



Planning Justification Report

1303 Lakeshore Road East, Mississauga

Application for Official Plan and Zoning By-law Amendment
– First Resubmission



Prepared for 1303 Lakeshore Road East Ltd. Partnership
by IBI Group
September 19, 2022

Table of Contents

1	Introduction	1
2	Updated Development Proposal	1
3	Planning Instruments	4
3.1	Draft Official Plan Amendment	4
3.2	Draft Zoning By-law Amendment.....	4
4	Updated Supporting Studies	8
4.1	Pedestrian Wind Study	8
4.2	Environmental Noise Report.....	9
4.3	Transportation Impact Study/Transportation Demand Management Strategy/Operations and Safety Assessment.....	9
4.4	Functional Servicing Report/Stormwater Management Report	10
5	Current Planning Status.....	10
5.1	City of Mississauga Official Plan.....	11
5.2	City of Mississauga Zoning By-law	13
6	Conclusion and Recommendations	14
	Appendix A – Proposed Official Plan Amendment.....	1
	Appendix B – Proposed Zoning By-law Amendment.....	2

List of Figures

Figure 2-1: Preliminary Site Plan, prepared by Chamberlain Architects	3
Figure 2-2: Proposed Elevations, prepared by Chamberlain Architects	3
Figure 5-1: Excerpt of Schedule 10: Land Use Designations of the City of Mississauga Official Plan	13
Figure 5-2: Subject Lands Outlined in City of Mississauga Zoning By-law 0225-2007	14

List of Tables

Table 2-1: Proposed Site Statistics of Development.....	2
Table 2-2: Unit Composition	2
Table 3-1: Proposed RA3 Modifications.....	6
Table 3-2: General Provisions Modifications.....	7

1 Introduction

1303 Lakeshore Road E. Limited Partnership (“the Owner”) is the owner of approximately 0.3 hectares of land, municipally identified as 1303 Lakeshore Road East in the City of Mississauga. The subject lands are currently developed with the Green Acres Motel, a 2-storey commercial motel with surface parking. In November 2021, an Official Plan and Zoning By-law Amendment were submitted to the City of Mississauga to redevelop the subject lands into a ten-storey apartment building, containing 169 rental units, 194 underground parking spaces and 6 surface parking spaces. Vehicular access will be provided off of Fergus Avenue.

Comments were received in March 2022 from various agencies on the initial planning application submission. As a result of municipal concerns commonly pertaining to landscape, unit mix and urban design, a revised development concept plan, containing a 10-storey stepped back apartment building, containing 154 rental units and 196 underground parking spaces was prepared.

Official Plan (“OPA”) and Zoning By-law Amendment (“ZBLA”) applications are required to facilitate the proposed development. In the City of Mississauga Official Plan, the subject lands are currently designated as Mixed Use within the Lakeview Area Plan, within a Natural Hazard Overlay. To facilitate the proposed development, an OPA would be required to re-designate the subject lands to the ‘High Density Residential’ to permit residential uses and add a Special Site to the Lakeview Area Plan to permit an increased height of ten storeys.

The subject lands are currently zoned Main Street Commercial (C4). A ZBLA is required to rezone the subject lands to the ‘Apartment’ RA3 Zone with site-specific provisions.

IBI Group has been retained by the Owner to provide an independent professional planning opinion on the updated development proposal through a Planning Justification Addendum Report, reinforcing and expanding on the Planning Justification Report, that was submitted alongside the initial application in November 2021. Specifically, this Planning Justification Report outlines the revised development proposal, summarizes the findings of the updated supporting studies and concludes that the proposed development aligns with current and applicable local planning policies.

As part of this resubmission, various supporting studies and materials have been updated and are being resubmitted alongside this report, including the: Architectural Set, Sun-Shadow Study, Pedestrian Wind Study, Environmental Noise Study, Transportation Impact Study, Functional Servicing Report, Waste Management Plan, Landscape Plan, Draft Official Plan Amendment and Draft Zoning By-law Amendment.

2 Updated Development Proposal

The development proposal is to demolish the existing 2-storey commercial motel and construct a ten-storey stepped back residential building, containing 153 residential units. The proposed design will create a more aesthetically pleasing streetscape for Lakeshore Road East and Fergus Avenue, by re-developing underutilized lands.

Table 2-1 below displays the overall site statistics of the proposed development.

ITEM	PROPOSED
Minimum Lot Area	3,170 square metres

Minimum Lot Frontage along Lakeshore Road East	35 metres
Floor Space Index	4.2
Maximum Front Yard	13.7 metres
Maximum Exterior Side Yard	3.2 metres
Maximum Interior Side Yard	4.2 metres
Maximum Rear Yard	25 metres
Maximum Height	10 storeys/ 35 metres

Table 2-1: Proposed Site Statistics of Development

Parking is to be provided via three floors of underground parking, containing 62 parking spaces on Level 1, 65 parking spaces on Level 2 and 69 parking spaces on Level 3. Vehicular access to the subject lands will be provided along Fergus Avenue.

The unit typology will range from studio as well as one bedroom to three bedrooms. Per the Region of Peel Development Charges Background Study 2020, large apartments, which include apartments whose floor area is more than 69.6 square metres (750 square feet), have an assumed person per unit (“PPU”) rate of 3.048. Small apartments, which include apartments whose floor area is less than 69.6 square metres (750 square feet), have an assumed PPU rate of 1.612.

The following table summarizes the composition of units and projected population increase.

UNIT TYPOLOGY	RANGE OF UNIT GFA SIZES	NUMBER OF UNITS	PROJECTED POPULATION INCREASE
Studio	40 - 42 square metres	6 units	10 persons
1 bedroom	55 – 59 square metres	76 units	122 persons
2 bedroom	66 – 93 square metres	53 units	Low Estimate: 85 persons High Estimate: 159 persons
3 bedroom	95- 111 square metres	18 units	54 persons
Total		153 units	271 – 345 persons

Table 2-2: Unit Composition

The proposed building provides massing and articulation to compatibly address the context. As an example, the building steps back above the fourth floor and eight floors to reduce the impression of massing from Lakeshore Road East, and this creates the space to provide amenity areas.

The conceptual site plan, including the development dimensions, is found in **Figure 2-1**. **Figure 2-2** provides conceptual elevations for the proposed development, highlighting the built form. Please refer to the Architectural Set prepared by Chamberlain Architects for more details (i.e. floor plans and building sections).

3 Planning Instruments

3.1 Draft Official Plan Amendment

In order to accommodate the proposed development, an application under Section 22 of the Planning Act is required to amend the City of Mississauga Official Plan, in accordance with the requirements of the Act and associated regulations.

Schedule 9 – Character Area of the Official Plan identifies that the subject lands are located within the Lakeshore Corridor Precinct – Outer Core of the Lakeview Area Local Plan, which permits residential uses on the ground floor and a maximum building height of 4 storeys. As such, the Character Area does not permit the proposed maximum building height of 10 storeys.

Schedule 10 – Land Use of the Official Plan designates the subject lands as Mixed Use. The permitted uses on lands designated Mixed Use include a commercial parking facility, financial institution, funeral establishment, makerspaces, motor vehicle rental, overnight accommodation, and personal service establishment, post-secondary educational facility, residential in conjunction with other permitted uses, restaurants, retail stores and secondary offices. However, the Lakeview Area Local Plan permits residential uses on the ground floor and single use residential buildings in the Lakeshore Corridor Precinct – Outer Core Area.

The proposed development will require an amendment to re-designate the subject lands to the 'High Density Residential' to permit residential uses and add a Special Site Area to the Lakeview Area Local Plan to include site-specific policies to the Lakeshore Corridor – Outer Core. In reference to the mapping, the proposed OPA will amend Schedule 10 to re-designate the subject lands to 'High Density Residential' and amend Section 13.1 Special Site Policies of the Lakeview Area Local Plan to add Special Site X. The Site-Specific Policy will amend Policy 13.1.X within the Lakeview Area Local Plan in order to permit an increased height of 10 storeys.

Though an increased height above 4 storeys is requested, the subject lands are located along a Corridor, planned for higher density uses within the Neighbourhood Structure Element and Character Area. The proposed development has regard for the character of the neighbourhood and provides an appropriate transition to the existing lower-density surrounding context, by ensuring a 45-degree angular plane to the abutting townhouses. It provides compatible design to the existing built form along Lakeshore Road East, which includes a range of heights between 7 and 16 storeys, as demonstrated in Section 2 and 3 of this report.

Please refer to **Appendix A** for the Draft Official Plan Amendment.

3.2 Draft Zoning By-law Amendment

Under Section 34 of the Planning Act, a ZBLA may be enacted to amend any By-law passed under that section. The City of Mississauga Zoning By-law 0225-2007 was enacted and passed by City Council on June 20, 2007.

The proposed ZBLA is required to amend Map 6 to Zoning By-law 0225-2007 to rezone the subject lands from the Main Street Commercial Zone (C4) to the 'Apartment' RA3 Zone.

With reference to the RA3 Zone provisions, it is being requested that the RA3 zone be modified to permit site-specific provisions relating to Minimum/ Maximum Floor Space Index, minimum front yard, minimum exterior side yard, minimum interior side yard minimum landscaped area and minimum setback from a parking structure located below grade.

REGULATIONS		RA3 ZONE	PROPOSED MODIFICATIONS
Minimum Lot Frontage		30 metres	35 metres
Minimum Floor Space Index		0.5	4.2
Maximum Floor Space Index		1.0	
Maximum Height		38.0 metres / 12 storeys	35.0 metres/ 10 storeys
Minimum Front Yard	<13.0 metres	7.5 metres	4.9 metres
	<20.0 metres	8.5 metres	9.9 metres
	<26.0 metres	9.5 metres	9.9 metres
	>26.0 metres	10.5 metres	13.7 metres
Minimum Exterior Side Yard	<13.0 metres	7.5 metres	3.2 metres
	<20.0 metres	8.5 metres	
	<26.0 metres	9.5 metres	
	>26.0 metres	10.5 metres	
Minimum Interior Side Yard Lot	<13.0 metres	4.5 metres	4.2 metres
	<20.0 metres	6.0 metres	
	<26.0 metres	7.5 metres	
	>26.0 metres	9.0 metres	
	Lot Abutting Residential Zone	4.5 metres	
Minimum Rear Yard	<13.0 metres	7.5 metres	19.0 metres
	<20.0 metres	10.0 metres	25.0 metres
	<26.0 metres	12.5 metres	25.0 metres
	>26.0 metres	15.0 metres	25.0 metres
	Lot Abutting Residential Zone	4.5 metres	19.0 metres
Encroachments and Projections	Maximum encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning, provided that each shall have a maximum width of 6.0 m	1.8 metres	1.8 metres

Minimum Landscaped Areas, Landscaped Buffer and Amenity Areas			
Minimum Landscaped Area		40% of Lot Area	28%
Minimum Depth of a Landscaped Buffer	Front	4.5 metres	4.5 metres
	Exterior Side	4.5 metres	3.0 metres
	Interior Side	3.0 metres	4.0 metres
	Rear	4.5 metres	1.5 metres
Minimum Amenity Area		The greater of 5.6 metres per dwelling unit (856.6 square metres) or 10% of Site Area (317 square metres)	907.2 square metres
Minimum Percentage of Total Required Amenity Area to be Provided in One Contiguous Area		50% = 428.4 square metres	431.2 square metres
Minimum Amenity Area to be provided outside at grade		55.0 square metres	241.7 square metres
Parking, Loading Area and Parking Structures			
Minimum Parking Spaces	Rental Apartment - Number of Parking Space (Precinct 3)	0.9 Resident Spaces per Unit = 137.7 spaces	162 spaces
		0.2 visitor spaces per unit = 30.6 spaces	34 spaces
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line		3.0 metres	Front: 3.7 metres
			Exterior Side: 0.3 metres
			Interior Side: 4.2 metres
			Rear: 1.5 metres
Minimum Setback from a Waste Enclosure/ Loading Area to a Street Line		10.0 metres	10.0 metres

Table 3-1: Proposed RA3 Modifications

GENERAL PROVISIONS			
REGULATIONS		REQUIREMENTS	PROPOSED
Minimum Centreline Setback	Designated Row: 35 metres	17.5 metres + required yard/setback	18.7 metres for Lakeshore Road East
Encroachment of Eaves		Maximum of 0.45 metres into any required yard	

Rooftop Balcony		Shall be setback 1.2 metres from all exterior edges of a building/ structure	
		May be 0.0 metres where the exterior edge of the building faces a street and the building is located in a non-residential zone or the exterior edge of the balcony does not abut a Residential Zone and the building is located in a non-residential zone	
Parking			
Minimum Parking Space Dimensions	w/a parking angle exceeding 15 degrees	2.6 x 5.2 metres	2.6 x 5.2 metres
	Parallel Parking Space w/a parking angle not exceeding 15 degrees	2.6 x 6.7 metres	
	The minimum width, other than accessible or parallel parking space shall be increased to 2.75 metres where the length of one side abuts a building		
	Accessible Parking Space	Type A: 3.4 x 5.2 metres Type B: 2.4 x 5.2 metres	
Minimum Aisle Width		2.6 metres	7.0 metres
Loading Space		1 per building with more than 30 dwelling units	1 provided

Table 3-2: General Provisions Modifications

3.2.1.1 Floor Space Index

The intent of a maximum Floor Space Index provision is to restrict over development and built form massing issues on site. In terms of building height and density, the proposed residential development will fit with the context of the neighbourhood, as higher density buildings are located east and west of the subject lands. It will be compatible with surrounding built form by implementing step-backs along the fourth and eighth floors towards Lakeshore Road East, creating a pedestrianized scale along the streetscape and implementing a 90-degree angular plane along the rear lot line, towards the lower-density residential uses.

3.2.1.2 Minimum Front Yard and Minimum Exterior Side Yard

The intent of a minimum front yard and exterior side yard provision is to reduce the distance between the building and the public right-of-way to activate the streetscape. While the proposed building is located 4.9 metres away from the front lot line and 3.2 metres from Fergus Avenue, the built form positively addresses the street, and the public realm will be activated with street trees and landscaping to foster pedestrian oriented design.

3.2.1.3 Minimum Interior Side Yard for a Lot Abutting a Residential Zone

The reduction to the minimum side yard provision is along the easterly side lot line. The intent of a side yard setback is to maintain compatibility between surrounding uses and setbacks from neighbouring uses. The easterly lot line abuts a nine-storey apartment building, and the submitted shadow study and massing model illustrate that there are no compatibility concerns.

3.2.1.4 Minimum Landscaped Area

Additional outdoor landscaped amenity areas are provided on the upper floors (i.e. fourth and eighth floors).

3.2.1.5 Minimum Depth of a Landscaped Buffer

As seen in the preliminary site plan, the minimum landscaped buffer for the rear yard is approximately 1.5 metres. However, the abutting townhouses are separated by a driveway aisle, therefore there are no impacts as a result of the reduced landscaped buffer.

The minimum landscaped buffer for the exterior side lot line is 3.0 metres. However, this does include street trees and landscaping provided in the right-of-way.

3.2.1.6 Minimum Setback from a Parking Structure to Exterior Side Lot Line

The parking structure is located completely below grade, while access driveways are located within the rear yard. The reduction of the setback to the exterior side lot line will not be visibly seen, thus creating negligible impacts on the surrounding.

4 Updated Supporting Studies

As previously discussed, various supporting studies and materials have been updated in response to the updated development proposal and municipal comments.

4.1 Pedestrian Wind Study

A Pedestrian Wind Study was prepared by the Boundary Layer Wind Tunnel Laboratory, dated August 2022. The main conclusion is that while the effects of local wind acceleration around the building demonstrate a modest influence on wind conditions at adjacent properties, the comfort category at many locations remains unchanged from the existing conditions. Other Key conclusions from the Study include:

- Two notable exceptions that require mitigation include:
 - Location 21 at the south corner of the adjacent Lakeview Promenade Residential Tower.
 - Location 12 is near an entry.

Key mitigation strategies include:

- The installation of coniferous trees/ deciduous trees and hedges along the north-eastern boundary, in conjunction with a minimum six feet perimeter fence at the north-western edge of the property is expected to improve wind speeds near the adjacent residential building to a level consistent with sidewalk usage in the winter months.
- The planned street line trees along Fergus Avenue, in conjunction with shrubbery on either side of the entranceway, will improve the wintertime comfort conditions around the south-east entry area.

4.2 Environmental Noise Report

A Preliminary Environmental Noise Report was prepared by Jade Acoustics Inc., dated September 2022. The purpose of the Report is to investigate the potential impact of noise on the proposed development to the satisfaction of the City of Mississauga and Region of Peel. Key conclusions from the report include:

- The subject lands are not impacted by aircraft traffic.
- Indoor sound level criteria for road and rail traffic can be achieved in all cases by using appropriate architectural elements for exterior walls, windows, exterior doors and roof construction.
- The unmitigated daytime sound level at the fifth-floor rooftop outdoor amenity area is predicted to exceed 55 dBA. In order to reduce the sound level, a 2.0 metre high acoustic barrier would be needed.

4.3 Transportation Impact Study/Transportation Demand Management Strategy/Operations and Safety Assessment

A Transportation Impact Study (“TIS”) was prepared by Crozier Consulting Engineers, dated August 2022. The purpose of the study is to evaluate the impacts of the proposed development on the surrounding road network and recommend mitigation measures if warranted. The primary conclusion is that the proposed development is expected to have a negligible impact on the surrounding road network, especially along the major roads. Key conclusions from the study include:

- Under 2026 future background conditions, the movements that are over capacity are the AM northbound movement along Fergus Avenue at Lakeshore Road East and the PM Eastbound movement left turn movement at Dixie Road and Lakeshore Road East. There is also increased delays for the southbound movement along Fergus Avenue at Lakeshore Road East and for the eastbound movement along St. James Avenue at Dixie Road.
- Future total traffic is expected to operate similarly to the future background scenarios in 2026 except for a few movements along the minor roads, especially Fergus Avenue and do not impact the major arterial roads.
- With the latest parking by-law rates and increased transit planned for the area, the proposed parking spaces are sufficient.
- From an operations and safety assessment, there are no operation or safety issues from the transportation aspect.

Key recommendations include:

- The TDM Measures outlined in the report should help reduce the number of non-auto trips, including:
 - Presto Cards
 - TDM Information Package
- The TDM Measures that are either in process or in planning by the City of Mississauga will also improve the network by reducing non-auto trips including:
 - Increases to local bus service by doubling the peak frequency of the local bus
 - Expresses bus service layered on top of the local bus service
 - Lakeshore Road BRT Construction and road redesign
 - Hurontario LRT

4.4 Functional Servicing Report/Stormwater Management Report

A Functional Servicing Report (“FSR”) was prepared by Crozier Consulting Engineers, dated August 2022. The purpose of the report is to demonstrate that the proposed site can be developed in accordance with the city of Mississauga and the Region of Peel guidelines from a functional servicing and preliminary stormwater management perspective. Key conclusions from the report include:

- Water supply for the proposed development will be provided by a 200 mm diameter PVC water connection extending from the existing 300mm diameter watermain within Lakeshore Road East. The proposed 200mm diameter water connection will split at the property line into a 200mm diameter fire line and a 100mm diameter domestic service.
- Sanitary servicing for the proposed development will be provided using a 150 mm diameter PVC sanitary service which will connect to the existing 250 mm diameter sanitary sewer on Fergus Avenue from a proposed control manhole at the property line.
- The minor storm event drainage will be collected and conveyed through the proposed internal storm system and discharged through the proposed 300 mm diameter PVC storm sewer lateral to the existing 525 mm diameter storm sewer in Lakeshore Road East. There is an uncontrolled drainage catchment located along the west and south limits of the proposed development which is conveyed overland to Fergus Avenue and Lakeshore Road East.
- The quantity control criteria can be achieved via an underground storage tank and internal pumping system. The underground stormwater tank provided the required storage volumes to attenuate peak flows and achieve the Applewood Creek Criteria.
- Quality control will be provided through a Jellyfish JF4-2-1 The treatment train will provide an enhanced level of protection (80% TSS removal) therefore achieving the stormwater quality control criteria.
- A storage volume equivalent to 5 mm across the site area will be provided through dead storage in the proposed underground storage tank to achieve the water balance criteria

5 Current Planning Status

As discussed in the initial Planning Justification Report, the proposed development and subsequent planning applications are consistent with and/or conform to the applicable planning policy framework, including the:

- Planning Act, and,
- Provincial Policy Statement 2020,
- Growth Plan for the Greater Golden Horseshoe 2019,
- Region of Peel Official Plan

As a result of the revised development proposal, with the proposed Official Plan Amendment amending the subject lands to the 'High Density Residential designation', it is important to readdress conformity with the following policies within the City of Mississauga Official Plan.

5.1 City of Mississauga Official Plan

5.1.1 Chapter 7: Complete Communities

5.1.2 Chapter 11: General Land Use Designations

Section 11.2 General Land Use

Subsection 11.2.5 Residential

Policy 11.2.5.1 *Residential consists of four designations:*

- Residential Low Density I;*
- Residential Low Density II;*
- Residential Medium Density; and*
- Residential High Density*

Policy 11.2.5.6 *Lands designated Residential High Density will permit the following use:*

- apartment dwelling.*
- uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and*
- uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities*

Subsection 11.2.6 Mixed Use

Policy 11.2.6.1 *In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:*

- commercial parking facility;*
- financial institution;*
- funeral establishment;*
- makerspaces*
- motor vehicle rental;*
- motor vehicle sales;*
- overnight accommodation;*
- personal service establishment;*

- i. post-secondary educational facility;*
- j. residential, in conjunction with other permitted uses;*
- k. restaurant;*
- l. retail store; and*
- m. secondary office.*

Policy 11.2.6.2 *The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses.*

Policy 11.2.6.3 *Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation.*

Planning Comment: As seen in **5-1**, the subject lands are designated 'Mixed-Use', which permits residential uses in conjunction with other permitted uses. An OPA is required to re-designate the subject lands to the 'High Density Residential' designation, so a residential apartment building is permitted. As described in **Section 2.2** of this report, the surrounding area contains a mix of uses, ranging from residential, commercial and employment. The proposed residential development will provide additional clientele to service the various commercial amenities and stops and increase the ease of access to nearby employment opportunities. Overall, with the addition of the proposed development, the Lakeshore Corridor will function as a mixed-use area.

Policy 11.2.6.4 *Residential uses will be permitted in the same building with another permitted use but dwelling units will not be permitted on the ground floor.*

Policy 11.2.6.5 *Residential uses will not include detached, semi-detached or duplex dwellings.*

Planning Comment: As identified in the Lakeview Area Local Plan, lands designated Mixed Use' in the Lakeshore Corridor – Outer Core can be single use building and have residential uses on the ground floor. Therefore, the proposed OPA is consistent with this direction within the Local Area Plan



Figure 5-1: Excerpt of Schedule 10: Land Use Designations of the City of Mississauga Official Plan

5.2 City of Mississauga Zoning By-law

The City of Mississauga Zoning By-law 0225-2007 was enacted and passed by City Council on June 20, 2007. It regulates the use of the lands, frontage and lot area of a parcel of land, the proportion of land occupied by a building, structure or storage, and the amount of landscaping.

As seen in **Figure 5-2**, the subject lands are currently zoned Main Street Commercial (C4), which permits a retail store less than or greater than 600 square metres of GFA – non-residential, restaurant, take-out restaurant, commercial school, medical office, office, recreational establishment, apartments, and dwelling units located above the first storey of a commercial building.

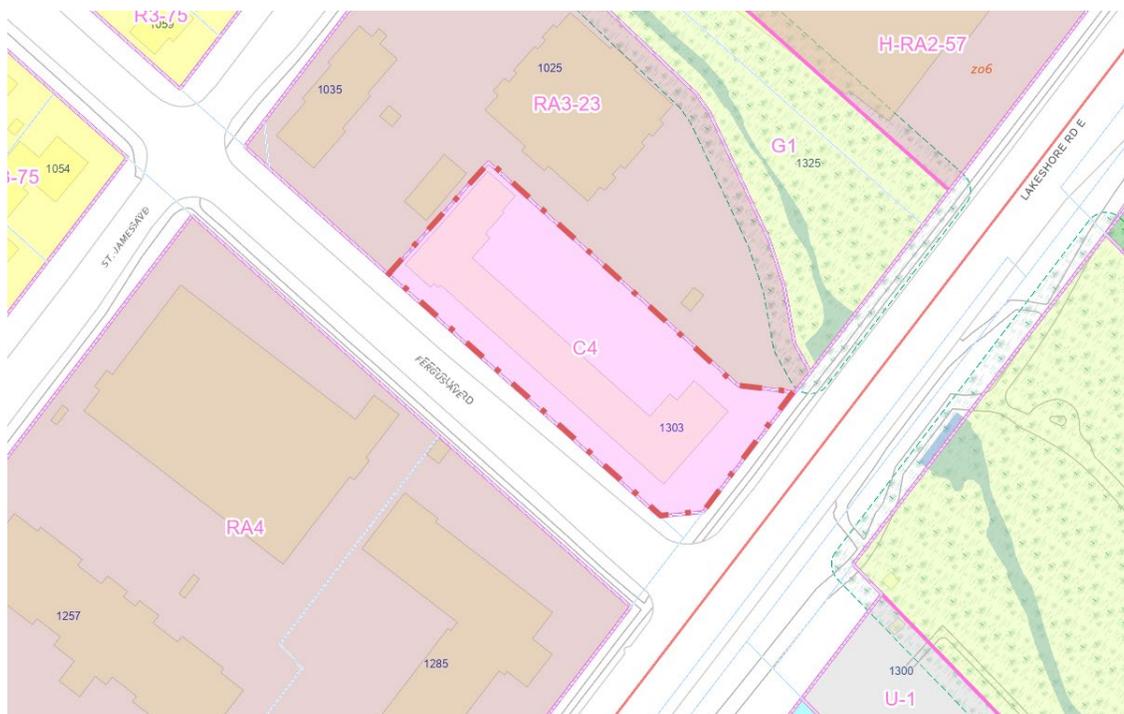


Figure 5-2: Subject Lands Outlined in City of Mississauga Zoning By-law 0225-2007

Zoning By-law Conclusion: As seen above, the C4 Zone permits apartment uses. However, a ZBLA will be submitted to rezone the subject lands to an 'Apartment Zone' to recognize the proposed use and apply appropriate regulations.

6 Conclusion and Recommendations

In conclusion, it is our opinion that the propose development and subsequent revised Official Plan and Zoning By-law Amendment Applications are consistent with the Provincial Policy Statement 2020, conform to the Growth Plan 2019 and the Region of Peel Official Plan and conform to the intent of the City of Mississauga Official Plan.

The proposed development has been revised to address municipal concerns. The proposed setbacks along the front lot line conclude that the proposed development will not have an adverse impact along the streetscape, while the change in unit composition will further support existing community demographics.

Based on a review of the subject lands, the surrounding community, supporting studies, and the applicable planning policy framework, we are confident in our opinion that the revised plans represent good planning, facilitate an appropriate form of development and are within the public interest.

Respectfully submitted **September 19th of 2022**

Regards,

IBI Group



Ritee Haider BES RPP MCIP
Planner

Appendix A – Proposed Official Plan Amendment

Amendment No. XX
To
Mississauga Official Plan

The Corporation of the City of Mississauga

By-law No. XX

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

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

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

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

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

AND WHEREAS, Council desires to adopt certain amendments to the Mississauga Official Plan regarding a change to Schedule 10 to redesignate the subject lands to ‘High Density Residential’ and a change to the Lakeview Area Local Plan to create a site-specific exemption to Section 10.2.4

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

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

ENACTED AND PASSED this _____ day of _____, 2022

Signed _____

Mayor

Signed _____

Clerk

Amendment No. XX
To
Mississauga Official Plan Amendment

The following text and map attached constitutes Amendment No. XX.

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

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

Appendix II is a copy of the Planning and Building Department report dated XX, XX, 2022, pertaining to this amendment.

PURPOSE

The purpose of this Official Plan Amendment is to redesignate the subject lands to the 'High Density Residential' designation and create a Special Site in the Lakeview Area Local Plan to permit a ten-storey apartment building through site specific policies to the Lakeview Area Local Plan and Special Site and Exempt Site Policies.

LOCATION

The lands affected by this Amendment are known as 1303 Lakeshore Road East and are located between Fergus Avenue and Dixie Road in the Lakeview Area Local Plan, as identified in the Mississauga Official Plan.

BASIS

The Mississauga Official Plan came into effect on November 14, 2012, save and except for those policies and land use designations which have been appealed to the Ontario Municipal Board.

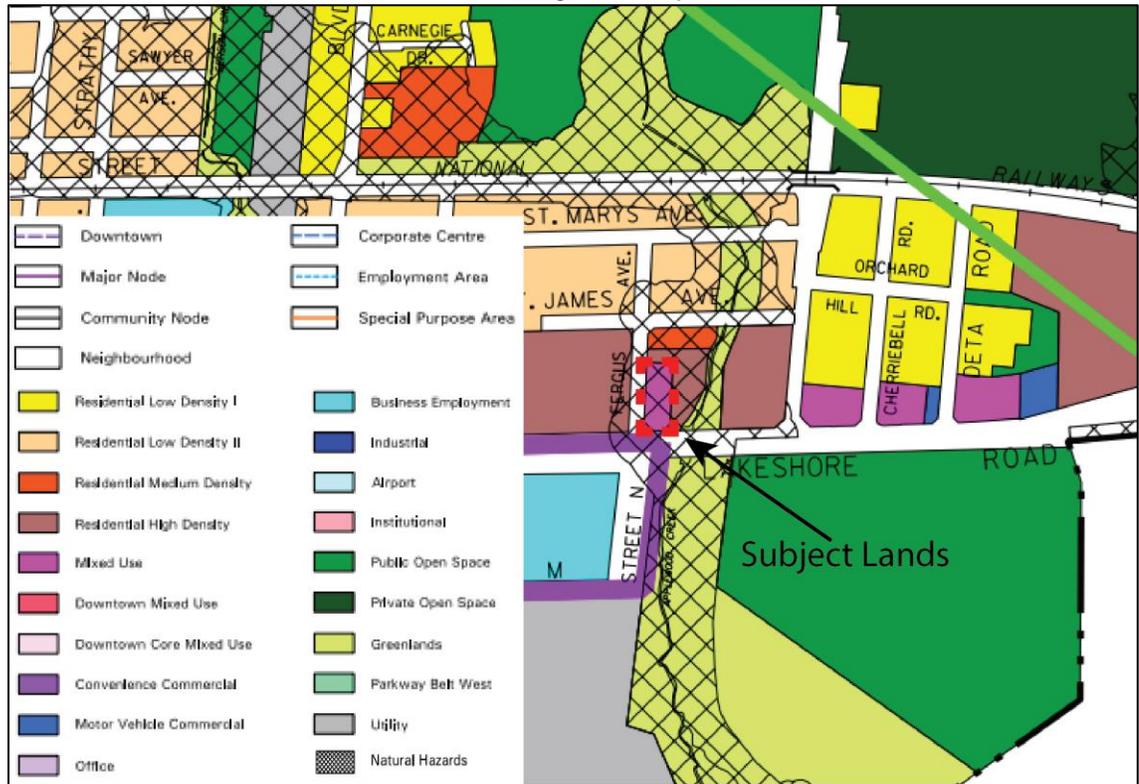
The subject lands are designated 'Mixed-Use, Lakeshore Corridor Precinct Area – Outer Core', which permits residential uses in conjunction with other permitted uses, as well as residential uses on the ground floor and a maximum height of four storeys. The proposed Amendment is to re-designate the subject lands to 'High Density Residential' to exclusively permit residential uses and add a Special Site to the Lakeview Local Area Plan to allow for an increased height of ten storeys. This is to permit the proposed development of a ten-storey apartment building, containing 153 rental apartment units.

The proposed Official Plan Amendment is appropriate, represents good planning and should be approved for the following reasons:

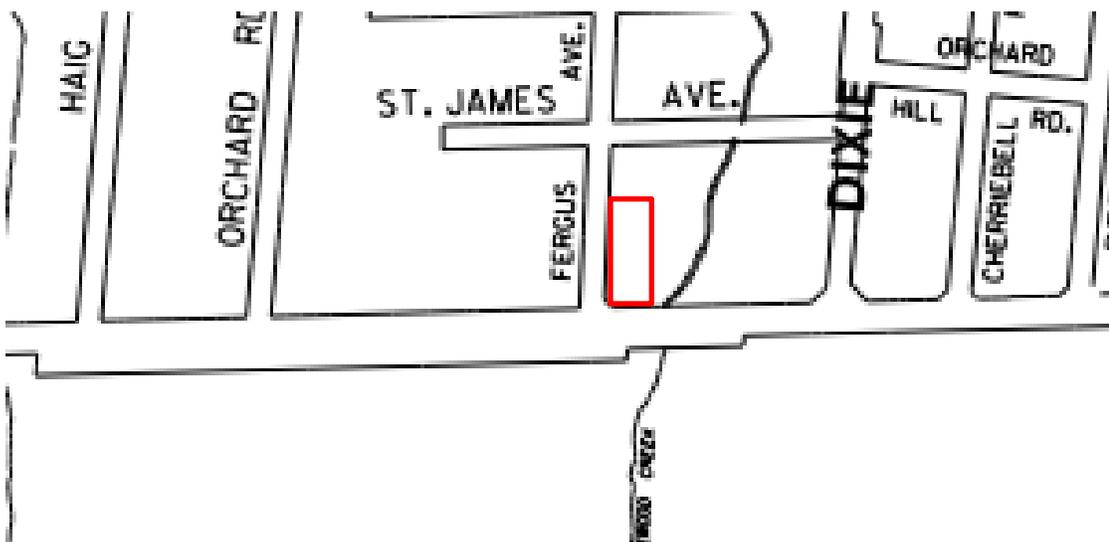
1. The proposed development is consistent with and promotes the growth management, housing, transportation and natural environment policies of the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan
2. The proposed development conforms to the overall intent, goals, objectives and policies of the Mississauga Official Plan, as it contributes to a range of housing types, it efficiently utilizes existing community infrastructure, and promotes a desirable urban form.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

- Schedule 10 of the Mississauga Official Plan is hereby amended by re-designating the lands shown below from 'Mixed Use' to 'High Density' Residential



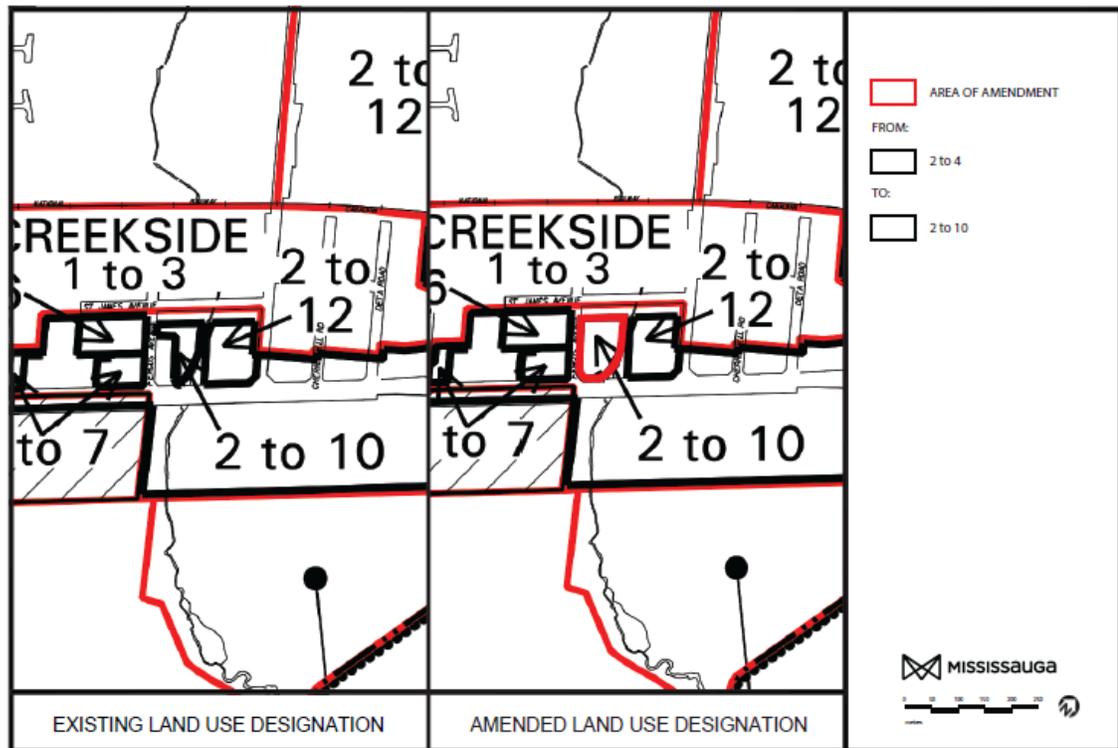
- Section 13.1 Special Site Policies, Lakeview Area Local Plan of the Mississauga Official Plan is hereby amended by adding Special Site X, as identified in the Figure below



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

13.1. X Notwithstanding the policies of the Lakeview Area Local Plan, the lands identified as Special Site X will have a maximum height of ten storeys.

4. Map 3 of the Lakeview Area Local Plan of the Mississauga Official Plan is hereby amended by replacing the mapping with the following:



IMPLEMENTATION

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

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated April 2021.

INTERPRETATION

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

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

Appendix B – Proposed Zoning By-law Amendment

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER XXX-2020

To Amend Zoning By-Law Number 0225-2007, As Amended Of the City Of Mississauga With Respect To the Lands municipally known as 1303 Lakeshore Road East

WHEREAS pursuant to Section 34 and 37 of the *Planning Act*, R.S.O. 1990, C.P.13, as amended, the Council of a local municipality may pass a zoning by-law;

WHEREAS Council of City of Mississauga has provided adequate information to the public and has held as least one public meeting in accordance with the Planning Act

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

1. Map Number 6 to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from “C4” to “RA3-XX” entirely
2. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table

4.15.4.X	Exception: RA3-X	Map #6	By-law: XXX- 2021
In a C4-X zone, the permitted uses and applicable regulations shall be as specified for a C4 zone except that the following regulations shall apply:			
REGULATIONS			
4.15.4.XX.1	Maximum Floor Space Index		4.2 metres
4.15.4.XX.2	Minimum Front Yard		4.9 metres
4.15.4.XX.3	Minimum Exterior Side Yard		3.2 metres
4.15.4.XX.4	Minimum Interior Side Yard		4.2 metres
4.15.4.XX.5	Minimum Landscaped Area		28%
4.15.4.XX.6	Minimum depth of a Landscaped Buffer measured from any lot line		1.5 metres
4.15.4.XX.7	Minimum Setback from a Parking Structure Completely below Finished Grade		0.3 metres

3. This By-law shall not come into force until Mississauga Official Plan Amendment Number XX is in full force and effect

ENACTED and PASSED this ____ day of _____ 2022.

Mayor

Clerk



THIS IS SCHEDULE "A"

AS ATTACHED TO BY-LAW _____

PASSED BY COUNCIL ON _____



Not to Scale