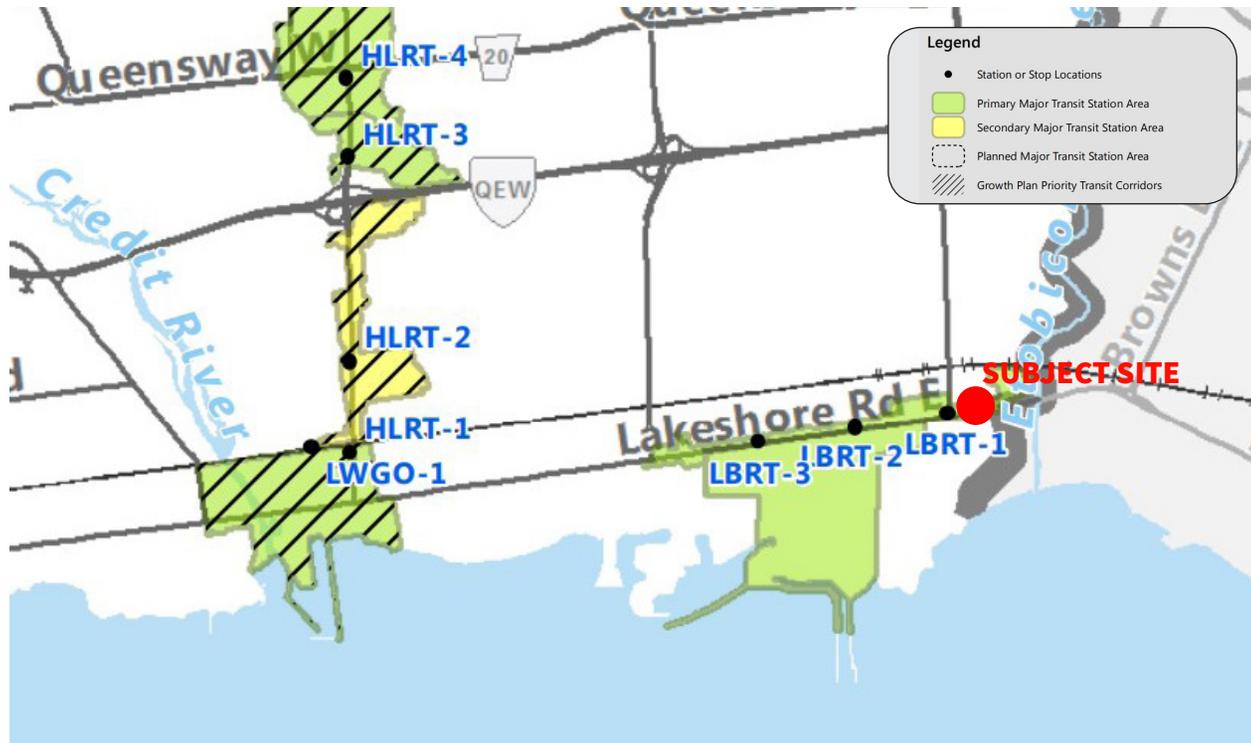


Figure 26. Draft Schedule E-5:Major Transit Station Areas, of the Peel 2051 Regional Official Plan, April 2022

PEEL REGION OFFICIAL PLAN SUMMARY OPINION

The proposed development conforms with the policies and objectives of the Peel Region Official Plan. In particular, the proposed development will:

- Support new growth within Peel Region's built-up area through the mixed use intensification and redevelopment of an underutilized site.
- Make efficient use of land, existing services and infrastructure by locating new mixed use intensification along a planned higher-order transit corridor within the future Dixie MTSA in Mississauga's built-up area, and within approximately 800 m and a 10-minute walking distance of the Long Branch GO Station, which is serviced by existing municipal infrastructure, transit and services.
- Contribute to a sustainable and complete community by delivering a high-quality, compact, pedestrian-friendly and transit-supportive form of development with a mix of residential and grade-related commercial uses to meet daily living needs.
- Provide greater housing choices by providing 84 new residential units of varying types and sizes.

4.7 MISSISSAUGA OFFICIAL PLAN, 2012

The City of Mississauga's Official Plan ("MOP") came into effect on November 14, 2012. The MOP provides policy directions on land use, built form, transportation, and natural environment matters to guide where and how the City should grow to 2031. The most recent Office Consolidation of the Mississauga Official Plan was issued on October 21, 2021 and includes Local Planning Appeal Tribunal ("LPAT") decisions and City Council approved and adopted amendments to October 2021. The City of Mississauga is completing an Official Plan Review exercise concurrently with the ongoing Region of Peel Municipal Comprehensive Review ("MCR") process to ensure the MOP conforms to the 2051 planning horizon of Provincial Plans, aligns with the updated ROP, and reflects the changing needs, opportunities and aspirations of the city.

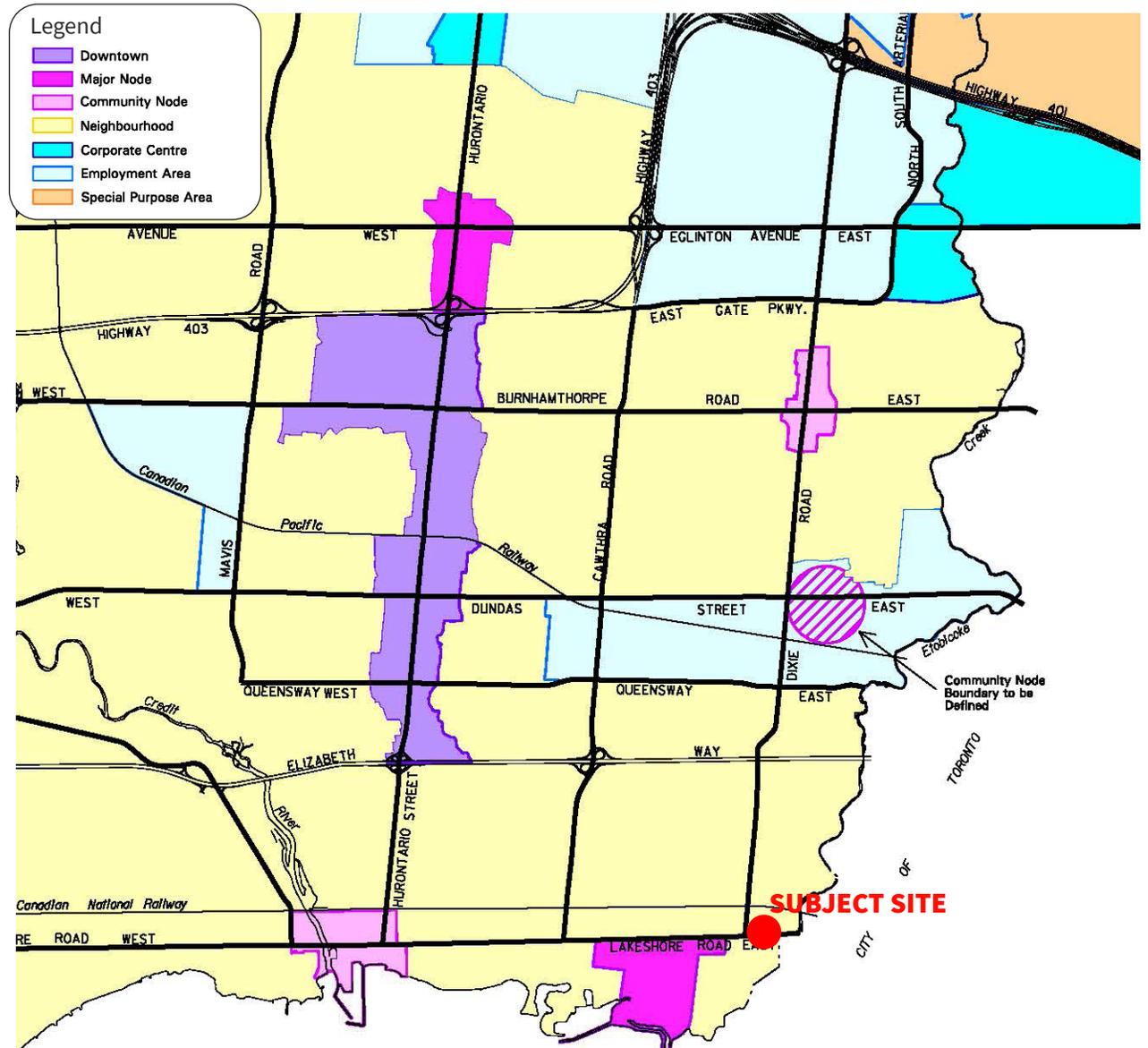


Figure 27. Schedule 1b Urban System of the MOP showing city structure designations for the site and surrounding context

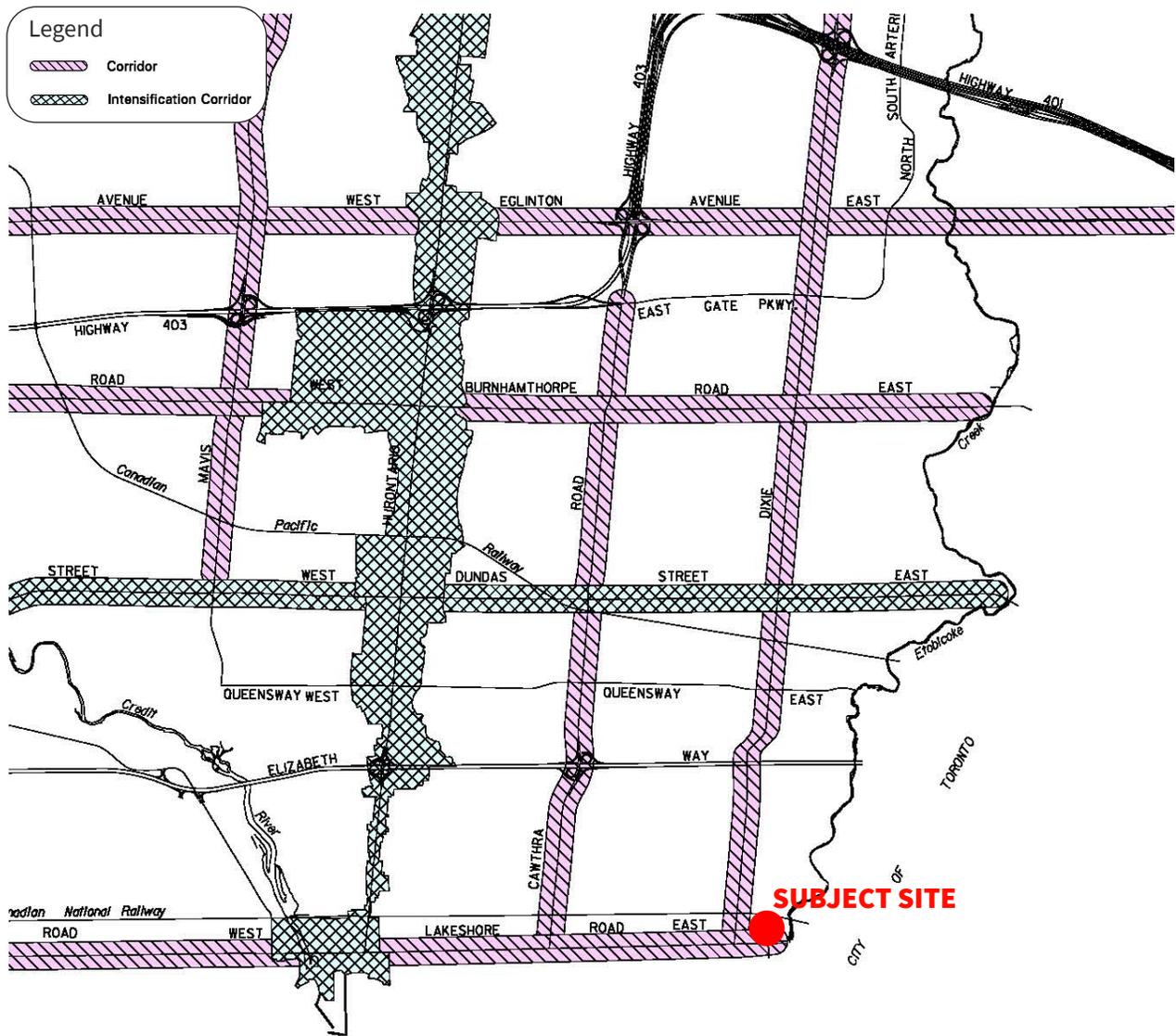


Figure 28. Schedule 1c Urban System of the MOP showing the site along a designated Corridor

CHAPTER 5: DIRECT GROWTH

Chapter 5 of the MOP describes the Urban System that will be used as the framework to achieve sustainable development and accommodate forecast growth to 2031 by determining where population and employment growth will be encouraged and, conversely, those areas of the City that are expected to remain relatively stable. Chapter 5 contains policies that encourage compact, mixed use developments in appropriate locations – such as Corridors– which will help provide a range of local live/work opportunities and reduce the need for extensive travel for day-to-day living needs. This Chapter further directs growth to locations that will capitalize on existing or planned infrastructure, services and transit, including higher-order transit and pedestrian infrastructure enhancements, thereby supporting transit use and active transportation while minimizing impacts on the environment.

To achieve this, Section 5.3 establishes where and how development and redevelopment within the Urban System should occur in various functional areas – such as Downtown, Major Nodes, Community Nodes, and Neighbourhoods – by establishing the City Structure and urban hierarchy to achieve a sustainable urban structure, form, and densities that are pedestrian-friendly and transit supportive.

Schedule 1b: Urban System - City Structure identifies the site as being within a Neighbourhood and

Schedule 1c: Urban System – Corridors identifies the site as being on a Corridor.

SECTION 5.3.5: NEIGHBOURHOODS

Section 5.3.5 of the MOP states that residential intensification within Neighbourhoods should occur through infilling and the redevelopment of existing commercial sites as mixed-use areas (5.3.5.2). Policy 5.3.5.3 further states that proposed development with higher density uses should be located along Corridors. Policies 5.3.5.5 and 5.3.5.6 state that residential intensification within Neighbourhoods may be considered as long as they are sensitively designed to fit harmoniously within the existing or planned development context by ensuring an appropriate transition in use, built form, density and scale to lower-scaled areas.

The proposed development supports the policy objectives in Section 5.3.5 for Neighbourhoods. The proposed development infills a vacant former commercial site with higher density along a Corridor. The proposed development is designed to provide an appropriate transition in use, built form, density and scale so that is compatible with the existing neighbourhood context. This is achieved by providing a landscaped buffer adjacent the lower-scaled Neighbourhood property to the rear, providing a 11.5 m total building setback to residential uses at the rear of the building, and stepping back building massing so that the mid-rise portions are farthest from the existing neighbourhood.

SECTION 5.4: CORRIDORS

Section 5.4 of the MOP establishes where and how intensification should occur on Corridors. Policy 5.4.1 establishes that Corridors are generally comprised of the lands adjacent to and framing a right-of-way. Policy 5.4.4 establishes that development on Corridors

should be compact, mixed-use and transit-friendly and appropriate to the context of the surrounding Neighbourhood. Policy 5.4.5 establishes that where higher density uses within Neighbourhoods are directed to Corridors, development is required to have regard for the character of the Neighbourhoods and achieve an appropriate fit and transitions in height, built form and density to the surrounding lands. Policy 5.4.7 further directs development to place land uses and principal building entrances towards Corridors. Policy 5.4.8 states that building height on Corridors will be subject to a minimum height of two storeys and that the maximum height is as prescribed by Character Area policies or alternative building heights which are determined through planning studies. Policy 5.4.11 identifies Hurontario Street and Dundas Street as Intensification Corridors, and that additional Intensification Corridors may be identified in the future.

The proposed development supports the policy objectives in Section 5.4 for Corridors. The proposed development provides a compact, mixed use, pedestrian-friendly and transit-oriented development along a Corridor, providing residential and commercial density that will support existing transit and the planned investment in higher-order transit. The proposed development is designed to provide an appropriate transition in use, built form, density and scale so that it is compatible with the existing neighbourhood context. This is achieved by providing a landscaped buffer adjacent the lower-scaled Neighbourhood property to the rear, providing a 11.5 m building setback to residential uses at the rear of the building, and stepping back building massing so that the mid-rise portions are farthest from the existing neighbourhood. While the proposed height

achieves the minimum building height of two storeys on Corridors as required in Policy 5.4.8, the proposed development exceeds the 4 storeys height limit of the Local Area Plan applied to the majority of the Lakeshore Corridor, including the site. However, the draft Policy Recommendations of Lakeshore Corridor Study provide building height permissions to allow for mid-rise buildings up to 5 to 8 storeys on larger lots. As such, the proposed mid-rise building scale and massing – which achieve appropriate transition – is consistent with the emerging vision and policy direction for the Lakeshore Road East Corridor and the approved and proposed mid-rise developments to the west of the site.

SECTION 5.5 INTENSIFICATION AREAS

Section 5.5 of the MOP contains policies to achieve attractive mixed use areas developed at sufficient densities to support existing and planned transit and community infrastructure for Intensification Areas, the principal location for accommodating most of Mississauga's future growth to 2031 and beyond.

Policy 5.5.1 states that the focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas. Policy 5.5.3 establishes that Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. Policy 5.5.4 states that Intensification Areas will be planned to reflect their role in the City Structure hierarchy. Policy 5.5.5 establishes that development in Intensification Areas will promote complete communities. Policy 5.5.7 further establishes that development will be encouraged to provide a mix

of medium and high density and a mix of uses such as residential and commercial uses. Policy 5.5.8 establishes that sufficient residential density should be provided to support transit use while low density will be discouraged. Policy 5.5.9 provides that Intensification Areas will be planned to make the most of existing and planned infrastructure. Policy 5.5.13 provides that building height within MTSAs will be subject to a minimum height of two storeys and that the maximum height as specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or alternative building heights are determined through planning studies. Policy 5.5.14 establishes that within Intensification Areas, pedestrian circulation and access will be a priority.

The proposed development supports the Official Plan policies relating to Intensification Areas. The proposed development supports the achievement of complete communities by providing a mix of residential and commercial uses. The proposed residential and commercial density along a planned higher-order transit corridor within the future Dixie MTSA, and approximately within 800 m and a 10-minute walking distance to Long Branch GO Station, will allow for a more efficient use of existing and planned infrastructure and transit, thereby optimizing public investments in infrastructure and services while supporting their financial viability. The site's location within the future Dixie MTSA establishes that Intensification Areas policies will apply to the site. The proposed 9-storey mid-rise development establishes consistency with approved and proposed developments and the envisioned mid-rise built form along the Lakeshore Road East Corridor. It also provides appropriate transition in height to the

surrounding context through the use of a landscaped buffer, a building setback, and stepped-back massing that locates the higher portions of the mid-rise building farthest away from the stable residential neighbourhood to the north. The proposed development also facilitates pedestrian movement and access through introducing new sidewalk infrastructure on Cherriebell Road and enhancing the sidewalk zone on Lakeshore Road East.

CHAPTER 7: COMPLETE COMMUNITIES

Chapter 7 of the MOP contains policies that address elements to achieve vibrant and inclusive complete communities. Policy 7.1.3 provides that in order to encourage complete communities and health-promoting built environment, the City will:

- encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses (7.1.3.a);
- design streets for alternative travel modes such as transit use, walking and cycling (7.1.3.b); and
- encourage environments that foster incidental and recreational activity (7.1.3.c).

Policies 7.1.6 and 7.2.1 state that the City of Mississauga will ensure that there is a diversified housing stock to accommodate a diverse range of household needs and preferences, in a manner that maximizes the use of existing infrastructure and services. Policy 7.2.2 further establishes that the City will provide opportunities for the development of a range of housing choices in terms of type, tenure and price.

The MOP also identifies the Lakeview area and the site as being within the Mississauga waterfront communities, which have identities tied to their historic relationship to Lake Ontario and will continue to have a strong orientation to the waterfront going forward. Policy 7.6.2 establishes that maintaining and strengthening these relationships will be a factor in planning decisions affecting these communities.

The proposed development contributes to a complete community by creating a compact mixed use development that integrates a mix of residential and commercial uses while providing recreational opportunities through an enhanced pedestrian infrastructure that connects to a network of parks, greenspace and waterfront activities. The development also designs streetscapes to support walking and transit usage. The development proposes reduced parking rates, introduces a new sidewalk on the Cherriebell Road frontage, and incorporates a generous boulevard along the Lakeshore Road East frontage where new higher-order transit is planned. The proposed development will provide for a range of housing choices through a variety of unit sizes. The proposed development will have a strong relationship to the waterfront by reinforcing the existing and planned character of the Lakeview Community. The proposed development and its enhanced pedestrian infrastructure and public realm supports pedestrian connectivity and accessibility to the Mississauga waterfront. The site is within 250 m of a Waterfront Trail connection, which provides access to both Lakeview Park and the Jim Tovey Lakeview Conservation Area which are within 850 m of the site.

CHAPTER 8: CREATE A MULTI-MODAL CITY

Chapter 8 of the MOP contains policies to create a multi-modal transportation network for the movement of people and goods that supports more sustainable communities. This Chapter articulates a goal of creating a multi-modal transportation system that supports transit and active transportation options, alongside compact, complete communities.

Section 8.2.1 Corridor Protection establishes that to support growth and appropriately balance all modes of transportation, ensuring a safe and efficient movement of pedestrians and vehicles, Mississauga will protect for new roads and rights-of-way. Schedule 8: Designated Right-of-Way (ROW) Widths identifies the site as being on a designated 44.5 m ROW, which is being studied for Corridor enhancements. Policy 8.2.1.4 provides that right-of-way widths are intended to accommodate road, cycling, pedestrian, and transit facilities and routes, including higher order transit corridors. 8.2.1.5 establishes that Mississauga may acquire lands for a public transit right-of-way along higher order transit corridors in order to widen roads to achieve designated widths.

Section 8.2.2 Road Network includes policies for Arterial Roads such as Lakeshore Road East. Schedule 5: Long Term Road Network identifies the site as being an Arterial Road. Schedule 6: Long Term Transit Network identifies the site as being on a Higher Order Transit Corridor. Schedule 7: Long Term Cycling Routes identifies the site as being on a Primary On-Road / Boulevard Routes. Policy 8.2.2.1.a states that Arterials

will be designed as principal transportation corridors for high volumes of people and goods and discourages the creation of additional direct vehicle access points onto them.

Section 8.2.3 Transit Network establishes that Mississauga's transit network will be supported by compact, pedestrian oriented, mixed land use development in nodes and where appropriate, in mobility hubs and along Corridors. Policy 8.2.3.8a. provides that the City, in making decisions on transit planning and investment, will use transit infrastructure to shape growth, planning for high residential and employment densities that ensure the efficiency and viability planned transit services.

Section 8.2.4 Active Transportation states that development should promote pedestrian friendly environment through the provision of pedestrian linkages and also demonstrate how pedestrian and cycling needs have been addressed (8.2.4.3).

The proposed development conforms with the Official Plan policies relating to the multi-modal transportation network. The proposed development locates the vehicular access on Cherriebell Road and does not require direct vehicle access to Lakeshore Road East. The proposed development also provides a compact, pedestrian oriented, mixed use development along a Corridor, providing residential and employment density that will support existing transit and the planned investment in higher-order transit. The proposed development enhances pedestrian linkages by introducing new sidewalk infrastructure on Cherriebell Road and by enhancing the sidewalk zone on Lakeshore Road East. The development also provides for secured bicycle storage for visitors and residents.

Section 8.4 of the MOP contains parking-related policies. Policy 8.4.1 requires off-street parking for vehicles and bicycles to be provided in conjunction with new development. Policy 8.4.3 enables the City to consider reducing off-street parking requirements to encourage greater use of transit, cycling, or walking, subject to access to transit and the potential for traffic generation or impacts to the surrounding area.

The proposed development conforms with the relevant parking policies in Section 8.4. The proposed development includes off-street parking in a below-grade structure, at reduced parking rates that reflect the existing and planned transit service along the Lakeshore Road East Corridor, and secured bicycle storage in a location where there is significant cycling and pedestrian connectivity.

CHAPTER 9: BUILD A DESIRABLE URBAN FORM

Chapter 9 of the MOP contains policies on urban form for the different elements of the City structure to create a distinct and vibrant community with a strong sense of identity. These include directing growth to Corridors in a manner that is compatible with their planned vision. Policy 9.1.5 provides that development on Corridors will be consistent with the existing or planned character, seeking opportunities to enhance the Corridor and providing appropriate transitions to neighbouring and uses. Policy 9.1.10.c also establishes that site development should provide urban form that demonstrates context sensitivity. Policy 9.1.15 further states that development on adjacent lands to existing or planned Corridors should be compatible with, and supportive of, the long-term purposes of the Corridor.

SECTION 9.2 CITY PATTERN

Section 9.2 City Pattern directs the City of Mississauga to develop sustainable city patterns marked by a mix and range of land uses in a more compact form of development supportive of complete communities.

Section 9.2.1 provides policies for Intensification Areas such as Major Transit Station Areas. A draft Schedule Y7 – Major Transit Station Areas in the Region Official Plan and draft MTSA Study Phase 1B show the site as being within a Primary Major Transit Station Area. Policy 9.2.1.3 establishes that built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, and public art. Policy 9.2.1.4 directs Mississauga to encourage a high quality, compact built form that complement adjacent uses, reduces parking and enhances pedestrian circulation while achieving a landmark building within the Intensification Areas. Section 9.2.1 further provides policies for development within intensification areas to:

- achieve appropriate street enclosure in relation to the right-of-way width where the right-of-way width exceeds 20 m (9.2.1.9);
- provide appropriate transition in height and built form to the surrounding context (9.2.1.10)
- provide continuous frontages along principal streets (9.2.1.17);
- contribute to pedestrian oriented streetscapes and provides a compact built form that is attractive and transit supportive (9.2.1.21);
- support and provide pedestrian and cycling connections (9.2.1.22);
- provide active uses to front onto principal streets

with direct access from the public sidewalk (9.2.1.23);

- face the street (9.2.1.24);
- provide active façades characterized by features such as lobbies, entrances and display windows, without blank building walls will not be permitted facing principal street frontages and intersections (9.2.1.25);
- provide for non-residential uses, at grade transparent windows that face major streets (9.2.1.26);
- create a sense of gateway to the Intensification Area with prominent built form and landscaping (9.2.1.27);
- provide built form that relates to and integrates with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired (9.2.1.28);
- have a compatible massing and scale that provides an integrated streetscape (9.2.1.29);
- provide open space, including squares and plazas appropriate to the size, location and type of development (9.2.1.30);
- define the public realm and create a relationship with the public sidewalk by situating buildings along the edge of the streets and public realm (9.2.1.31);
- position buildings along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities (9.2.1.32);
- minimize surface parking areas for underground parking (9.2.1.37); and
- locate parking away from major streets (9.2.1.38).

Section 9.2.2 provides policies for non-intensification areas such as Neighbourhoods and Corridors. Policy 9.2.2.1 requires that heights over four storeys achieve an appropriate transition in height and built form that respects the surrounding context. Policy 9.2.2.6 provides additional built form policies which encourage development on Corridors to:

- b.** face the street, except where predominate development patterns dictate otherwise;
- c.** not locate parking between the building and the street;
- d.** site buildings to frame the street and where nonresidential uses are proposed to create a continuous street wall;
- e.** provide entrances and transparent windows facing the street for non-residential uses;
- f.** support transit and active transportation modes; and
- g.** consolidate access points and encourage shared parking, service areas and driveway entrances.

While the site is within the MOP Neighbourhood designation and along a Corridor, which are not identified as Intensification Areas, the site's location within the future Dixie MTSA and within 800 m of the Long Branch GO Station establishes that the proposed development will result in appropriate gentle intensification while balancing the policy intentions for Neighbourhoods and Corridors.

The proposed development supports the policies in Section 9.2 for achieving sustainable city patterns marked by a mix and range of uses in a more compact built form supportive of complete communities. The

proposed mid-rise building scale and massing will create a sense of gateway and support the emerging mid-rise vision for the Lakeshore Road East Corridor by delivering a development that is of a high-quality, compact human-scaled built form with an animated podium situated close to the streetline, with a mix of uses at-grade, reduced parking, and an augmented pedestrian infrastructure. This will improve and contribute towards the Lakeshore Road East streetscape, animates and an attractive urban environment for walking, cycling, and transit use within the future Dixie MTSA. The proposed mid-rise building provides a built form and height of 9 storeys (28.75 m) that achieves appropriate street enclosure in relation to the right-of-way width of 44.5 m. The built form integrates with the streetline of the emerging vision for the Lakeshore Road East Corridor and the approved and proposed mid-rise developments to the west of the site through the use of a 3.0 m building setback that helps frame the street.

The proposed development enhances the Corridor by providing an urban form which is sensitive to its context, provides appropriate transitions to neighbouring scale, massing, and uses, while being compatible and supportive of the long-term purpose of the corridor. The proposed development contributes to a range of land uses in a more compact form of development supportive of complete communities, while providing an appropriate transition of height and built-form that responds to the surrounding context through the use of a 4.5 m landscaped buffer, a 7.0 m building setback, and stepped-back massing that locates taller portions of the mid-rise building closer to the Corridor. The proposed development is consistent with the built form standards

for Corridors found in policy 9.2.2.6. It orients the building towards Lakeshore Road East, with principal entrances oriented towards; provides 90% of the building wall along a 3.0 m a setback from Lakeshore Road East which will help to create a continuous streetwall; locates parking at the rear of the building, internalized and underground; and provides a high-quality and generously dimensioned public realm which will support transit usage and active transportation.

SECTION 9.3 PUBLIC REALM

Section 9.3 of the MOP contains the City of Mississauga’s public realm policy directions to create distinctive communities, which include design objectives for the street patterns, development blocks, public art, and open spaces. Policy 9.3.1.4 requires development to be designed to reinforce local character areas, be pedestrian oriented and scaled and support transit use, and provide a safe and attractive walking environment. Policy 9.3.1.7 states that the design of streetscapes will create a sense of identity through building massing, forms, scale, layout and orientation, distinctive landscaping, architectural treatments and street furnishings. Policy 9.3.1.8 states that development located at intersections and along major streets should be of a highly attractive, urban quality. Policy 9.3.1.9 states that development will also be designed to provide for a continuous streetscape.

The proposed development will support transit use by adding sufficient density along a planned higher-order transit corridor and within approximately 800 m of the Long Branch GO Station and within the future Dixie MTSA and proposing reduced parking rates. The proposed development will also support active transportation by introducing new sidewalk

infrastructure along the Cherriebell Road and Lakeshore Road East frontages, with planting and street furniture, animated by active residential and retail units at grade. This will increase accessibility and vibrancy on the block and contribute to a safe and attractive pedestrian-oriented environment. The proposed development is set back from Lakeshore Road East by 3.0 m and steps back by an additional 2.0 m above the fourth-storey streetwall which helps create a continuous and pedestrian-scaled streetscape that will relate to the existing and emerging streetwall context along the Lakeshore Road East Corridor. The proposed development provides a built form of appropriate scale and massing that provides transition to the existing lower-scale context while upholding the envisioned mid-rise built form of the Lakeshore Corridor, and the high-quality of the architectural and public realm design will help establish a sense of place of the Lakeview community.

SECTION 9.4 MOVEMENT

Section 9.4 of the MOP provides policies for connecting people with places, and for development ensuring the ease of movement between the built form, transit facilities and active transportation routes. Section 9.4.1.1 states that development will be designed to improve connections and accessibility for transit users and promote active transportation modes. Policy 9.4.1.2 requires transit-supportive and pedestrian-oriented forms of development in intensification areas and in appropriate locations along Corridors. Policy 9.4.1.3 states that development will support transit and active transportation by locating buildings at the street edge; orienting entrances towards the street; ensuring active/animated façades and high-quality urban design and built form; ensuring contextually-

appropriate massing; and providing pedestrian safety and comfort and bicycle destination amenities such as bicycle parking and showers. Policy 9.4.1.4 further specifies that development will provide pedestrian safety and minimize pedestrian and vehicular conflicts, through visibility, lighting and natural surveillance.

The proposed development delivers a higher-density and pedestrian-oriented built form at an appropriate location along a planned transit corridor and within approximately 800 m of the Long Branch GO Station and within the future Dixie MTSA. The proposed reduced parking rates reflect the existing and planned transit service along the Lakeshore Road East Corridor, and a bicycle storage facility is proposed in a location where there is significant cycling and pedestrian connectivity, all of which will support transit services and active transportation. The proposed development further improves pedestrian movement and access by introducing new sidewalk infrastructure on Cherriebell Road and enhancing the sidewalk zone on Lakeshore Road East, all of which will be animated by active residential and retail units at grade, with commercial entrances directly accessible from Lakeshore Road. The proposed development reduces the potential for conflicts between motorists and pedestrians and cyclists by locating primary residential entrance on a residential street, consolidating parking to a single driveway, internalized and underground.

SECTION 9.5 SITE DEVELOPMENT AND BUILDINGS

Section 9.5 of the MOP further establishes the City's built form policy directions, which include design objectives for the context, site organization and layout, building articulation, public realm treatments, and parking and site servicing.

SECTION 9.5.1 CONTEXT

Policy 9.5.1.1 requires that buildings and sites be planned and designed to be compatible with the surrounding context and existing or planned character of the area. Policy 9.5.1.2 states that development should be compatible and provide appropriate transition to existing and planned development by having regard for elements such as: street and block patterns; building mass and height; views, sunlight and wind conditions; and privacy and overlook. Policy 9.5.1.3 requires the design of buildings and sites to create a sense of enclosure along the street edge with heights appropriate to the surrounding context. Policy 9.5.1.5 requires development to provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower heights and density. Policy 9.5.1.9 requires development proposal to demonstrate compatibility and integration with surrounding land uses by ensuring adequate sunlight and sky views and privacy.

The proposed development delivers a built form situated close to the streetlines with a mid-rise form that appropriately relates to the width of Lakeshore Road east and transitions downward to the north, creating a sense of enclosure along the street edges. The proposed development responds to its context of being within the future Dixie MTSA and within approximately 800 m of the Long Branch GO Station while remaining compatible with, and providing transition to, surrounding land uses. The proposed development establishes appropriate built form relationships with the existing stable residential neighbourhoods to the north and supports the emerging vision for and planned mid-rise built form of the Lakeshore Road East Corridor Study (see Section 4.11) and the approved and proposed mid-rise

developments to the west on Lakeshore and south in Lakeview. The proposed development will also maintain adequate sunlight, sky views and privacy on adjacent properties by providing a landscaped buffer, a building setback and stepping down of heights towards the lower-scale context to the north.

SECTION 9.5.2 SITE DEVELOPMENT

Policy 9.5.2.1 promotes high quality design that reinforces and enhances the local character, respecting the immediate context and creates a quality living or working environment.

Policy 9.5.2.2 establishes that development massing and siting will contribute to a safe and comfortable pedestrian environment by: fronting walkways and sidewalks with doors, windows and visible active uses; avoiding blank walls facing pedestrian areas; and providing weather protection. Policy 9.5.2.3 requires development to provide accessible, comfortable and safe pedestrian circulation and connections.

Policy 9.5.2.3 further provides that, where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.

Policy 9.5.2.11 requires site development to incorporate stormwater best management practices, and provide enhanced streetscape and landscaping that beautifies the site and complements the public realm.

The proposed development provides a built form of appropriate scale and massing that responds to the existing and planned surrounding context. The proposed development also contributes to a safe and comfortable walking experience by providing a residential lobby and individual residential unit entrances along the Cherriebell Road sidewalk, and retail entrances, glazed active uses, and new street furniture along the enhanced Lakeshore Road East public realm. The proposed development incorporates vehicular access to the side street and rear laneway. The proposed development will enhance the streetscape on Lakeshore Road and provides a landscape buffer to the residential neighbourhoods on the north. The proposed development incorporates stormwater best management practices, including the reuse of stormwater for landscaping and other building uses.

SECTION 9.5.3 BUILDINGS

Policy 9.5.3.1 requires development to be designed to create a sense of identity through the site layout, massing, forms, orientation, scale, architectural features, landscaping and signage. Policy 9.5.3.2 requires buildings to be designed with active uses at-grade, principal entrances facing the street, and direct pedestrian connections from the public realm. Policy 9.5.3.3 states that building facades should be articulated to provide visual interest. Policy 9.5.3.7 further states that buildings will be pedestrian-oriented through facades treatments with human-scaled design elements.

The proposed development is designed and articulated to create a sense of identity that reflects the Lakeshore Corridor and surrounding neighbourhood through a 4-storey streetwall, building setback, and stepped-back

massing, and architectural treatments. The floors above the 4th emphasise a horizontal language versus the verticality of the podium facade design. A lighter facade aesthetic is introduced above the 4th floor, contrasting with the floors below. This change in materiality above the 4th floor will help to break up the visual proportions of the building length and create visual interest and activate the streetscape. The balconies below the 5th floor are recessed into the building, while balconies above the 4th floor protrude no more than 2.0 m, which help to further create a contrast between the pedestrian-scaled streetwall and the volume above. The at-grade commercial entrances are strategically placed towards Lakeshore Road East and are directly accessible from the public realm and provide active uses at grade, which will help animate and activate the streetscape. While the principal residential entrance is located on Cherriebell Road, it will provide a direct pedestrian connection to the public realm, which will be visible from Lakeshore Road East and will enhance the development and its surroundings.

SECTION 9.5.4 RELATIONSHIP TO THE PUBLIC REALM

Policy 9.5.4.1 states that development should improve the public realm by creating a desirable street condition. Policy 9.5.4.2 further states that landscaping treatments will be used to create an enhanced public realm that is comfortable and attractive, including providing protection from elements and buffering parking and loading areas. Policy 9.5.4.3 encourages shared and reduced points/driveways access to promote pedestrian safety while providing continuous streetscape. Policy 9.5.4.4 establishes that buildings along Corridors should be designed to enclose the street. Policy 9.5.4.5

establishes that built form will relate to the width of the street right-of-way.

The proposed development will enhance the public realm by providing new sidewalk infrastructure along the Cherriebell Road frontage, an enhanced sidewalk zone along Lakeshore Road East, tree planting, and recessed access at grade to provide weather protection. The proposed development further improves pedestrian safety by consolidating vehicular access to one point on Cherriebell Road and by providing underground parking. The proposed development is 9 storeys (28.75 m) in height, which responds to the larger 44.5 m right-of-way of Lakeshore Road East, and is set back from Lakeshore Road East by 3.0 m and 2.0 m above the fourth-storey podium to create a pedestrian-scaled streetwall and provide a sense of enclosure.

SECTION 9.5.5 PARKING, SERVICING, LOADING

Policy 9.5.5.1 states that development should locate parking underground, internally or to the rear of the building. Policy 9.5.5.5 requires development to provide for secure bicycle parking. Policy 9.5.5.7 further states that servicing, loading, and garbage store areas should be located internally or to the rear of the building.

The proposed development conforms with the policies in Section 9.5.5 relating to the location of parking, loading and servicing areas, but the proposed development is seeking relief from parking standards given its transit-supportive location. It provides site access from Cherriebell Road. Vehicular and secure bicycle parking is provided in an underground parking facility. Loading and servicing areas are located at grade, internal to the site.

CHAPTER 11: GENERAL LAND USE DESIGNATIONS

Chapter 11 of the MOP provides city-wide policies for all land use designations to guide how lands are to be used. Schedule 10 of the Official Plan illustrates the site's land use designation as Mixed Use. A variety of uses are permitted in the Mixed Use designation, including financial institution, personal service establishment residential, restaurant, retail, secondary office, and others (11.2.1.1; 11.2.6.1). Policy 11.2.6.2 establishes that the planned function of Mixed Use lands is to provide a range and mix of uses, including retail, service and other uses to support the surrounding residents and businesses, and requires development with residential uses to include a mixture of permitted uses. Policy 11.2.6.3 further establishes that an Official Plan Amendment will be required for residential development with non-residential uses at grade only. Policy 11.2.6.4 further provides that dwelling units will not be permitted on the ground floor.

The proposed development conforms in part to the policies for the Mixed Use designation. It includes a mix of uses, with retail uses at grade and residential uses on upper levels and at-grade along the Cherriebell Road residential street frontage. However, because the proposed development includes those units at grade and does not include retail uses above the first storey, an Official Plan Amendment is required to redesignate the site to "Residential High Density", a land use which permits apartment dwellings, retail stores, restaurants, personal service establishments, financial institutions and other commercial uses (11.2.5.6; 11.2.9.1).

CHAPTER 16: NEIGHBOURHOODS

Chapter 16 of the MOP provides policies for lands within the Neighbourhoods areas within the City Structure. Schedule 1b and Map 16-1 in the MOP identify the site as being within a Neighbourhood area, and Schedule 9: Character Areas and Map 16-13 specifies that the site is within the Lakeview Neighbourhood Character Area. Policy 16.1.1.1 states that for lands within Neighbourhoods, development will have a maximum height of four storeys unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies. Policy 16.1.1.2 states that development with proposed building heights of more than four storeys, or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:

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

Official Plan policies for lands within the Lakeview Neighbourhood Character Area are contained in the Lakeview Local Area Plan (16.13).

The proposed development has appropriate regard to the general Neighbourhood policies set out in chapter 16 of the MOP by demonstrating that the proposed

height – which is greater than 4 storeys – provides appropriate transition in height to the surrounding context through the use of a 4.5 m landscaped buffer, a 7.0 m building setback, and stepped-back massing that locates the higher portions of the mid-rise building farthest away from the low-scale neighbourhood to the north. By balancing transition to the existing low-scale neighbourhood and establishing consistency with approved, proposed and envisioned mid-rise built form along the Lakeshore Road East Corridor, the proposed development also enhances existing and proposed development in the area.

CHAPTER 19: IMPLEMENTATION

Chapter 19 of the MOP establishes how the policies of the MOP to be implemented through such mechanisms as zoning by-laws, site plans, and municipal legislation.

SECTION 19.4 DEVELOPMENT APPLICATIONS

Policy 19.4.1 states that development applications will be evaluated and processed in accordance with relevant policies, studies, and guidelines provided in the MOP and other relevant City Council and Provincial policies. Policy 19.4.3 states that in order to provide consistent application of planning and urban design principles, all development applications will address: compatibility with existing or planned land uses, including transition in height, density, and built form; conformity with the MOP; support of public transit and pedestrian environment; measures to ensure transition from higher to lower density residential; adequacy of engineering services,

community infrastructures, and multi-modal transportation system; relationship to the street and public realm; impact of height and form of the development; site specific opportunities and constraints; sustainable design strategies; and urban form and public health. Policy 19.4.5 outlines the studies, reports, and documents that maybe required as a part of a complete application submission. Policy 19.4.6 contains further evaluation criteria for buildings higher than 3 storeys.

SECTION 19.5 CRITERIA FOR SITE SPECIFIC OFFICIAL PLAN AMENDMENTS

Policy 19.5.1 states that City Council will consider applications for site specific amendments to the Plan within the policies and criteria laid out throughout this Plan. The proponent of an official plan amendment will be required to submit satisfactory reports to demonstrate the rationale for the amendment. Policy 19.5.2 further states that the City may initiate site specific amendments to the Plan as part of local area reviews or other planning studies, and proponents may be required to provide studies demonstrating the viability of their proposal.

The proposed development application has provided all requested and required report, studies, and documents, demonstrating the rationale for this Official Plan Amendment and the viability of the proposed development, while addressing all of the relevant considerations in Sections 19.4 and 19.5. A summary of supporting studies is provided in Section 5 of this document.

CITY OF MISSISSAUGA OFFICIAL PLAN SUMMARY OPINION

The proposed development generally conforms with the policies and objectives of the MOP, including those that place significant emphasis on optimizing infrastructure and services in and around MTSAs on Corridors and achieving compact, mixed use areas. In particular, the proposed development will:

- *Achieve a complete community while contributing to better use of land and existing servicing through infilling a vacant former commercial site with higher density, compact, and mixed use form of development along the Lakeshore Road East Corridor that provides a pedestrian-friendly and transit-supportive urban environment.*
- *Support existing and planned investment in higher order transit by proposing mixed use intensification with sufficient residential and commercial density along a planned higher-transit corridor, within the future Dixie MTSA, and between two regional transit stations – Long Branch GO Station, approximately 800 m and a 10-minute walking distance, and Port Credit GO Station – which will be linked by a planned higher-order transit route—the Waterfront West LRT.*
- *Implement a responsive design and massing strategy to minimize impacts associated with shadow, wind, and loss of light and privacy on neighbouring properties and the public realm while ensuring an appropriate transition of built form and land use to both the existing stable residential neighbourhoods to the north as well as approved, planned and envisioned mid-rise development along the Lakeshore Road East Corridor through the use of a landscaped buffer, a building setback, and stepped-back massing.*
- *Respond to the larger 44.5 m right-of-way of Lakeshore Road East by delivering a midrise development of 9 storeys (28.75 m) in height, and*

providing a 3.0 m setback from Lakeshore Road East to provide a sense of enclosure.

- *Provide for a range of housing choices through a variety of unit types.*
- *Improve mobility and connectivity by integrating into the local pedestrian, cycling, and transit networks, introducing new sidewalks on the Cherriebell Road frontage, incorporating a generous boulevard along the Lakeshore Road East frontage where new higher-order transit is planned, which will support transit usage and alternative transportation modes, and by directing vehicular access to Cherriebell Road.*
- *Contribute to an attractive and enhanced public realm by providing a high-quality human-scaled built form, a continuous streetscape and visually permeable facades through at-grade active commercial uses, massing, architectural elements, and treatments, which further contributes to a safe and comfortable walking and cycling urban environment.*

The Official Plan currently applies the maximum 4-storey height limits for Neighbourhoods to the site and much of the Lakeshore Road East corridor, an approach that is outdated and is not consistent with/does not conform with Provincial policy for areas within close proximity to existing and planned higher-order transit. In addition, the existing policies for the Mixed Use designation require a redesignation to a residential designation if commercial uses are proposed for the ground floor only. Lakeshore Road East is planned to be a very long mixed use corridor, and it will be challenging for developments to achieve multiple levels of commercial or retail use in this context.

The proposed Official Plan Amendment is an opportunity to update these policies to better achieve transit-supportive density and contextually-appropriate built form along the Lakeshore Corridor and within the future Dixie MTSA, and to permit the proposed grade-related commercial uses that can animate the public realm and support a complete community in this area of Lakeview.

4.8 LAKEVIEW LOCAL AREA PLAN, 2018

Mississauga's Official Plan ("MOP") consists of a principal document and a series of local area plans, provided in separate documents. The Lakeview Local Area Plan ("Area Plan") provides policies for lands located in southeast Mississauga that are identified in the MOP as the Lakeview Neighbourhood Character Area. There are some instances where the policies and schedules of the MOP do not address all circumstances particular to Lakeview. In these cases, the Local Area Plan elaborates on, or provides exceptions to, the policies or schedules of the MOP. Map 1 – Precincts and Sub-Areas identifies the site as being within the Lakeview Local Area Plan and along Lakeshore Road East, also referred to as the Lakeshore Corridor in the Lakeview Neighbourhood.

CHAPTER 5: VISION

Section 5 of the Area Plan establishes an overarching vision and guiding principles Lakeview, as well as community concept policies.

Guiding Principle 5.1.2 aims to strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development. Guiding Principle 5.1.3 supports complete communities through compact, mixed use development and a pedestrian-oriented mainstreet. Guiding Principle 5.1.4 promotes community health by encouraging public transit, cycling, walking, and the active use of parks, open spaces, and community facilities.

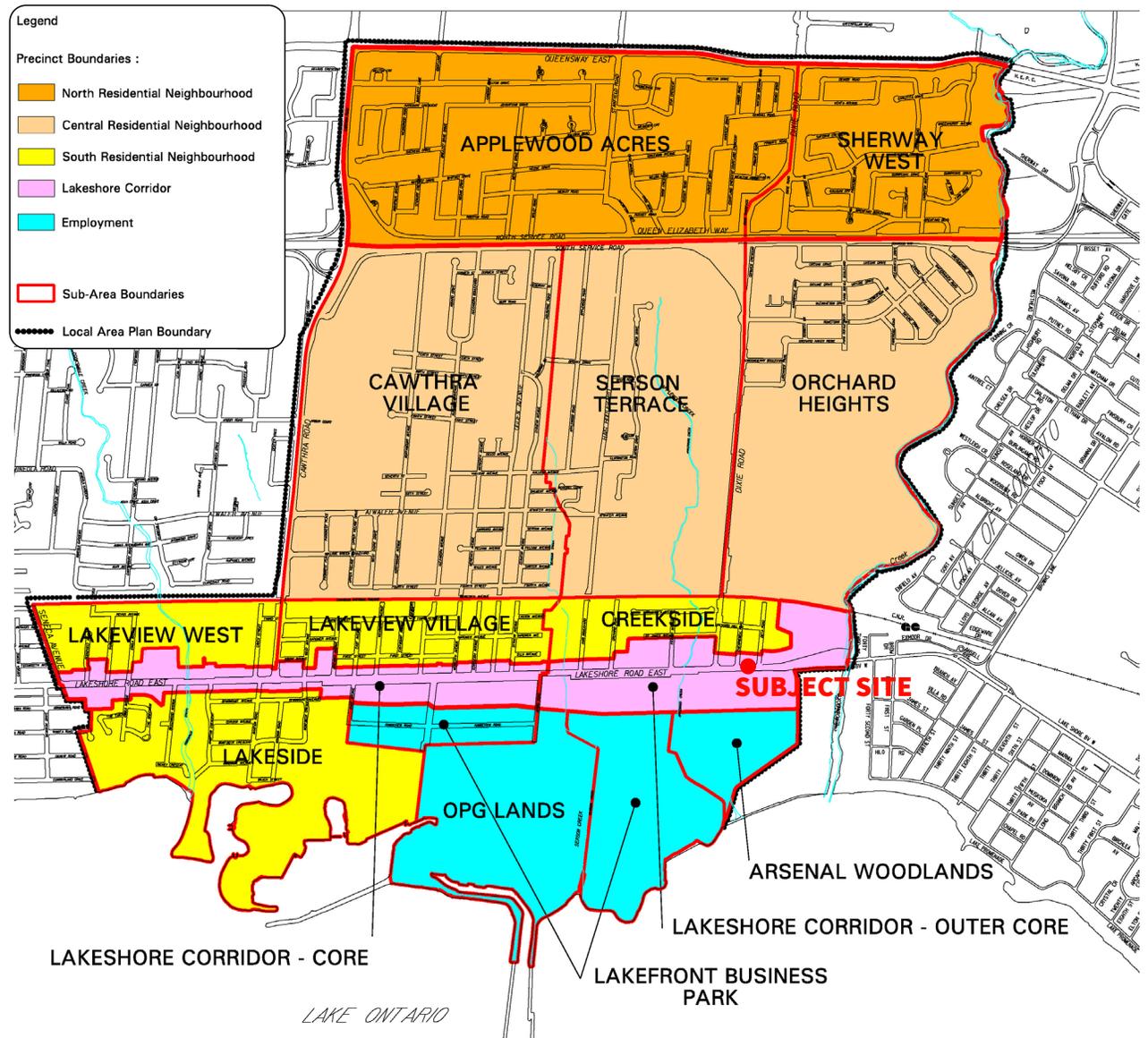


Figure 29. Map 1: Precincts and Sub-Areas, of the Lakeview Local Area Plan

The Community Concept policies establish that Lakeview is made up of three elements: the Green System, Neighbourhoods, and Corridors. Map 1 – Precincts and Sub-Areas and Section 5.2.3 identify Lakeshore Road East as a corridor. Section 5.2.3 further establishes corridors that run through the Neighbourhood Character Area should develop with mixed uses oriented toward the corridor, and that Lakeshore Road East which is important to the future development of Lakeview. The section states that this area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods. Policy 5.2.3 further identifies Lakeshore Road East, as the Lakeshore Corridor Precinct.

SECTION 6: DIRECT GROWTH

Section 6 of the Local Area Plan contains policy directions on how and where to direct growth in Lakeview. The Lakeshore Road Corridor policies in Section 6.2 provide that intensification will occur through infilling or redevelopment (6.2.1), and that intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses (6.2.2), and contribute to a complete community and the mainstreet character (6.2.3).

The proposed development conforms with the Lakeshore Road Corridor policies. It delivers infill intensification that is sensitive to the existing context by providing a transition in height down to the Neighbourhood Character Area to the north as well as providing buffering through a building setback and a landscape buffer. The proposal also provides a transition in use by including at-grade townhouse-style

units along the Cherriebell local street frontage. The proposed development is also sensitive to the planned context of the Corridor, providing mixed-use and mid-rise intensification that will provide consistency with approved, proposed and envisioned development along the corridor while supporting its mainstreet character. The proposed development's range of unit types and sizes, and at-grade active commercial space will contribute to a complete community.

SECTION 8: COMPLETE COMMUNITIES

Section 8 of the Local Area Plan contains policy supporting the achievement of a complete community in Lakeview. 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. Policy 8.4.1 further states that development within the Lakeshore Corridor will be encouraged to create a unique identity by providing distinctive architecture, high-quality public art, and streetscape.

The proposed development provides 84 residential units with a variety of unit sizes, ranging from one to three-bedroom units to offer housing for various household sizes. The proposed development is well-designed, and provides an enhanced streetscape through distinctive architectural elements and placemaking opportunities, which will create a unique identity.

SECTION 9: MULTI-MODAL CITY

Chapter 9 of the Local Area Plan contains policy for the accommodation of transit and active transportation

along Lakeshore Road East. These include enhancing connectivity and accessibility for pedestrians, cyclists, transit riders and drivers through the Lakeview area, with policy 9.1.3 requiring that vehicular access be accommodated on existing north-south side streets or existing or proposed laneways parallel to Lakeshore Road East. Section 9.4 addresses parking requirements within the Lakeshore Corridor, encouraging development to locate parking underground or to the rear of the site (9.4.1), and established that reduced parking requirements and maximum parking standards can be considered (9.4.5).

The proposed development is integrated into the local pedestrian, cycle, and transit networks through new pedestrian infrastructure such as sidewalks, bus stops, and the provision of short-term and long-term bicycle storage. The proposed development will enhance connectivity and accessibility through the Lakeview Area by improving and expanding the existing network of sidewalks, consolidating vehicular access to one entrance from Cherriebell Road, and locating parking underground, accessed at the rear of the building. The proposed development seeks reduced parking standards, given its transit-supportive location.

SECTION 10: DESIRABLE URBAN FORM

Section 10 of the Local Area Plan contains urban form policies for Neighbourhoods, the Lakeshore Corridor, and Built Form. This chapter provides that development will be guided by the Lakeview Built Form Standards contained in Appendix I to the Area Plan. This section also establishes that Map 3 establishes minimum and maximum heights for development. Map 3 establishes a permitted

height range of 2 to 4 storeys for the majority of the Lakeshore Corridor, including the site. Map 1 of the Area Plan also defines two sections of the Corridor, and the site is in the Outer Core section (see Figure 29).

Section 10.2 includes the urban form policies for the Lakeshore Corridor Precinct. This section provides that in order to achieve the intended function of the Lakeshore Corridor, development will address matters such as: creating a pedestrian-oriented environment; ensuring built form compatibility and transition in heights to adjacent neighbourhoods; minimizing access points along Lakeshore Road East, preserving light and views; and creating an attractive public realm.

Policy 10.2.3 encourages development to locate parking to the rear of buildings or underground. Policy 10.2.4 encourages development of two to four storeys in height [as shown on Map 3]; however, some sites will be permitted building heights greater than four storeys. Policy 10.2.5 requires appropriate transition to adjacent low density residential uses. Policy 10.2.6 establishes that to promote a pedestrian friendly mainstreet, street related commercial and at-grade active uses will front onto lakeshore Road East, buildings should be closely spaced with minimal breaks, and building entrances should be along Lakeshore Road East.

With respect to the public realm, Policy 10.2.7 establishes that development will provide appropriate streetscape treatments of the public realm, including landscaping and planting, street furnishings and public art. Policy 10.2.8 also encourages development to provide placemaking opportunities, such as public squares, plazas, and open spaces, at several locations along Lakeshore Road (however, the Policy does

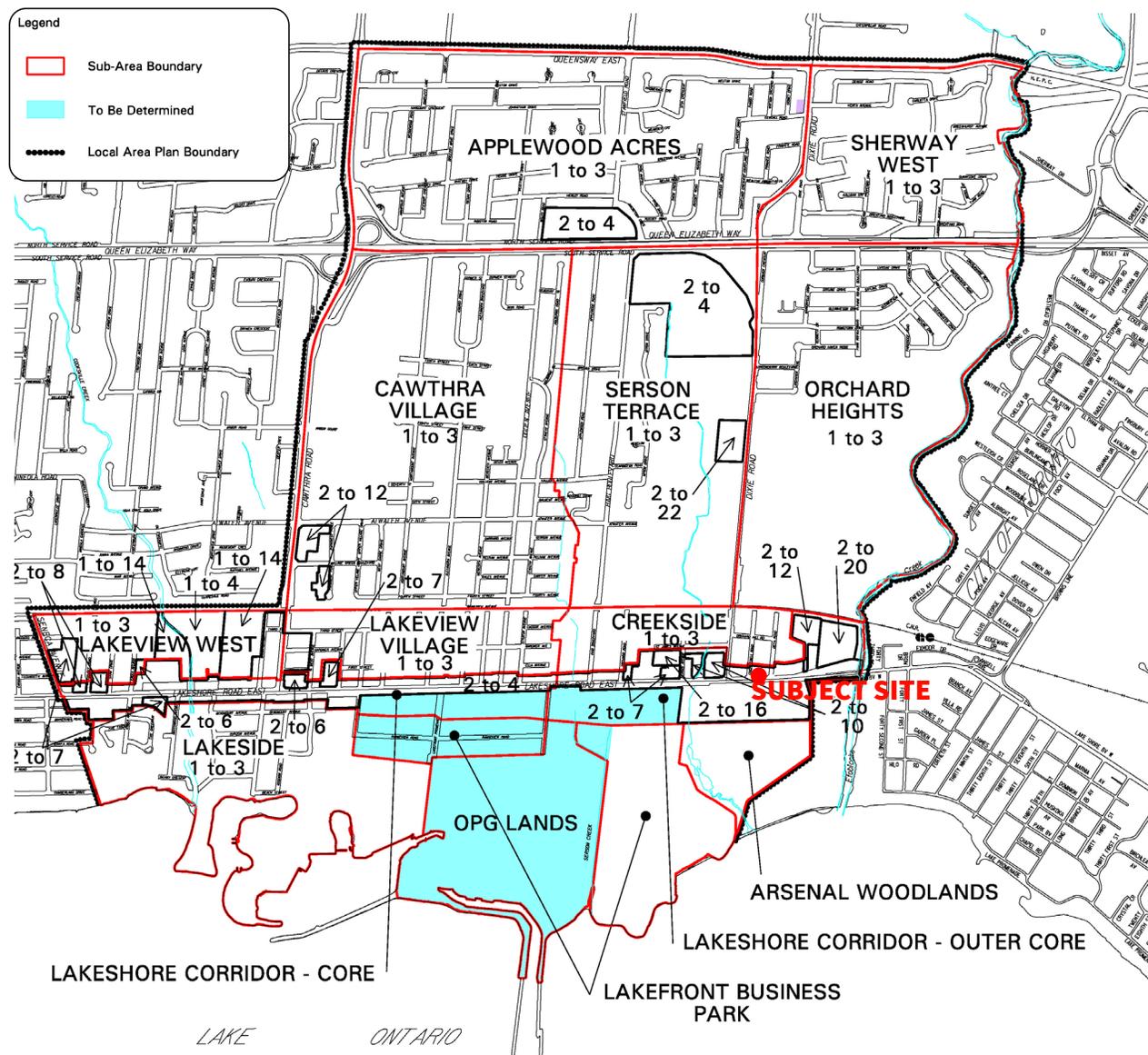


Figure 30. Map 3: Height Limits, of the Lakeview Local Area Plan

not establish one at Lakeshore Road and Cherriebell).

Policy 10.3.5 sets out built form criteria specific to apartment development, which are required to include a maximum floor plate to ensure minimal impact on residential areas and transition to adjacent lower built forms.

The proposed development generally conforms with the urban form policies of the Area Plan and the intended function of the Lakeshore Corridor. The proposed development creates a comfortable pedestrian-friendly mainstreet environment by providing an 8.4 m wide sidewalk zone with planting and street furniture, animated by at-grade commercial uses with entrances along Lakeshore Road East. The proposed development minimizes access points along Lakeshore Road East by consolidating vehicular access at one location on Cherriebell Road and by providing underground parking. The proposed development includes an appropriate floor plate sizes up to a maximum of 944 m², and employs a 4.5 m landscape buffer, a 7.0 m building setback and stepped-back massing to achieve appropriate transition to the residential neighbourhood to the north. While the intersection of Lakeshore Road and Cherriebell is not identified for place making opportunities, the proposed development enhances the public realm and public life in this location by providing new pedestrian infrastructure, with tree plantings and street furniture.

The proposed development exceeds the 2-4 storey height limit applied to the majority of the Lakeshore Corridor and an Official Plan Amendment is required to achieve a height of 9 storeys. The proposed additional height is required to achieve a sense of enclosure along Lakeshore Road East and to support transit investments and the creation of a complete community. The proposed mid-rise height is appropriate given that the development can achieve appropriate transition to the neighbourhood to the north. By introducing a mix of residential and commercial density along a planned higher-order transit corridor, within approximately 800 m of the Long Branch GO Station and within the future Dixie MTSA, the proposed mid-rise intensification will augment the housing and commercial amenity options in the Lakeview area, allow for a more efficient use of existing and planned infrastructure, and support transit investments.

SECTION 12: LAND USE DESIGNATIONS

Section 12 of the Local Area Plan contains additional policies for the permitted land uses in the Area Plan is designated Mixed Use within the Local Area Plan. This section does not include any additional land use policies that are relevant to the site, which is located in the Outer Core area of the Lakeshore Corridor. The Outer Core area Policy 12.3.2a provides that, notwithstanding the Mixed Use policies of the MOP, residential uses may be permitted on the ground floor in that portion of the Corridor.

LAKEVIEW LOCAL AREA PLAN SUMMARY OPINION

The proposed development generally conforms with the policies and objectives of the Area Plan. In particular, the proposed development will:

- *Support Mississauga's growth by introducing mid-rise intensification with a mix of residential and commercial density within approximately 800 m of the Long Branch GO Station and along a planned higher-order transit corridor and within the future Dixie MTSA, thereby optimizing public infrastructure and transit investments.*
- *Achieve a complete community by providing a high-quality, compact, mixed use and transit supportive development through sensitive infilling and redevelopment of an underutilized site in an area serviced by existing and planned infrastructure and transit services.*
- *Achieve appropriate transition to the low-scaled neighbourhood through the use of a landscaped buffer, a building setback, and stepped-back massing that locates the higher portions of the mid-rise building farthest away from the stable residential neighbourhood to the north, north while upholding the intended function of the Lakeshore Corridor.*
- *Provide for a mix of housing, ranging from one to three-bedroom units, which can accommodate diverse housing needs.*
- *Contribute to create a vibrant and comfortable pedestrian-friendly mainstreet by providing new sidewalk infrastructure along the Cherriebell Road frontage and an enhanced sidewalk zone along Lakeshore Road East, and by providing an animated podium situated close to the streetline, with a mix of uses at grade, generous glazing and architectural treatments, all of which will enable an active frontage, mainstreet with high pedestrian activity along Lakeshore Road East.*
- *Support efficient pedestrian and motorist movement by improving and expanding pedestrian infrastructure while minimizing vehicular access points along Lakeshore Road East by consolidating vehicular access to one entrance at the rear of the building and accessed from Cherriebell Road, providing underground parking, and locating primary residential entrance on a residential street, thereby improving pedestrian safety.*

As with the in-force Official Plan policies related to building heights, the current Lakeview Local Area Plan height limit of 2-4 storeys that applies to the site is outdated and is not consistent with/does not conform with Provincial policy for areas within close proximity to existing and planned higher-order transit. The proposed Official Plan Amendment is an opportunity to update these policies to better achieve transit-supportive density and contextually-appropriate built form along the Lakeshore Corridor.

4.9 LAKEVIEW BUILT FORM STANDARDS, 2015

The Lakeview Built Form Standards (the “Standards”) are intended to guide development in the Local Plan Area, ensure appropriate site organization and the delivery of high-quality urban forms and public realms while respecting and reflecting the Lakeview Character Area. The Standards are included as an appendix to the Area Plan but the document is not considered a part of that Plan. Some content has been incorporated into the Area Plan and represents policy. Nonetheless, the Standards documents as a whole is used in the City’s review of development applications in the Lakeview Area. While the Standards are expected to be addressed and achieved by development proponents, the Standards provide that exceptions may be considered where there are extenuating circumstances or proposals demonstrate design excellence (1.3).

SECTION 2: LAKEVIEW CHARACTER AREAS

Section 2 of the Standards contains built form policies for each Neighbourhood Character Area, and Figure B2 identifies the site as being within Core area of the Lakeshore Corridor Precinct, directing development to be compatible with and enhance the character of the neighbourhood by integrating with the surrounding area.

Section 2.2.5 contains built form standards for apartment dwellings, including establishing a maximum permitted height of 14-storeys or 44.8 m (2.2.5.1). Section 2.2.5 recognizes that there are several apartment sites with buildings 5 storeys or more within the Lakeview Area, and further states that

additional sites may be considered for apartments if they demonstrate that impacts on the adjacent and surrounding context are minimal through responsive massing and design strategy, appropriate setbacks and stepbacks, and building separation distance, ensuring an appropriate fit and transition to the low-rise residential uses.

Standard 2.2.5.3

Standard 2.2.4.5 addresses transition to lower forms, recommending that transition should ensure appropriate spatial separation between buildings. This standard establishes that appropriate transition can be provided through various design methods that may include:

- the use of a 45 degree angular plane from the closest property line of sites with lower scaled building;
- an increased building setback from a low rise development to ensure that the impact of the larger development is minimal; and
- the use of building step backs to ensure minimal impact from overshadowing and from a new building overwhelming the site.

Standard 2.2.5.4 also provides that each of these controls can vary according the size of the development area, the intensity of the use, the context of the low scale development, and the street width. The standard also provides that sunlight, shade and sky view impacts will adhere to the City’s Standards for Shadow Studies, and Standard 2.2.5.5 requires shadow studies for proposed buildings greater than

10.7 m in height, and wind studies for buildings greater than 16 m in height.

The proposed development is consistent with the standards for transition in that the massing of the 9-storey building is set back from the closest low-scale property by 11.5 m including a landscaped buffer area, and upper building floors are progressively stepped back to increase the separation from low-scaled buildings, staying within a 45 degree angular plane until the 9th floor. These combined measures maximize separation distance and sunlight, minimize shadows and overlook, and optimize sky views, as illustrated in the Shadow Study, prepared by RAW, dated March 2022.

SECTION 3: LAKESHORE CORRIDOR PRECINCT

Section 3 of Standards contains additional built form standards for the Lakeshore Corridor Precinct.

Section 3.2: Building Heights, contains criteria related to building heights to ensure that development in the Lakeshore Corridor Precinct transitions appropriately to adjacent neighbourhood areas. The criteria include: providing appropriate setbacks and stepbacks and streetscape treatments along Lakeshore Road East and towards lower scale Neighbourhoods by requiring development to have a minimum of 2 storeys and a maximum of 4 storeys in height (though the Standards provide that some sites will be permitted to have building heights of more than 4 storeys). Section 3.2 also establishes that to ensure appropriate transition to lower built form of stable residential areas, development will be required to provide a minimum setback of 3.0 m while maintaining at least 90% of the building wall along

that setback, and to place principal entrances along Lakeshore Road East.

The proposed development is generally consistent with the standards in Section 3.2. The proposed development provides a setback of 3.0 m from Lakeshore, while maintaining more than 90% of the building wall along that setback, and places principal commercial entrances along Lakeshore Road East. The development will require an exception to the maximum height of 4 storeys, as is permitted elsewhere in the Lakeview area. The increase in maximum height is appropriate because the development provides transitions down to the stable residential neighbourhoods to the north, in accordance with the policies found in section 3.3.

Section 3.3: Transition to Lower Built Form and Open Space, provides that development should consider a 45 degree angular plane to achieve transition to the lower-scale context to provide adequate light, view and privacy for neighbouring properties.

The proposed is generally consistent with the Standards in Section 3.3 regarding transition. As permitted in Standard 2.2.5.4, the proposed development achieves appropriate transition through a combination of design methods, including a 11.5 m building setback from the closest low-scale property and gradual stepped-back massing of the upper building floors to increase the separation from low-scaled buildings, generally following a 45 degree angular plane. These combined measures maximize separation distance, sunlight and sky views, and minimize shadows and overlook, as illustrated in the Shadow Study, prepared by RAW, dated March 2022.

Section 3.4: Rear Yard Landscape Buffer, requires mixed use development abutting a residential area to provide a minimum of 4.5 m wide unobstructed landscape buffer to screen buildings from adjacent residential properties.

The proposed development applies a 4.5 m wide landscape buffer to screen buildings from the adjacent residential properties and further assist in the transition to the lower context to the north.

Section 3.5: Pedestrian Realm/Streetscape, requires development along Lakeshore Road East to provide a continuous and orderly street edge to promote a safe and comfortable pedestrian experience by providing a minimum building setback of 0.6 m to 3.0 m along Lakeshore Road East, designing the building so that the building façade occupies 90% of the frontage and incorporating tree planting, street furniture and streetscape treatments.

The proposed development is consistent with the Standards in Section 3.5. The proposed development provides a building setback of 3.0 m from Lakeshore Road East and an 8.4 m wide sidewalk zone with planting and street furniture, while maintaining more than 90% of the building wall along that setback, which contributes to create a consistent street edge and further contributes to a safe and comfortable pedestrian experience along Lakeshore Road East.

Section 3.6: At Grade Commercial Requirements, contains specific criteria to ensure mixed-use development contribute to a pedestrian friendly mainstreet environment. The criteria include: locating retail commercial entrances along and

towards Lakeshore Road East so that they are directly accessible from the public sidewalk, providing a minimum of 4.5 m ground floor height and a minimum of 60% glass along the streetwall, and a minimum of 6 m frontage extension around the corner for retail commercial uses.

The proposed development is consistent with the Standards in Section 3.6. The proposed development provides commercial spaces along Lakeshore Road East, with entrances oriented outwards towards the enhanced Lakeshore Road East public realm. The design provides a 4.55 m ground floor height and incorporates more than 60% of glazing along the streetwall and more than 6 m frontage extension of retail uses around the corner to enhance visibility and support animation at grade, contributing to create a pedestrian-friendly mainstreet environment.

Sections 3.7 and 3.8: Access Points, Parking, Loading and Services Areas, Location of On-Street and Lay-By-Parking, provide a series of directions to appropriately balance all modes of transportation, ensuring a safe and efficient movement of pedestrians and vehicles. The Standards provide that development should accommodate vehicular access from existing north/south side streets to minimize mid-block access points requirements from Lakeshore (3.7). The Standards also indicate that development should locate and organize parking, loading, servicing and storage areas, and utilities to minimize their impact and to improve the safety and attractiveness of the public realm by ensuring parking, loading, and servicing are away from Lakeshore Road East, whether located underground or to the rear of the building (3.8).

The proposed development is consistent with the Standards in Sections 3.7 and 3.8 relating to the location of site access, parking, loading and servicing, but seeks relief from parking standards given its transit-supportive location. The proposed development provides consolidated site access from one point Cherriebell Road. Parking and servicing are located at the rear of the building, internalized and underground to minimize disruption to the public realm and improve the safety and attractiveness of the public realm.

Section 3.10: Place Making, provides that development along Lakeshore Road East should encourage the integration of squares, plazas, and open spaces on private lands. The Standards identify the approximate locations for place making opportunities, including at Ogden Avenue and Lakeshore Road East.

While the intersection of Lakeshore Road and Cherriebell Road is not identified in the Standards as a priority for placemaking opportunities, the proposed development enhances the public realm and public life in this location by providing an 8.4 m enhanced sidewalk zone along the Lakeshore Road East frontage, a 1.8 m new sidewalk on Cherriebell Road, and active retail uses facing Lakeshore Road East, all of which will contribute to placemaking along Lakeshore Road East.

LAKEVIEW BUILT FORM STANDARDS SUMMARY OPINION

The proposed development has regard for the Lakeview Built Form Standards. In particular, the proposed development will:

- *Achieve appropriate transition to the lower-scale context as well as approved, planned and envisioned mid-rise built form along the Lakeshore Road East Corridor through a combination of design methods, including a 4.5 m landscaped buffer, a 7.0 m building setback and stepped-back massing that generally follows a 45 degree angular plane.*
- *Contribute to create a comfortable pedestrian-friendly mainstreet environment by enhancing the streetscape, visibility and animation along Lakeshore Road East. This is achieved by providing a 432 m² of active commercial frontages, with a 4.55 m ground floor height and more than 60% glazing along that streetwall, therefore contributing to a consistent street edge. The provision of a new sidewalk on Cherriebell Road and a generous boulevard along the Lakeshore Road East frontage, with planting and street furniture, will further enhance the public realm.*
- *Support efficient pedestrian and motorist movement by improving and expanding sidewalks along the Cherriebell Road and Lakeshore Road East frontages; locating primary residential entrance on a residential street; consolidating vehicular access points to one entrance at the rear of the building accessible from Cherriebell Road; consolidating parking to a single driveway, internalized and underground. These interventions will minimize disruption to the public realm and reduce the potential for conflicts between motorists, cyclists, and pedestrians, thereby improving pedestrian safety.*

4.10 CITY OF MISSISSAUGA ZONING BY-LAW 0225-2007

The site is zoned C4 – Mainstreet Commercial (the “C4”) in the City of Mississauga Zoning By-law 0225-2007. The C4 zone permits various commercial uses and apartment buildings in conjunction with commercial uses.

A Zoning By-law Amendment is being requested to facilitate the proposed development. The zoning by-law provisions which apply to the site are out-of-date and do not permit the development heights or densities to implement Provincial policies for served by higher-order transit or the City of Mississauga’s policies for development that supports transit and provides a sense of enclosure along a Corridor. The submission for the proposed development includes a draft implementing Zoning By-law.

The submission proposes a rezoning to a “Residential Apartment – RA2 (“RA2”). The RA2 zone is a response to, and is most compatible with, the proposed redesignation of the site to Residential High Rise in the MOP. The Residential High Density designation allows for apartment dwellings, retail stores, restaurants, personal service establishments, financial institutions and other commercial uses.

The draft ZBA seeks site specific exceptions, which pertain to the proposed development. The RA2 zone allows for a maximum density of 1.0 and a maximum height of 26 m and 8 storeys. The permitted uses in the RA2 zone allows for Apartment, Long-Term Care Building, and Retirement Building. The proposed site specific exceptions would allow for: a density of 3.35; a height of 28.75 m and 9 storeys; setbacks and stepbacks that would facilitate the proposed massing; additional permitted commercial uses at grade; and reduced parking standards for residential and commercial uses.

The proposed Zoning By-law Amendment is an opportunity to update the zoning provisions to contribute to the envisioned evolution of Lakeview area and in particular the Lakeshore Road East corridor, which is planned to accommodate additional high-order transit and intensification. The proposed Zoning By-law Amendment would allow for an appropriate increase in development height and density that balances appropriate framing of the Lakeshore corridor with providing transition to the existing neighbourhood to the north. In our opinion, the proposed Zoning By-law Amendment is appropriate, desirable and represents good planning.

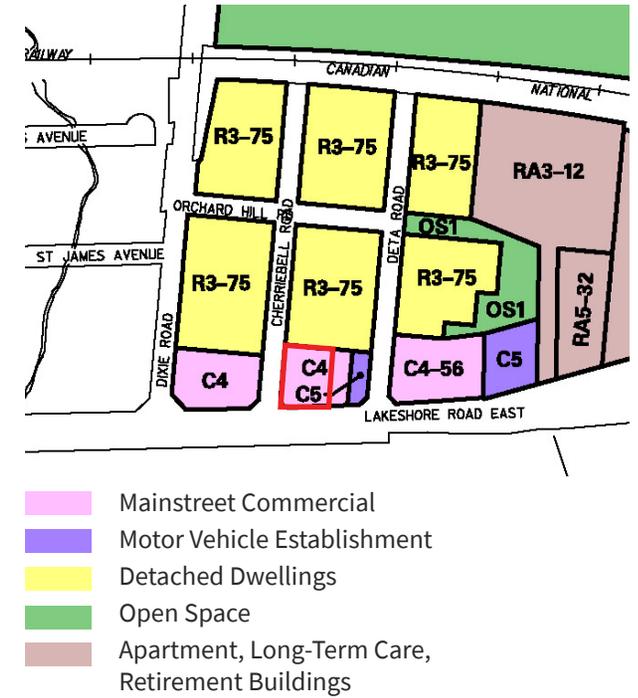


Figure 31. Zoning Map excerpt from By-law 0225-2007

4.11 LAKESHORE EAST CORRIDOR STUDY, 2021

In spring 2021, the City of Mississauga commenced the Lakeshore East Corridor Study, which is a review of built form, height and density along the Lakeshore Road East Corridor in the Lakeview area. The goal of the study is to refine the policy framework that will guide future growth and a compatible form of new development in the area. The study covers the frontage properties along Lakeshore Road East between Seneca Avenue and the Etobicoke Creek.

Early work on the study is testing built form and Urban Design Principles in the Corridor. A dedicated transit right-of-way is also being envisioned for the centre of Lakeshore Road, with funding being pledged by the Federal and Provincial Governments.

To date, the City of Mississauga has completed Phase 1: Background, Issue Identification and Engagement Launch in Winter 2021 and Phase 2: Test Policy and Built Form Directions, which culminated in Virtual Community Workshops in early May 2021. The following is a summary of the Draft Policy Recommendations developed in Phase 3, which was expected to conclude in Summer/Fall of 2021 and finalized in Fall 2021 (Phase 4), but is ongoing.

The draft Policy Recommendations provide building height permissions to allow for mid-rise buildings up to 5 to 8 storeys on larger lots (greater than 40 m in depth) fronting Lakeshore Road East provided that the following criteria are met:

- Angular Plane - Buildings will transition to existing low-density housing using a 45 degree angular plane
- Streetwall - The first few storeys of a building should be 3 to 4 storeys in height
- Stepback - After the 4th storey, a 3 m stepback should be maintained

5.0

**SUPPORTING
STUDIES AND
KEY FINDINGS**

The following section summarizes the findings of supporting studies for this OPA and ZBA submission. Full reports have been included in the submission materials.

5.1 FUNCTIONAL SERVICING & STORMWATER MANAGEMENT

A Functional Servicing and Stormwater Management report was prepared by C.F. Crozier & Associates to demonstrate how the proposed development's servicing and stormwater management will integrate with the area's existing water, sanitary, and stormwater infrastructure in accordance with the City of Mississauga and Region of Peel guidelines. The report addresses water servicing, foundation drainage and sanitary servicing, stormwater servicing, and erosion and sediment control.

Water Servicing

The peak hour domestic water demand is 1.55 L/s with an estimated fire flow demand of 66.7 L/s at 1.5-hour duration. Domestic water flows will be provided by the proposed 100 mm diameter watermain, with a separate 200 mm diameter watermain to supply fire flows. The site's water service connection will be from the existing 400 mm diameter watermain on Lakeshore Road East.

Foundation Drainage

A Geotechnical and Hydrogeological assessment completed by Soil Engineers Ltd. dated February 25, 2022, was completed to assess the options for foundation design and drainage solutions. As per the recommendations from the Geotechnical consultant,

the building is proposed to have a conventional drainage system with a connection to the existing municipal storm sewer system. Additional field testing is being carried out to confirm groundwater quality and the estimated short term and permanent foundation drainage discharge rate, results of the analysis will be provided upon the subsequent application

Sanitary servicing

The sanitary design flow is 2.22 L/s which will be collected and conveyed by the proposed internal 200 mm diameter sanitary sewer connection. Sanitary flows will discharge from the site to the existing sanitary sewer on Lakeshore Road East.

Stormwater Servicing

Stormwater quantity control criteria is satisfied by the proposed underground detention tank by overcontrolling the post-development 100-year peak flow to 2-year pre-development peak flow. Stormwater quality control criteria is satisfied by use of a Filtration Unit in the form of a Jellyfish Filter manhole. Site water balance is satisfied by the proposed dead storage volume within the sump of the stormwater tank, irrigation and building water re-use will utilize the provided water balance volume.

Erosion and Sediment Control

Erosion and sediment controls will be installed prior to the commencement of any construction activities and will be maintained until the site is stabilized or as directed by the Site Engineer and/or the City of Mississauga. These controls include the use of silt fencing, a rock mud mat, and silt sacks

5.2 TRANSPORTATION IMPACT STUDY

A Transportation Impact Study (TIS) was undertaken for this submission by LEA Consulting Ltd. (LEA) to assess the transportation elements of the proposed development and its potential impacts on transportation networks and systems in the area. The TIS demonstrates that the site-generated vehicle trips can be accommodated on the area road network, the transit and active transportation trips can be accommodated within the transit system and active transportation infrastructure, and the surrounding road network can generally accommodate forecast traffic levels within the 2026 horizon. Key overall findings of the TIS are summarized below:

The site is in an area well served by transit services from the MiWay, Toronto Transit Commission (TTC), and Metrolinx transit networks. The site is within a short walking distance to MiWay 5 and 23 Bus Routes (2 minutes), both the TTC 110 Bus and 501 Queen Street Streetcar Routes (11 minutes), and the Long Branch GO Station (10 minutes). The site also has access to nearby cycling infrastructure, including a bike lane along Dixie Road, a park trail alongside the Etobicoke Creek and the Waterfront Trail.

The proposed development is expected to generate minimal vehicle trips and have minimal impacts on the surrounding vehicle traffic operations and road network. The proposed Cherriebell Road access driveway will provide a convenient connection to the major corridors of Lakeshore Road East and Dixie Road without having to cut through the neighbourhood, which will minimize the effects of traffic infiltration on the neighbourhood surrounding the proposed development. Signal optimization is recommended to improve intersection performance at Dixie Road and Lakeshore Road East.

Application of the City of Mississauga Zoning By-Law 0225-2007 standards to the proposed development would require a total of two (2) loading spaces. The proposed development incorporates one (1) Type G loading space to support the loading and servicing needs of the residential and retail use. The TIS considers it appropriate for one (1) loading space to be provided with a shared loading space for retail and residential use. Coordination between the two land uses will ensure that the delivery days for retail deliveries are separate from the garbage days for the residential units.

The proposed development will provide 76 parking spaces within two (2) levels of underground parking. Transportation Demand Management (TDM) measures proposed and observed parking rates are further addressed within the separate Parking Justification Study prepared by LEA Consulting in March 2022 and summarized in the following Section: Parking Justification Study.

5.3 PARKING JUSTIFICATION STUDY

A Parking Justification Study was undertaken for this submission by LEA Consulting Ltd. (LEA) to review and assess the appropriateness of the parking provisions for the proposed development, which is deficient relative to the By-law requirements of a minimum of 149 vehicular parking spaces. The proposed parking provisions for the site is 76 spaces, including 61 residential parking spaces and 15 visitor parking spaces. This represents an overall parking rate of 0.91 parking spaces per unit.

This Study is based on the review of the surrounding transportation context, special provisions, development precedents, proxy data, and planning policy review. Findings indicate that the proposed supply rates are in line with parking reductions being pursued through new development applications within the area, and recent parking requirement reductions and eliminations that have been or are in the process of being implemented in nearby municipalities in the GTA. Findings demonstrate that the proposed parking supply, supported by on-site bicycle parking and nearby local and regional transit and bicycling infrastructure, is sufficient to accommodate the anticipated parking demand of residents, visitors, and retail customers. In addition,

the proposed development consists of robust transportation demand management (TDM) measures to enhance non-single occupant vehicle trips for future residents.

The Parking Justification Study concludes that the proposed parking supply of 76 parking spaces is reasonable and appropriate for the proposed development. It supports the City's intent to reduce auto dependency and minimize the operational and environmental impacts that would otherwise result. It aligns with the transportation-related issues and goals outlined in the Growth Plan and 2041 RTP.

5.4 PEDESTRIAN-LEVEL WIND STUDY

A Pedestrian-Level Wind (PLW) Study was prepared by Gradient Wind Engineering Inc. (Gradient Wind) to measure the potential impacts of the proposed mixed-use development on area pedestrian-level wind conditions and to recommend mitigation measures where required.

The Study involved simulation of wind speeds using the Computational Fluid Dynamics (CFD) technique, combined with meteorological data integration, to assess pedestrian wind comfort and safety at key areas within and surrounding the site throughout the year. The Study is based on architectural drawings provided by RAW Design Inc., surrounding street layouts and existing and approved future building massing information, as well as recent site imagery.

Based on CFD test results, interpretation, and experience with similar developments, the Study concludes that wind conditions over all pedestrian sensitive grade-level locations within and surrounding the site will be acceptable for the intended uses on a seasonal basis. The Level 9 amenity terrace will experience wind conditions suitable for sitting during the summer.

Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no areas over the study site were found to experience conditions too windy for walking, or that could be considered unsafe.

5.5 GEOTECHNICAL INVESTIGATION

A Geotechnical Investigation report was prepared for this submission by Soil Engineers Ltd. to determine the subsurface and groundwater conditions and, using sampled boreholes based on the data obtained at the borehole locations, to provide geotechnical engineering advice for the design and construction of the proposed development.

Based on the subsoil conditions encountered at the borehole locations, preliminary design recommendations and considerations (i.e., building, and underground parking structure foundations, pavement, excavation, groundwater control) have been provided to support the proposed development, contained within the full Geotechnical Investigation report, dated February 2022.

5.6 PRELIMINARY HYDROGEOLOGICAL ASSESSMENT

A Hydrogeological Assessment report is being completed for this submission by Soil Engineers Ltd. to determine the hydrogeological conditions of the site, assess potential impacts of the proposed development to the natural hydrogeological system and groundwater controls and based on borehole testing (5 boreholes), groundwater elevation monitoring, groundwater sampling and analysis, to provide recommendations for groundwater management.

This letter report presents preliminary findings for groundwater level measurements and a description of the subsurface soil and groundwater conditions for the site. Based on the measured groundwater levels, temporary groundwater control is anticipated for construction of the proposed underground parking structure. The final hydrogeological assessment report will provide a hydrogeological setting for the site, estimated for the construction dewatering flows and long-term formation drainage rates, and provide conclusions and recommendations.

5.7 PHASE ONE ENVIRONMENTAL SITE ASSESSMENT UPDATE / GROUNDWATER SAMPLING

A Phase One Environmental Site Assessment (“ESA”) Update was prepared for this submission by EXP Services Inc. (EXP). This Study was completed to identify areas of potential environmental concern on the site, in accordance with the requirements of Ontario Regulation 153/04 given the site’s conversion to a more sensitive (residential) land use.

The Phase One ESA found no potential contamination activities on-site. However, off-site potentially contaminating activities (PCAs) within the Phase One Study Area were identified and thought to contribute to Areas of Potential Environmental Concern (APECs) related to gasoline and associated products storage, former automotive repair business, including fueling and storage.

These PCSs were assessed during a previous investigation (2012), and no soil and groundwater contamination was identified. Given the time that has passed since 2012 and based on the Phase One ESA Update recommendation, an updated groundwater sampling collected from existing monitoring wells

(MW1, MW2 and MW3) was further conducted to assess the ongoing gasoline service station operations at 1417/1421 Lakeshore Road East. The groundwater sampling and monitoring program results indicate no free product (such as a visible film or sheen). Results met applicable quality control limits and acceptability criteria.

The report also concludes that since a Record of Site Condition (RSC) was filed in 2012, another RSC is not required at this time unless requested by the City.

5.8 A DETAILED NOISE CONTROL STUDY

A Detailed Noise Control Study was prepared for this submission by SS Wilson Associates (SSWA) to evaluate the noise impact of the surrounding area on the proposed development, and, conversely, the noise impact of the proposed development on the surrounding area and on itself. The Study was completed using assessment methods that conform to Ministry of Environment, Conservation and Parks Requirements (MECP). Refer to the full Detailed Noise Control Study report, dated February 2022, for detailed recommended mitigation measures/actions.

The Study evaluated potential noise sources and concluded that indoor noise controls such as central air conditioning are required within the proposed building and relevant warning clauses should be included in all Lease, Purchase and Sale Agreements. The sound levels from external stationary noise sources are predicted to comply with the MECP criteria, and therefore no noise control measures, or warning clauses are required. Sound levels from internal stationary noise sources are predicted to comply with the applicable sound level criteria. Sound levels from the emergency power generator

are predicted to exceed the applicable criteria in the 9th floor outdoor living area (OLA), but the use of a 3m high sound barrier will control sound levels within allowable limits. Noise mitigation is not recommended for the OLA on the ground floor, as sound barriers will not be feasible without compromising the intended uses of the outdoor spaces and the aesthetics of the proposed building. The commercial space will require separate heating, ventilation, and air conditioning equipment to serve the area on the ground floor.

The Study recommends that further acoustical studies be completed at a later design stage prior to building permit to ensure acoustic design (i.e., windows, walls, doors, air conditioning, and others) is adequately implemented to meet the noise control technical requirements.

5.9 SUN/SHADOW STUDY

A Sun/Shadow Study was completed for this submission by RAW to demonstrate the net new shadow impacts of the proposed development in accordance with the City of Mississauga's Urban Design Terms of Reference - Standards for Shadow Studies.

As per the Standards for Shadow Studies, the analysis was conducted for June 21, September 21 and December 21 with hourly intervals starting 1.5 hours after sunrise and ending 1.5 hours before sunset.

The shadow study found that:

- Shadows impact the properties along Cherriebell and Deta Roads from sunrise until 10:20am in June, and until 12:12pm in September.
- Criteria is met for Communal Outdoor Amenity Areas.
- Criteria is met for the Public Realm in regards to: Mixed Use, Commercial, Employment and High Density Residential Streets (i.e. Lakeshore Road East); and Public Open Spaces, Parks and Plazas.
- The Shadow Study found some impact to the Public Realm in regard to: Low and Medium Residential Streets on September 21st until 10:12am for Cherriebell and Deta Roads.
- Criteria is met for Turf and Flower Gardens in Public Parks.

The shadow study finds that the incremental shadows do not represent undue impacts on private/public amenities or the public realm. Full details are provided in the Shadow Study and Shadow Study Justification, dated March 2022.

ARBORIST REPORT

An Arborist Report was prepared for this submission by MSLA Landscape Architects (MSLA) to determine the potential impacts of the proposed development's construction on the trees on the site and on adjacent properties. MSLA has provided a Tree Survey and Preservation Plan along with a Landscape Plan reflecting was also prepared by that reflects the conclusions of the Arborist Report.

The Arborist Report concluded that a total of seven (7) privately owned trees will require removal to accommodate the proposed development, requiring tree replacement in accordance with City of Mississauga Private Tree Protection By-law. One of these trees is greater than 50 cm DBH, while the remaining six are less than 20cm DBH.

5.10 HOUSING REPORT

A Housing Report has been prepared by Urban Strategies Inc. for this application and submitted under separate cover. The Housing Report summarizes the applicable Provincial, Regional and City housing policies. This Housing Report concludes that the proposed development is consistent with and conforms to all levels of applicable housing policies. Refer to the Housing Report dated April 2022 for further details.

6.0

**PLANNING
SUMMARY AND
CONCLUSION**

PLANNING SUMMARY AND CONCLUSION

The proposed development represents an important step in realizing a complete and transit-supportive community along the Lakeshore Road East corridor. This OPA and ZBA application proposes to transform a vacant former commercial lot into a well-designed mid-rise building that will deliver 84 new units of 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 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 area is both poised and envisioned for change, as evidenced by the recent City Council approval of the new Lakeview community and the City of Mississauga's in-progress Lakeshore East Corridor Study, which envisions mid-rise development on larger lots that line the corridor.

The current Official Plan policies and zoning for the Lakeview area and the site are out of date and do not reflect the potential for appropriate development along the Lakeshore Road East corridor. They currently only permit building heights of 2 to 4 storeys along a designated 44.5 m right-of-way that is planned for higher order transit and currently is served by GO Transit service. They also do not implement Provincial policies relating to the achievement of complete

communities and intensification of transit areas to support transit investment and the achievement of minimum population density targets.

This application to amend the Official Plan and the Zoning By-law will enable the proposed development to establish a high-quality mid-rise and mixed use sense of place along a corridor at the gateway to the Mississauga waterfront, while supporting transit investments, providing new housing, and respecting the low-scale neighbourhood to the north. While the proposed development is generally consistent with the key policy intentions of the Official Plan and the Local Area Plan, the requested amendments are required to permit the proposed height, density, and mix of uses. The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with the Growth Plan for the Greater Golden Horseshoe (2019).

CONTRIBUTING TO A COMPLETE LAKEVIEW COMMUNITY

The proposed 9-storey mid-rise development will support the achievement of a complete community as outlined in the principals of the Growth Plan, the Mississauga Official Plan's goals of complete communities within the Urban System, and the complete community goals of the Lakeview Local Area Plan. The proposed development will provide a range of residential units and sizes, commercial uses at grade, a compact urban form which optimizes infrastructure along a planned transit corridor, and a vibrant and animated public realm. The proposed development will enhance and expand sidewalk

infrastructure and proposes reduced parking rates, which will support active transportation and improve connectivity in an area with abundant open spaces.

TRANSIT-SUPPORTIVE INTENSIFICATION

The proposed mid-rise development will provide residential and commercial intensification at a location that is within 800 m of the Longbranch GO Station, has direct address on a designated Corridor and is within a future Major Transit Station Area. 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 support provincial, regional, and municipal goals for transit-supportive development by adding residential and commercial density on a vacant former commercial site, and by providing reduced parking rates and enhanced pedestrian infrastructure that will support transit use and active transportation, and reduce automobile dependency.

ADDRESSING THE LAKESHORE CORRIDOR

Lakeshore Road East is designated as a 44.5 m right-of-way and is five lanes wide in front of the site. This important Corridor is planned as a major transit route connecting across the south end of Mississauga at the gateway to the City's waterfront area, lined with a critical mass of activity and mix of uses to support and complement the vitality of the community.

New development must address the Lakeshore corridor directly and respond to its scale to realize its transformation away from an under-performing and unsustainable low-density commercial strip. The proposed development is a critical step in this transformation, delivering well-designed mid-rise form that is sited along the corridor with a building height that provides a sense of enclosure and appropriately frames this significant road. The proposed 9-storey building height is still less than the right-of-way width, and ensures fit within the existing and planned context through a distinct 4-storey streetwall and leveraging the depth of the site to achieve transition to the neighbourhood to the north.

APPROPRIATE TRANSITION

The proposed development delivers intensification in balance with appropriate transition in use and scale to the low-scale neighbourhood to the north. The proposal employs a combination of design measures that ensure appropriate fit in the existing and planned context, and adequate privacy, sunlight, sky view and limited shadowing for the adjacent low-scale properties. The proposed development achieves transition through the use of a 4.5 m landscaped buffer at the north property line and a 7.0 m building setback, which combined create a 11.5 m setback between the north building wall and the property line. Upper levels of the building are progressively stepped-back away from the north property line to limit shadows and optimize privacy, sky views and sunlight. Grade-related residential units along Cherriebell Rd to complement the residential character of that local side street and provide transition of use and density to the residential neighbourhood.

PROVIDING HOUSING OPTIONS

The proposed development will enhance the City of Mississauga's housing options and supply, providing 84 housing units and improving the ability to meet the needs of current and future households. These 84 new market-based ownership residential units will be in proximity to existing and planned transit, community service facilities, and urban recreational and cultural amenities. The proposed units range in size from 1- to 3-bedrooms, including larger family-friendly units.

SUPPORTING ECONOMIC VITALITY

The proposed mixed use development improves the overall mix of land uses and commercial offer in the Lakeview neighbourhood, and will create new job opportunities on this underutilized site. The proposed residential units are complemented by 432 m² of commercial space in grade related retail units along the Lakeshore Road East frontage, animating the public realm and providing commercial activity for both new residents and the surrounding community throughout the day.

ENHANCING THE PUBLIC REALM

The proposed development features significant public realm improvements that support a multi-modal and vibrant Lakeshore Road East while also stitching the new development into the established neighbourhood fabric. The development will introduce new sidewalks on Cherriebell Road where there is no sidewalk currently and contribute to a generous boulevard condition along the Lakeshore Road East frontage. The development will enhance and activate both sidewalk areas with planting, street furniture and active main

entries to grade-related retail and residential units, as well as the main building lobby. The proposed mid-rise building is designed to establish a distinct 4-storey streetwall condition, contributing to a pedestrian-scaled environment along the public realm. The site's access strategy also preserves the integrity of the public realm by consolidating vehicular site access for parking, loading and servicing to one point on Cherriebell Road.

To conclude, in our opinion the proposed development is appropriate and represents good planning for its location along a planned corridor within a future MTSA in Mississauga. The proposed mid-rise height responds to the larger right-of-way of Lakeshore Road East, is in keeping with surrounding recent planned and approved developments, does not create negative impacts on its surroundings, and respects built form guidelines. The increased density can be accommodated by existing servicing and infrastructure, and is supportive of growth targets.

URBAN STRATEGIES INC.



Josh Neubauer, MCIP, RPP
Partner

**URBAN
STRATEGIES
INC .**