
PLANNING JUSTIFICATION REPORT

IN SUPPORT OF

OFFICIAL PLAN AMENDMENT AND
ZONING BY-LAW AMENDMENT
APPLICATIONS

PREPARED FOR

Star Seeker Inc., 619 Lakeshore Inc., 1022 Caven Inc. &
1028 Caven Inc.

579, 619 Lakeshore Road East & 1022, 1028 Caven Street
City of Mississauga
Regional Municipality of Peel

October 2022
GSAI File #048-006

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Planning Justification Report

Star Seeker Inc., 619 Lakeshore Inc., 1022 Caven Inc. & 1028 Caven Inc.

Official Plan Amendment & Zoning By-law Amendment

579, 619 Lakeshore Road East & 1022, 1028 Caven Street

City of Mississauga

1 / INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') has been retained by Star Seeker Inc., 619 Lakeshore Inc., 1022 Caven Inc. and 1028 Caven Inc., (the 'Owner') to assist with planning approvals to implement redevelopment of the lands municipally addressed as 579, 619 Lakeshore Road East and 1022, 1028 Caven Street, in Lakeview, in the City of Mississauga (the 'Subject Lands' or the 'Site'). The Subject Lands are a collection of four (4) lots located on the north side of Lakeshore Road East, west of Caven Street and east of Lagoon Street. Collectively, the Site is legally described as:

PT LT 11, CON 2 SDS; City of Mississauga

PT LTS 81, 82, 83, 84 & 85; City of Mississauga

LT 88, PL B19; City of Mississauga

LTS 89 & 90, PL B19; City of Mississauga

The Site is currently occupied by a local retail plaza comprised of a low-rise, multi-tenant structures and surface parking areas, a detached low-rise commercial structure and surface parking areas, and two (2) detached dwellings. Access is provided via a driveway off of Lagoon Street, a driveway off of Lakeshore Road East, three (3) driveways off of Caven Street and drive aisles internal to the Site.

This Planning Justification Report ('PJR' or 'Report') has been prepared on behalf of the Owner in support of an Official Plan Amendment and Zoning By-law Amendment (the 'Amendments') application to facilitate redevelopment of the Subject Lands. More specifically, the proposed development is to facilitate a high density, compact, mixed-use development that integrates with the surrounding Lakeview community. The proposed Amendments have been prepared to implement higher density, compact, mixed-use, pedestrian-oriented and transit-supportive development, in an appropriate location, at an appropriate density, than the current local policy permissions allow.

This Report demonstrates that the proposal and corresponding Amendments serve to implement the Provincial policy directions which support compact, mixed-use development in proximity to transit services. This Report also demonstrates that the in-effect local permissions provided by the Mississauga Official Plan ('MOP') and City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007') are outdated with respect to the Subject Lands.

1.1 / PROPOSED OFFICIAL PLAN AMENDMENT

Various reports and studies have been undertaken to identify policy changes for the Lakeview community over the past ten (10) years, including the Lakeshore Connecting Communities Transportation Master Plan ('Master Plan') and the City of Mississauga Lakeshore East Corridor Study ('Study'). As further described in **Sections 5.5, 5.6 and 5.7** of this Report, the Master Plan and Study emphasize the importance of compact, transit-supportive and pedestrian-oriented development. Collectively, the Master Plan and Study envision the Subject Lands as an appropriate and desirable location for higher density, compact, mixed-use development to occur.

This Report outlines the nature of the proposed development and presents a comprehensive assessment and justification for the proposed changes to the Mississauga Official Plan ('MOP') and By-law 0225 – 2007 in relation to the current policy and regulatory framework and existing physical conditions.

The Subject Lands are split designated 'Mixed Use' and 'Residential Medium Density' by the in-effect MOP. These designations reflect current conditions, but not the proposed development. A site-specific Official Plan Amendment ('OPA') is required to implement the proposal.

The proposed OPA seeks to redesignate a portion of the Subject Lands so that the Site in its entirety is designated 'Mixed Use' and to introduce a new Special Site Policy in the Lakeview Local Area Plan in order to allow for modified development standards to be enacted. A draft OPA has been prepared and a copy is provided in **Appendix I** of this Report.

This Report presents an analysis of the proposed OPA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the Peel Regional Official Plan (2021) and the Mississauga Official Plan (2021).

1.2 / PROPOSED ZONING BY-LAW AMENDMENT

The Subject Lands are subject to the City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007'), as amended, which currently split zones the Site as 'Mainstreet Commercial, Exception 14 (C4 – 14)' and 'Residential Multiple (Detached, Semi-Detached, Duplex and Triplex), Exception 6 (RM7 – 6)'. The current zoning represents existing conditions, but not the proposed development. A site-specific Zoning By-law Amendment ('ZBA') is required.

The proposed ZBA seeks to rezone the Site in its entirety to a modified 'Mainstreet Commercial, (C4)' Zone and implement modified site-specific exceptions. More specifically, the ZBA seeks to implement the following site-specific permissions:

- To rezone the Site from 'C4 – 14' and RM7-6' to 'C4-XX';
- To permit site-specific building envelope standards;
- To permit site-specific parking standards; and,
- To permit a site-specific landscape standard.

A summary of the in-effect and the requested zone provisions has been prepared. A copy of this summary, referred to as the 'Zoning By-law Table', has been prepared and a copy is provided in **Appendix II** of this Report.

This Report presents an analysis of the proposed ZBA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the Peel Regional Official Plan (2021) and the Mississauga Official Plan (2021).

Notwithstanding Section 45(1)(3) of the *Planning Act* and in accordance with Section 45(1)(4) of the *Planning Act*, it is requested that at the time of rendering a decision on the application, City Council also resolve to allow the submission of a minor variance application during the two (2) year period after the Zoning By-law Amendment ('ZBA') has been passed. This is being requested to allow for the resolution of any unforeseen issues that may arise during the detailed design stage of the project, particularly during the processing of the future Site Plan Control Approval ('SPA') application.

2 / PROCESS & ENGAGEMENT

The proposed strategy for consulting with the public with respect to the Application will follow the requirements of the *Planning Act*, as amended, for statutory meetings as well as the City of Mississauga's Official Plan Amendment and Zoning By-law Amendment processes. It is anticipated that the Owner, in collaboration with City Staff, will host the statutory Public Meeting with nearby residents and provide Notices concerning advancements related to the proposed development. This communication program will assist in better informing local stakeholders and manage the implementation of the planning and redevelopment of the Subject Lands.

We note that a Development Application Review Committee ('DARC') meeting was held on September 2, 2020 to present a preliminary concept for the Subject Lands and to determine submission requirements.

3 / SITE & CONTEXT

This Section of the Report provides an analysis of the Subject Lands in relation to the surrounding Lakeview community.

3.1 / SITE CONTEXT

As demonstrated in **Figure 1** on the next page, the Subject Lands are located on the north side of Lakeshore Road East, west of Caven Street and east of Lagoon Street. Collectively, the Subject Lands have a total area of approximately 2.42 hectares (5.98 acres), with a frontage of 172.52 metres on Lakeshore Road East and a frontage of 61.01 metres on Caven Street.

The Site is generally flat. Overall, the Site is currently improved with a local retail plaza, a detached commercial structure, surface parking areas and two (2) detached dwellings. Access is provided via a driveway off of Lagoon Street, a driveway off of Lakeshore Road East, three (3) driveways off of Caven Street and drive aisles internal to the Site.

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FIGURE 1 LOCATION MAP

579, 619 Lakeshore Road East & 1022, 1028 Caven Street,
City of Mississauga, Regional Municipality of Peel

LEGEND

Subject Lands



Scale: N.T.S.
August 12, 2022

3.2 / AREA CONTEXT

The Subject Lands are located within the Lakeview community of the City. As demonstrated in **Figure 1** on the previous page, surrounding uses are as follows:

NORTH

A tall (14-storey) apartment structure and associated surface parking area is immediately north. Further north is a small forested area, a central landscaped courtyard, surface parking areas and two (2) further tall (14-storey) apartment structures. An extension of Caven Street and the Metrolinx Rail Corridor are also present.

SOUTH

Lakeshore Road East is immediately south. Further south are a series of low-rise commercial structures fronting onto Lakeshore Road East and a segment of the Lakeview Neighbourhood which generally consists of low-rise residential dwellings.

EAST

A selection of low-rise residential dwellings are immediately east. These dwellings are predominantly low-rise built forms. Further east is a mixture of uses including Caven Street, low-rise residential dwellings and Cawthra Road. Further segments of the Lakeview Neighbourhood continue east of Cawthra Road and are generally comprised of low-rise residential dwellings with a selection of low-rise commercial structures interspersed.

WEST

Lagoon Street is immediately west. Further west is the Lakeview Village development comprised of various 3-storey and 4-storey, stacked, back-to-back townhouse dwellings and street-oriented townhouse dwellings. A selection of live-work units are also provided and have been integrated within those dwellings that front on Lakeshore Road East and partially onto Lagoon Street. A central, outdoor amenity area is also provided within the development. Access is provided via a network of private roadways, with a full-moves access off of Lagoon Street. A forested area and tributary of Cooksville Creek is west of the development.

3.3 / SURROUNDING DESTINATIONS

As demonstrated in **Figure 2** on the next page, the Subject Lands are well-served by a multitude of recreational and commercial amenities. There are several greenspaces located within walking distance of the Subject Lands, including Waterworks Park, Douglas Kennedy Park, Lakefront Promenade Park, AE Crookes Park, RK McMillan Park, the Cooksville Creek and the Waterfront Trail. The Subject Lands are also located within walking distance of extensive retail areas along the Lakeshore Road East corridor. This retail area includes grocery retailers, pharmacies, restaurants, financial institutions and many others that support the daily needs of residents.

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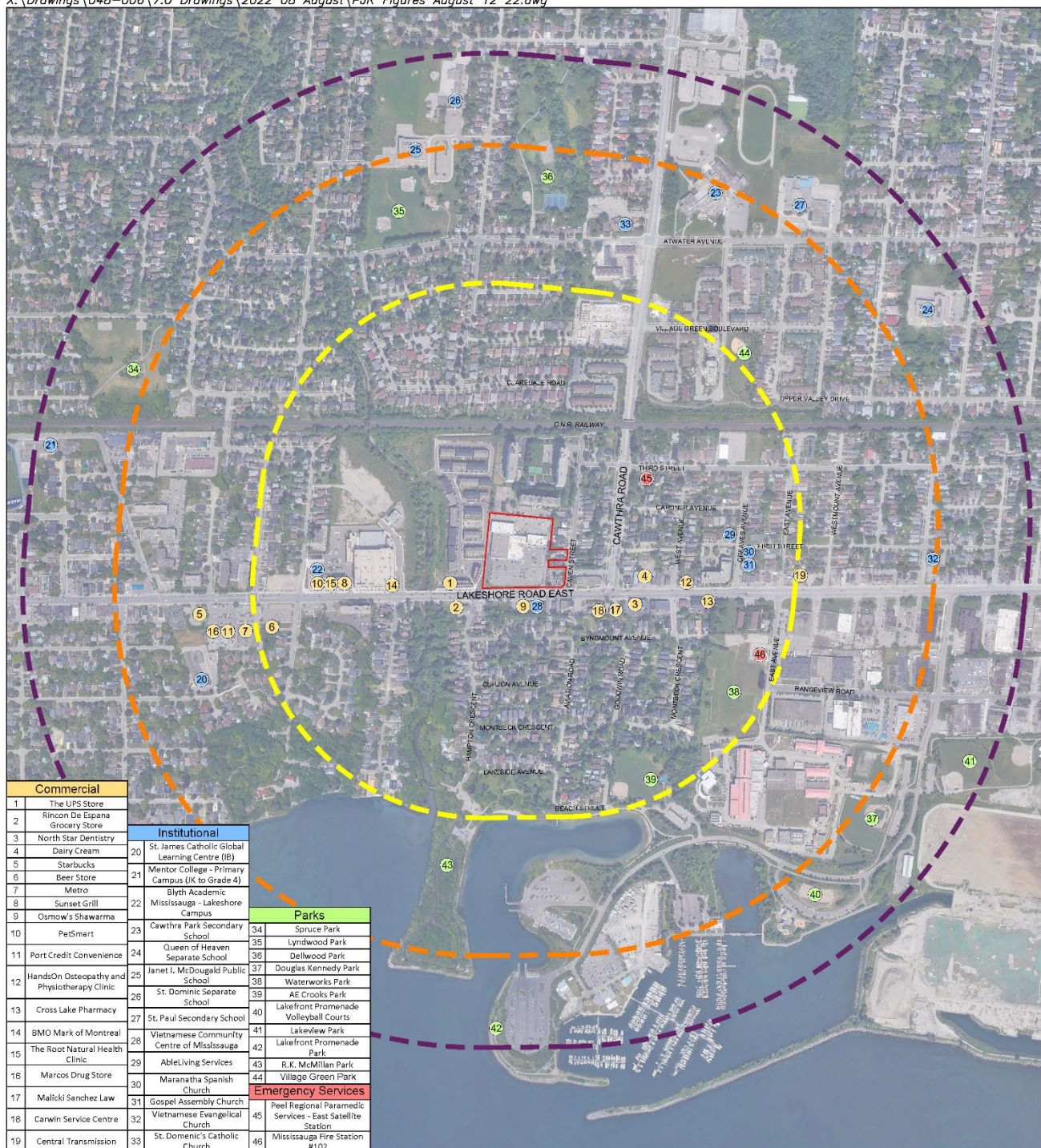


FIGURE 2
SURROUNDING DESTINATIONS PLAN

579, 619 Lakeshore Road East & 1022, 1028 Caven Street,
City of Mississauga, Regional Municipality of Peel

LEGEND

- Subject Lands
- Subject Lands Buffer (500m)
- Subject Lands Buffer (800m)
- Subject Lands Buffer (1000m)



Scale: N.T.S.
August 12, 2022

3.4 / TRANSIT CONTEXT

As demonstrated in **Figure 3** on the next page, the Subject Lands are well-served by existing and planned transit services. A summary of these is provided below.

LOCAL PUBLIC TRANSIT

The Subject Lands are serviced by an existing bus route (Route 23) operated by Mississauga Transit ('MiWay'). Route 23 (Lakeshore) has an existing bus stop directly in front of the Subject Lands, approximately 41 metres east of the intersection of Lagoon Street and Lakeshore Road East. Route 23 has a service frequency of approximately 15 minutes and operates between the Long Branch GO Station and the Clarkson GO Station.

Additional existing bus routes operate in the surrounding area. Collectively, the Subject Lands are located within a comfortable walking distance of various existing bus routes. Residents are able to easily access street-level transit services. As such, residents are able to easily transfer to a variety of routes, providing residents with easy, convenient access to various destinations and areas of Mississauga and beyond.

In addition to the above-noted existing transit services, the Subject Lands will be directly in front of the planned Lakeshore Bus Rapid Transit ('BRT') network. Once complete, the Lakeshore BRT network will provide connectivity across Mississauga and beyond.

REGIONAL PUBLIC TRANSIT

The Port Credit GO Station, located approximately 1,770 metres northwest of the Subject Lands, is on the Lakeshore West GO Transit Line (Route 18) with service to Downtown Toronto. The Lakeshore West GO Transit Line, operated by Metrolinx, has a service frequency of approximately 30 minutes, Monday to Sunday.

In addition to the Port Credit GO Station, Metrolinx is to operate the fifteen (15) kilometre Hurontario Light Rail Transit ('HuLRT') network. This network, operating along Hurontario Street, will provide frequent service and connectivity between Port Credit GO Station in the south and Downtown Brampton in the north. The HuLRT network will provide opportunities for various inter-regional connections. We note that the HuLRT network is presently under construction, with completion expected in Fall 2024.

Based on the above, the Subject Lands are connected by regional transit networks. This will be further enhanced by the planned regional transit networks that will further enhance the ability for residents to easily transfer to a variety of inter-regional areas and destinations.

ROAD NETWORK

Lakeshore Road East is classified as an 'Arterial' Road with an ultimate Right-of-Way ('ROW') of 40 metres (Schedule 5, Long Term Road Network and Schedule 8, Designated Right-of-Way Widths) by the in-effect Mississauga Official Plan ('MOP'), while Caven Street is classified as a 'Local Road'. We note that Lagoon Street extends north of Lakeshore Road East, before terminating along the Site's western property line.

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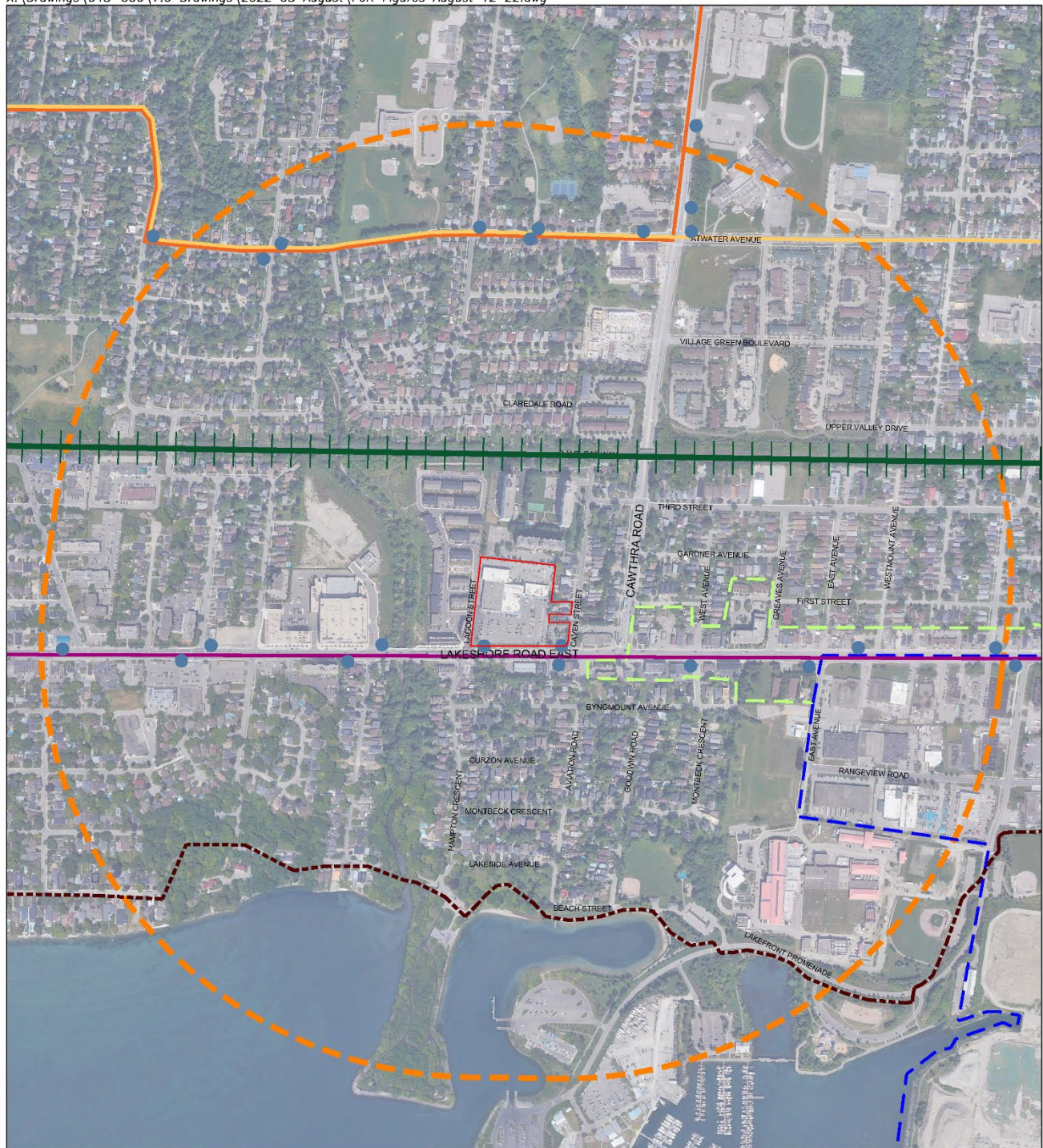


FIGURE 3
TRANSIT CONTEXT MAP

579, 619 Lakeshore Road East & 1022,
1028 Caven Street,
City of Mississauga, Regional Municipality of Peel

LEGEND

- Subject Lands
- Waterfront Trail
- MiWay Bus Route 23
- MiWay Bus Route 8
- MiWay Bus Route 335
- Haig MTSA Boundary
- Lakeshore Promenade MTSA Boundary
- Subject Lands Buffer (800m)
- Bus Stops
- + GO Transit Train Line



Scale: N.T.S.
August 12, 2022

The Subject Lands are surrounded by and have frontage on Lakeshore Road East and Caven Street. The current approximate widths of both are 31.2 metres and 19.6 metres, respectively.

Additionally, Lakeshore Road East is identified as a 'Corridor' and 'Higher Order Transit Corridor' by the MOP. These identifications recognize that Lakeshore Road East is an appropriate and desirable location for growth and redevelopment to occur. Based on the Lakeshore Connecting Communities Master Plan, we understand that future higher order transit services are planned along Lakeshore, including directly in front of the Subject Lands. The presence of reliable rapid transit services along Lakeshore supports the evolving policy vision to direct contextually appropriate growth along the Lakeshore corridor.

CYCLING

Lakeshore Road East is identified as being a 'Primary On-Road/ Boulevard Routes' (Schedule 7, Long-Term Cycling Routes of the MOP), connecting the Subject Lands to the broader active transportation networks. This connectivity is to be further enhanced by the installation of Multi-Use Trails along the Lakeshore Road corridor as a component of the re-urbanization of Lakeshore Road and the provision of frequent, reliable BRT services.

3.5 / SURROUNDING DEVELOPMENTS

Ward 1 has several recently approved and active development applications that are supporting reinvestment and revitalization of Lakeview. **Table 1** below summarizes those recently approved and active development applications in the surrounding area:

Table 1 | Summary of Surrounding Developments

| ADDRESS | APPLICANT / OWNER | CITY FILE | NO. OF UNITS | HEIGHT | NOTES |
|--|--|---------------------------------|--------------|---------------------------|---|
| 420 Lakeshore Road East | Plazacorp 420 Lakeshore Management Inc. / Stellarcop Developments 420 Inc. | OZ 20/009 W1 | 166 | 11 storeys | An Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application is in progress and currently under appeal. The proposed development currently contemplates an 11-storey, terraced built form with grade-related non-residential uses that open onto and address the Site's Lakeshore Road frontage |
| 1082 Lakeshore Road East, 800 Hydro Road | Lakeview Community Partners Limited | T 19/001, OZ 19/003, OPA 19/021 | 8,004 | Various (3 – 30+ storeys) | An OPA, ZBA and Draft Plan of Subdivision ('DPS') application was recently approved. Overall, the project is to facilitate a mixed-use waterfront community with various land uses, built forms and densities |

4 / THE PROPOSAL

This Section of the Report provides a summary of the proposed development and the supporting studies.

4.1 / THE PROPOSAL

The proposed development is the result of careful planning and design undertaken by the Project Team, including consideration of the Provincial, Regional and local policy frameworks for managing and directing growth, the evolving physical landscape of Mississauga and the Lakeview context.

The proposed development contemplates a high density, compact, mixed-use development comprised of four (4) structures (Buildings 'A', 'B', 'C' and 'D') of varying heights, organized around a central, landscaped courtyard, public realm enhancements and a private road network (see **Figure 4**). Overall, the proposed development is to have a total gross floor area ('GFA') of 133,815 square metres (1,440,381 square feet), resulting in a density of 2.97 Floor Space Index ('FSI'). Of this, approximately 68,617 square metres (738,588 square feet) is residential GFA, while 3,321 square metres (35,742 square feet) is non-residential GFA.

Building 'A' is proposed in the northern quadrant of the Site and is a 16-storey structure rising above a 6-storey podium. The proposed podium, which steps back above the 6th level, is to open onto and address the Site's public realm. This is achieved by positioning a principal residential lobby along the private street edge. A residential lobby, shared servicing area and residential units are to be provided within the podium. A rooftop outdoor amenity area which is directly accessible and visible from an indoor amenity area is to be provided on the 7th level.

Building 'B' is proposed in the central quadrant of the Site. Two (2), 16-storey tower components are to rise above a shared 6-storey podium. The proposed podium, which steps back above the 6th level is to open onto and address the Site's public realm. Additionally, the principal residential lobby has been positioned to open to a large, central landscaped courtyard. This courtyard will act as a social gathering space that can be programmed for events or other functions. A residential lobby, shared servicing area, indoor amenity areas and residential units are to be provided within the podium. A rooftop outdoor amenity area is also to be provided above the 6th level.

Building 'C' is proposed in the southwest quadrant of the Site and is a 6-storey structure. The proposed structure, which steps back above the 1st level at the rear and above the 5th level along the eastern perimeter, is to open onto and address the Site's Lakeshore Road East streetscape. This is achieved by positioning a range of grade-related non-residential uses along the street edge. A residential lobby, non-residential units and residential units are to be provided. Direct pedestrian connections are to be provided to grade-related non-residential units, allowing for safe, comfortable and accessible connections to the public sidewalk.

Building 'D' is proposed in the southeastern quadrant of the Site and is a 6-storey structure. The proposed structure, which steps back above the 1st level at the rear and above the 5th level along the western perimeter, is to open onto and address the Site's Lakeshore Road East streetscape. This is achieved by positioning a range of grade-related non-residential uses along the street edge. A residential lobby, shared servicing area, non-residential units and residential units are to be provided.



579, 619 Lakeshore Road East & 1022,
1028 Caven Street,
City of Mississauga, Regional Municipality of Peel

Direct pedestrian connections are to be provided to grade-related non-residential units, allowing for safe, comfortable and accessible connections to the public sidewalk. A pedestrian mews is to be provided on the ground level between Buildings 'C' and 'D'. This mews will enable pedestrians and cyclists with safe, comfortable and convenient access across the Site and beyond. Rising above the ground level, Buildings 'C' and 'D' are connected, facilitating a continuous built form that provides for a human-scaled development and compact built form.

Rising above the podiums, the point tower components of Buildings 'A' and 'B' have incorporated stepbacks. These stepbacks, combined with the provision of rooftop outdoor amenity spaces and a central, landscaped courtyard, have enabled the positioning of the towers in a manner that provides for appropriate transition to the surrounding area, adequate tower separation between buildings on the same lot and maximum direct sunlight on the central landscaped courtyard, landscaped open space areas and outdoor amenity areas.

A variety of landscaped open spaces and amenity areas are to be provided. This includes a central, landscaped courtyard, landscaped open spaces and outdoor rooftop amenity areas. Overall, the proposed development includes 3,958.5 square metres (42,608.9 square feet) of amenity areas. Of this, 2,078.8 square metres (22,376.1 square feet) is dedicated to outdoor amenity areas, while approximately 1,879.7 square metres (20,232.9 square feet) is to be dedicated to indoor amenity areas. Landscaping and streetscape enhancements are to be provided. This includes streetscape treatments along the Site's frontages so that a high-quality, inviting, pedestrian-oriented environment and active street frontages are provided.

A network of pedestrian pathways are also to be provided to facilitate safe, comfortable and convenient access across the Site and beyond.

A total of 1,070 residential dwelling units of varying size and configurations are to be provided. A mixture of studio, one-bedroom and two-bedroom configurations are proposed, providing greater housing choice for households of varying size, income levels, life stages and lifestyle preferences. Opportunities to provide a mixture of tenures will be further explored.

1,341 shared parking spaces are to be provided via surface parking areas and a 2-level below-grade parking structure. 780 secure bicycle parking spaces and electric vehicle conduit spaces are also to be provided. Integrated, shared loading spaces are to be provided within the ground levels of Buildings A, B and D. These loading spaces are accessible from the proposed private road network. Access is to be provided by a new private road network

The private road is to be connected to Lagoon Street and to Caven Street. Pedestrian drop-off areas, access to the shared loading spaces and access to the below-grade parking structure are to extend from the private road network.

The proposed development has been designed to integrate with the surrounding Lakeview community. This includes consideration being given to the existing and proposed built form in the surrounding area as well as the development vision established by the Lakeview Local Area Plan, the Lakeshore Connecting Communities Master Plan and the Lakeshore East Corridor Study. The proposal has, to the greatest extent possible, provided an appropriate interface with and transition to the surrounding area.

The components of the proposed development are identified in **Table 2** below.

Table 2/ *Summary of Proposed Development Statistics*

| DEVELOPMENT CHARACTERISTIC | DESCRIPTION | DEVELOPMENT CHARACTERISTIC | DESCRIPTION |
|------------------------------------|--|-------------------------------------|--|
| Total Site Area | 2.42 hectares (5.98 acres) | Proposed Residential Dwelling Units | 1,070 |
| Proposed Gross Floor Area (GFA) | 133,815 square metres (1,440,381 square feet) | <i>No. of Studio Units</i> | 86 |
| <i>Building 'A'</i> | 20,754.6 square metres (223,400.7 square feet) | <i>No. of One-Bedroom Units</i> | 665 |
| <i>Building 'B'</i> | 31,004 square metres (333,724.3 square feet) | <i>No. of Two-Bedroom Units</i> | 319 |
| <i>Building 'C'</i> | 8,281 square metres (89,135.9 square feet) | Proposed Parking Spaces | 1,341 spaces |
| <i>Building 'D'</i> | 11,897.5 square metres (128,063.6 square feet) | Proposed EV Parking Spaces | 235 spaces |
| <i>Overall Residential GFA</i> | 68,617 square metres (738,588 square feet) | Proposed Bicycle Parking Spaces | 780 spaces |
| <i>Overall Non-Residential GFA</i> | 3,321 square metres (35,742 square feet) | Proposed Loading Spaces | 4 spaces |
| Proposed Density | 2.97 FSI | Proposed Amenity Area | 3,958.5 square metres (42,608.9 square feet) |
| Proposed Building Height | | <i>Indoor Amenity Area</i> | 1,879.7 square metres (20,232.9 square feet) |
| <i>Building 'A'</i> | 16 storeys | <i>Outdoor Amenity Area</i> | 2,078.8 square metres (22,376.1 square feet) |
| <i>Building 'B'</i> | 16 storeys | | |
| <i>Building 'C'</i> | 6 storeys | | |
| <i>Building 'D'</i> | 6 storeys | | |

4.2 / SUPPORTING STUDIES

In order to ensure the proposed development fully addresses all policy and technical requirements, a number of required supporting studies have been completed. Each are summarized below.

4.2.1 / ARBORIST REPORT

An Arborist Report ('Report') has been prepared by Strybos Barren King and is provided under separate cover in support of this proposal. The Report, dated October 28, 2022, was undertaken to inventory each tree situated on the Subject Lands and assess the potential impact to trees as a result of the proposal.

Overall, the Report inventoried the location, condition and species of each tree located both on and within six (6) metres of the Subject Lands. A total of forty-five (45) trees of varying species and conditions were inventoried. Based on an assessment of the proposed development, it is recommended that seven (7) trees should be protected through minimum Tree Protection Zone ('TPZ') measures and a total of twenty-six (26) trees are recommended for removal. Finally, the Report recommends that 48 trees be provided as compensation plantings.

4.2.2 / ARCHAEOLOGICAL ASSESSMENT

A Stage 1 Archaeological Assessment ('Assessment') has been prepared by Archaeological Services Inc. and is provided under separate cover in support of this proposal. The Assessment, dated April 29, 2021, was undertaken to evaluate the archaeological potential of

the Subject Lands and recommend appropriate strategies.

The Assessment reviewed historical records, previous archaeological fieldwork and current land conditions. Overall, the Assessment determined that the Subject Lands had no archaeological potential due to previous development activities. As such, no further assessment is required.

4.2.3 / FUNCTIONAL SERVICING & STORMWATER MANAGEMENT REPORT

A Functional Servicing and Stormwater Management ('FS – SWM') Report has been prepared by Crozier and is provided under separate cover in support of this proposal. The FS – SWM Report, dated September 2022, was undertaken to analyze and assess the existing servicing infrastructure and capacities in order to identify a proposed servicing scheme for the proposed development.

Overall, the FS – SWM Report found that municipal services (water and wastewater) are available.

Section 5 of the Report identifies that an underground storage tank is recommended to accommodate on-site storage. The FS – SWM Report concludes that the proposed development is appropriate from a functional servicing and stormwater management perspective.

4.2.4 / HOUSING REPORT

A Housing Report ("Report") has been prepared by GSAI and is provided under separate cover in support of this proposal. The Report, dated October 2022, was undertaken to analyze and assess how the proposed development complies with Provincial, Regional and local housing policy frameworks. Overall, the Report found that the proposed development is consistent with and conforms to the in-effect Provincial, Regional and local housing-related policy framework.

4.2.5 / GEOTECHNICAL INVESTIGATION

A Geotechnical Investigation ("Investigation") has been prepared by Soil Engineers Limited and is provided under separate cover in support of this proposal. The Investigation, dated August 2022, was undertaken to analyze and assess the subsurface soil conditions on the Subject Lands in order to provide recommendations with respect to the design and construction of the proposed development.

A total of thirteen (13) boreholes were sampled at various locations. Based on an analysis of the boreholes, it was determined that the Site's subsurface conditions are varied. Overall, the following conclusions were made:

- Subsurface conditions on the Site were found to be varied;
- Groundwater levels fluctuated;
- The proposal will require some re-grading; and,
- Conventional spread and strip footings can be utilized.

4.2.6 / NOISE FEASIBILITY STUDY

A Noise Feasibility Study ("Study") has been prepared by Howe Gastmeier Chapnik and is provided under separate cover in support of this proposal. The Study, dated August 2022, was undertaken to analyze and assess potential noise sources that may impact the proposed development and recommend mitigation measures.

Overall, the Study found that the proposed development is feasible with the integration of noise control measures. The unattenuated sound levels at the worse-case Points of Reception within the future residential structures were found to exceed the recommended objective sound level, therefore noise controls are required. In accordance with the Ministry of the Environment, Conservation and Parks ("MECP") procedures, the recommended noise control measures are as follows:

- Equip dwelling units with a central air conditioning system;
- Upgraded glazing is required.

In addition to the recommended noise controls, noise warning clauses required. These requested warning clauses are to inform future residents of the rail traffic along the Metrolinx and Canadian National Rail Corridor and proximity to commercial buildings as well as exhaust equipment.

4.2.7 / PEDESTRIAN-LEVEL WIND STUDY

A Pedestrian-Level Wind Study ('Study') has been prepared by Theakston Environmental and is provided under separate cover in support of this proposal. The Study, dated October 5, 2021, was undertaken to assess whether uncomfortable wind conditions would exist and if necessary, recommend mitigation measures.

Overall, the Study found that wind conditions in most pedestrian-sensitive areas within and surrounding the proposal will be acceptable for the intended pedestrian uses both seasonally and annually. Given predicted uncomfortable wind conditions along the private road network, wind mitigation measures are required.

Section 4 identifies recommended wind mitigation measures.

Based on aerial photographs, historical records, interviews and existing conditions, a total of (21) PCAs were identified as a result of the area's development history. The Subject Lands were found to have been used for agricultural, commercial, industrial and residential uses. Specifically, the Site was found to have been used for automotive service stations, automotive repair station with fuel oil and gasoline tanks as well as an appliance operation. The existing multi-tenant commercial structure was found to have been introduced between 1967 and 1995.

Given the combination of uses on the Subject Lands and in the immediate surrounding area, a total of seven (7) APECs were identified.

Based on the presence of both PACs and APECs, a Phase 2 ESA is recommended, as is the submission of a Record of Site Condition ('RSC').

4.2.8 / PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

A Phase 1 Environmental Site Assessment ('ESA') has been prepared by Soil Engineers Limited and is provided under separate cover in support of this proposal. The ESA, dated August 2021, was undertaken to identify Potentially Contaminating Activities ('PCAs') that may be present on the Site as well as determine whether there are any Areas of Potential Environmental Concern ('APECs') due to the presence of PCAs on the Site or within 250 metres.

4.2.9 / SUN / SHADOW STUDY

A Sun / Shadow Study ('Study') has been prepared by BDP Quadrangle and is provided under separate cover in support of this proposal. The Study, dated October 3, 2022, was undertaken to assess shadow impacts of the proposed development on the surrounding area. Overall, the Study found that the proposal meets the shadow criteria for all public spaces. Those spaces that do not meet the shadow impact criteria are located on-site. Effort has been made to improve the shadow impact by proposing built forms that feature setbacks above the podium level and by orienting the proposed structures to frame the street edges and landscaped open spaces in order to maximize direct sun exposure.

4.2.10 / TRANSPORTATION IMPACT STUDY

A Traffic Impact Study ('TIS' or 'Study') has been prepared by Crozier and is provided under separate cover in support of this proposal. The TIS, dated August 2022, was undertaken to assess the traffic impacts of the proposed development on the nearby road network, assess the proposed parking standard, assess the proposed loading standard, assess the proposed on-site circulation and, if required, provide recommendations for enhancement to the road network in order to accommodate the proposed development.

Overall, the Study found that under existing conditions, all intersections within the study area would have suitable capacity and would operate at an acceptable level of service. As a result of both the proposed development and future growth in background traffic, the Study found that no improvements are required.

The Study also provided a site circulation analysis in support of the proposed development. As outlined in Section 6 of the Study, the development was found to have sufficient site circulation patterns.

Finally, Section 7 of the Study provides a parking supply analysis in support of the proposed shared parking standard. As outlined in Section 7 of the Study, it was determined that the proposed parking supply of 1,341 shared spaces to support the mixture of uses proposed is appropriate and sufficient to accommodate anticipated parking demand.

With regards to Transportation Demand Management ('TDM') measures, the following recommendations were made:

- Transit usage should be encouraged by providing physical maps and schedules as well as online resources to all residents and visitors;
- Provide secure bicycle parking spaces and secure bicycle storage;
- Encourage bicycle parking spaces outdoors, in proximity to the entrances of grade-related retail units to encourage customers to use active transportation; and,
- Encourage visual designation (such as signage, pavement markings and / or varying surface colour, pattern or material) of dedicated drop-off areas.

5 / POLICY CONTEXT

This Section of the Report provides an overview and analysis of the relevant Provincial, Regional and local policies and regulations that apply to the Subject Lands. This Section also provides a rationale for how the proposed development and proposed Amendments align with and serve to better implement the in-effect policy and regulatory framework.

5.1 / PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement ('PPS'), 2020 was issued under Section 3 of the *Planning Act*, as amended, and updated on May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development with the goal of enhancing the quality of life for all Ontarians. The *Planning Act*, as amended, requires that decisions affecting a planning matter be 'consistent with' the policies of the PPS.

Overall, the PPS provides Provincial policy direction related to Building Strong Healthy Communities (Section 1.0), the Wise Use and Management of Resources (Section 2.0) and Protecting Public Health and Safety (Section 3.0). When considered together, the PPS strongly encourages developments that provide for long-term prosperity, environmental health and social well-being, while also making the best use of available land, infrastructure and resources as well as facilitating economic growth.

An analysis of the applicable PPS policies that apply to the Subject Lands and how the proposed development, together with the corresponding Amendments, are consistent with these is provided below.

1.0 / Building Strong Healthy Communities

Section 1 of the PPS establishes the Provincial policy framework on how growth and development is to be managed. Accordingly, the policies outline the need for efficient land use and development patterns so that strong, livable, healthy and resilient communities that protect the environment and public health are attained. This is to be achieved by directing growth and development to appropriate locations. The following policies apply to redevelopment of the Subject Lands.

'1.1.1. Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long-term;*
- b) accommodating an appropriate and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional ... recreation, park and open space and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health or safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) 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;

- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity; and*
- i) preparing for the regional and local impacts of a changing climate.'*

The Subject Lands are located within a Settlement Area, as defined by the PPS, and are on full municipal services. The proposal supports the Provincial objectives for healthy, liveable and safe communities in the following ways:

- by proposing high-density development on lands that are currently underutilized given the current uses of the lands;
- by locating a mixture of residential and employment uses, including but not limited to a broad range of retail and service-oriented non-residential units, within the City of Mississauga, on a site designated for redevelopment and intensification by both the Peel Regional Official Plan and the Mississauga Official Plan;

- by introducing 1,070 residential dwelling units of varying size and configurations in an area well-served by surrounding uses and transit networks;
- by introducing a development form that will integrate with the surrounding environment and will serve to implement the development vision established by local policies for Lakeview as a vibrant, compact, complete community;
- by introducing a development form that supports public health and safety through active public frontages and public landscaped open spaces;
- by making better, higher use of land and existing infrastructure networks; and,
- by incorporating contextually appropriate low impact development strategies, including additional plantings and landscaped open spaces in order to lessen the amount of hardscape surfaces in response to a changing climate and to promote biodiversity.

1.1.3 Settlement Areas

As stated above and in accordance with the PPS, the Subject Lands are located within a Settlement Area. As such, the following policies apply.

'1.1.3.1. Settlement areas shall be the focus of growth and development.'

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

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

:Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.'

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

'1.1.3.6. New development taking place in designated growth areas should occur adjacent to the existing built-up areas and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.'

The Subject Lands are an appropriate and desirable location for growth to occur. As such, the proposed development has been planned and designed to facilitate a high-quality, compact built form that makes efficient use of land, infrastructure and public service facilities. It will provide for development that includes a mixture and range of uses, at an appropriate location, at an appropriate density, to support transit services and active transportation networks.

Additionally, the provision of various landscaped areas will advance climate change goals. Finally, as further described in the accompanying Functional Servicing and Stormwater Management Report ('FS – SWM Report'), the proposed development will make better use of existing municipal infrastructure services.

1.5 Public Spaces, Recreation, Parks, Trails & Open Space

'1.5.1. Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities,*

parklands, public spaces, open space areas, trails and linkages, and where practical, water-based resources'

The proposed development has been carefully planned and designed to provide for a series of landscape and public realm enhancements. This includes the provision of rooftop outdoor amenity areas, the central landscaped courtyard, landscaped open spaces along the property lines and a sidewalk zone along the Site's Lakeshore Road East frontage.

Overall, the landscaped areas have been planned and designed to provide safe, comfortable and convenient access for residents, visitors and the public to enjoy. As demonstrated on the accompanying Conceptual Site Plan the landscaped areas including the courtyard, have been strategically located to facilitate space for the use and enjoyment of residents and visitors and to foster social interaction. Furthermore, the proposed development is to provide for a network of pedestrian pathways that offer safe, comfortable and convenient access across the Site and beyond. Rooftop outdoor amenity areas will also provide opportunities for outdoor enjoyment and social interaction. Finally, active streetscapes are to be provided along the Site's frontages. This will enable direct pedestrian connections to non-residential units from the public sidewalk, street furniture and other public realm enhancements to be provided. Overall, the Site has been planned and designed to implement vibrant and inviting, pedestrian-oriented streetscapes, capable of accommodating high pedestrian activity and the daily needs of residents, visitors, and community members.

1.6.6. Sewage, Water & Stormwater

'1.6.6.1. Planning for sewage and water services shall:

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

'1.6.6.2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of services.'

As further demonstrated in the accompanying Functional Servicing and Stormwater Management Report ('FS – SWM Report'), the proposed development will make better use of existing municipal infrastructure services. Furthermore, the proposal can be serviced by the existing municipal sewage and water systems.

'1.6.6.7. Planning for stormwater management shall:

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long-term;*
- b) *minimize, or where possible, prevent increases in contaminant loads;*
- c) *minimize erosion and changes in water balance and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) *mitigate risks to human health, safety, property and the environment;*
- e) *maximize the extent and function of vegetative and pervious surfaces; and*
- f) *promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency and low impact development.'*

As demonstrated in the accompanying FS-SWM Report and the accompanying Low Impact Development ('LID') Features Letter, the proposed development has incorporated a range of sustainable development strategies, including the provision of additional plantings, minimizing the extent of previous surfaces and providing for landscape enhancements. Further opportunities for enhanced stormwater management will be explored during the detailed design stage.

1.6.7. Transportation Systems

'1.6.7.2 Efficient use should be made of existing and planned infrastructure...'

'1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.'

The Subject Lands are well-served by existing transit services, planned transit networks and active transportation networks. More specifically, the planned Lakeshore BRT network is directly in front of the Subject Lands, and MiWay operates a number of existing bus routes in the surrounding area. There is an existing bus stop for MiWay Route 23 (Lakeshore) directly in front of the Site. There is also an existing network of sidewalks along the Site's frontages and within the surrounding area, providing safe, easy, convenient access for residents and visitors. Finally, the Site is situated along the Lakeshore Road East corridor which features a broad range of uses, services and facilities within walking distance to meet the daily needs of residents.

Based on the above, the proposal for a high-density, mixed-use development will support current and future transit ridership, the provision of various services, local employment opportunities, the use of active transportation and enable residents and visitors alike to walk to destinations.

1.7. Long-Term Economic Prosperity

'1.7.1. Long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;*
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) optimizing the long-term availability and use of land, resources, infrastructure and public facilities;*
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and conserving features that help define character...;*
- g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;*
- k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature'*

The proposal has been planned and designed to provide a broad range of non-residential uses that will provide local employment opportunities, will facilitate existing retail and service commercial tenants on the Site to remain, respond to market needs and will contribute to the creation of Lakeview as a vibrant complete community where residents are able to live, work, play and shop within the Neighbourhood or even the same building. The proposal will also facilitate housing choice and a high-quality built form that is compatible with the surrounding Lakeview community. Furthermore, the proposed landscape and streetscape improvements will provide opportunities to respond to a changing climate.

1.8. Energy Conservation, Air Quality & Climate Change

'1.8.1. Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where it exists or is to be development, or designing these to facilitate the establishment of transit in the future;*

- d) *focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;*
- e) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) *promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure.'*

As stated above, the Subject Lands are well-served by existing transit services, planned transit services and active transportation networks. Furthermore, the proposal will facilitate a compact, mixed-use development, at an appropriate location along the Lakeshore Road East corridor, at a transit-supportive density. Based on the Site's locational characteristics, the proposed development will support compact development, the use of active transportation, situating a mixture of uses in proximity to transit and energy conservation objectives. As demonstrated in the accompanying LID Features Letter, the proposal contemplates a variety of sustainable design features in efforts to maximize conservation efforts. Finally, as further described in the accompanying TIS, the proposed development will support reduced congestion.

4.0 / Implementation & Interpretation

Section 4 of the PPS contains policy directions meant to guide how land use planning and development decisions are made. More specifically, this Section of the PPS contains policy directions which state how the PPS is to be applied in order to ensure that decisions affecting a planning matter are 'consistent with' the PPS.

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

Official plans shall identify provincial interest and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.'

As further described in Section 5.4 of this Report, the Mississauga Official Plan ('MOP') outlines the land use designations and policies applicable to the Subject Lands. The MOP, as amended, does not provide policy permissions that enable redevelopment of the Subject Lands to make better use of available land, resources and infrastructure. The corresponding Official Plan Amendment and Zoning By-law Amendment ('Amendments') seek to introduce site-specific permissions which will facilitate a high-quality, high-

density, compact, mixed-use, transit-supportive development that is permitted by Provincial policy and the Peel Regional Official Plan.

SUMMARY / CONFORMITY STATEMENT

The Provincial Policy Statement ('PPS'), 2020 outlines a series of guiding policies meant to direct land use planning and development across Ontario. As such, the PPS focuses on ensuring growth and development is directed to appropriate locations, with an emphasis on development occurring in areas well-served by transit and infrastructure while not adversely affecting protection of the natural environment.

The above analysis demonstrates that the proposed development conforms to the PPS by facilitating development, at an appropriate location, that will make better use of existing land, resources and infrastructure. It will also support energy conservation and addressing impacts from a changing climate. It is our opinion that the proposal and corresponding Amendments are consistent with the policies of the PPS.

5.2 / A PLACE TO GROW, 2020

A Place to Grow: Growth Plan for the Greater Golden Horseshoe ('A Place to Grow') was prepared and approved under the *Places to Grow Act, 2005* and updated on August 28, 2020. A Place to Grow builds on the policy foundations of the PPS, 2020 in order to respond to key challenges faced in the Greater Golden Horseshoe ('GGH') region. As such, it establishes a long-term framework for managing growth and development across the GGH up to the year 2051.

Overall, A Place to Grow encourages the efficient use of land through the development of complete communities that are compact, transit supportive and provide a range of housing and employment opportunities. An analysis of the policies applicable to the proposed development and how they have been addressed is provided below.

Section 2 / Where and How to Grow

Section 2 of A Place to Grow establishes the policy framework for how forecasted growth is to be managed. Overall, growth is to be directed to settlement areas which can support the achievement of complete communities. The following policies apply to redevelopment of the Subject Lands.

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

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

 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities;**
- c) within settlement areas, growth will be focused in:

 - i. delineated built-up areas;*
 - ii. strategic growth areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned.'**

In accordance with Schedule 2 of A Place to Grow, the Subject Lands are located within the delineated Built-Up Area of the City of Mississauga. Built-Up Area lands are areas where growth and development is forecasted to occur. Redevelopment of the Subject Lands, as contemplated, is supported as the proposal will provide for reinvestment of the Site and will facilitate development that is in an appropriate location, is serviced by existing municipal water and wastewater infrastructure, is serviced by existing and planned transit services and will support the achievement of Lakeview as a complete community.

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

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

 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails and other recreational facilities;**
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) integrate green infrastructure and appropriate low impact development.'*

The proposed development supports the achievement of complete communities by providing for a compact, high-density development that includes a mix of residential and retail / service and employment uses, located in proximity to local transit services. It will also further support the provision of a broad range of local employment opportunities and the provision of local stores and services to meet the daily needs of residents, visitors and the community.

Additionally, the proposal will provide for 1,070 new residential dwelling units of varying size and configurations in order to provide housing choice for households of varying size, incomes, life stages and lifestyle preferences. The provision of new apartment-style dwelling units, including the potential provision of purpose-built rental dwelling units and ownership units, will further support the range and mix of housing options available in the Lakeview community, while also supporting greater housing opportunities and facilitating the ability for residents to remain in their community.

Finally, the proposed development contemplates a high-quality, compact built form that will foster a vibrant public realm through architectural and urban design elements as well as active street frontages along Lakeshore Road East. A series of landscaped open spaces and a network of pedestrian pathways are to be provided, further enhancing the pedestrian experience and access to publicly-accessible open spaces.

2.2.4. Transit Corridors & Station Areas

A Place to Grow identifies a series of strategic growth areas, including transit corridors. Collectively, these strategic growth areas are to be the focus of accommodating intensification in higher density, mixed-use, compact forms. As a Site along Lakeshore Road East – a transit corridor, the following policies apply.

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

In accordance with A Place to Grow, the planned Lakeshore BRT network and existing surrounding bus routes operated by MiWay are considered to be frequent transit services. Given this, redevelopment of the Subject Lands, as contemplated, serves to implement the above-noted Provincial policy objectives for Transit Corridors by directing higher density, compact, mixed-use development to at an appropriate location, at an appropriate density. Furthermore, the proposed development will facilitate a mixing of uses in proximity to transit networks, active transportation networks as well as stores and services to meet daily needs.

2.2.5. Employment

'2.2.5.3 Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.'

'2.2.5.15. The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.'

The proposal contemplates intensification of underutilized lands and will introduce a range of non-residential uses, including but not limited to local retail, commercial and service-related uses. The proposed development supports the above-noted policy objectives by contemplating a compact, mixed-use development in proximity to transit services and active transportation networks. Furthermore, the proposal will support existing non-residential tenants to remain in the community and the achievement of Lakeview as a complete community.

SUMMARY / CONFORMITY STATEMENT

A Place to Grow, 2020 guides land use planning and development across Ontario. The above analysis demonstrates that the proposed development conforms to and serves to further implement the policies of A Place to Grow by facilitating contextually appropriate redevelopment on lands that are served by transit and active transportation networks. It will also provide for a range of residential and employment uses which are well-served by existing community services, parks and local businesses. Furthermore, the proposal and corresponding Amendments will provide for better utilization of land, resources and infrastructure in a manner that advances complete community objectives. It is our opinion that the proposal and corresponding Amendments serve to implement the applicable policies of A Place to Grow.

5.3 / PEEL REGIONAL OFFICIAL PLAN, 2021

The Peel Regional Official Plan ('ROP'), as amended, serves as Peel's long-term guiding document for how land use planning and growth is to be managed across the three (3) member municipalities (City of Mississauga, City of Brampton and Town of Caledon).

Overall, the ROP outlines strategies for managing growth and development across Peel up to the year 2031 in accordance with a Regional Structure (Schedule D). Schedule D designates the Subject Lands as 'Urban System' (see **Figure 5**).

'Urban System' is a high-level designation intended to accommodate the majority of growth in a manner that supports the ROP's Urban System goals. The Subject Lands' appropriate and desirable location for redevelopment is reaffirmed by its location within the Urban System and adjacent to Lakeshore Road East – an identified 'Other Rapid Transit Corridor' (Schedule G, Rapid Transit Corridors).

We note that the Region of Peel is presently completing a Municipal Comprehensive Review ('MCR', referred to as the 'Peel 2051+ initiative') process that will culminate in Regional Official Plan Amendments ('ROPAs') to ensure the ROP conforms to the 2051 planning horizon of Provincial Plans and implements key policy recommendations. We note that the Peel 2051+ initiative, as presented in the April 2022 Region of Peel Official Plan adopted by Peel Regional Council on April 28, 2022, currently contemplates the Subject Lands as being located along the Lakeshore Light Rail Transit ('LRT') network (Schedule F-1, Rapid Transit Corridors) to facilitate contextually appropriate growth and development to occur.

For the purpose of this Report, the September 2021 Office Consolidation of the ROP was reviewed and assessed. The following is a summary of the in-effect Regional policies applicable to the proposed development. The following analysis also demonstrates how the proposed Official Plan Amendment serves to better realize the Subject Lands' development potential and works to implement the ROP.

5.3 The Urban System

As demonstrated in **Figure 5** on the next page, the Subject Lands are located within the 'Urban System' component of the ROP. As such, the ROP directs that growth and development is permitted, and is to be directed to appropriate locations such as the Subject Lands. The following apply to redevelopment of the Subject Lands.

It is Regional objectives to:

'5.3.1.3 To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.'

'5.3.1.4 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.'

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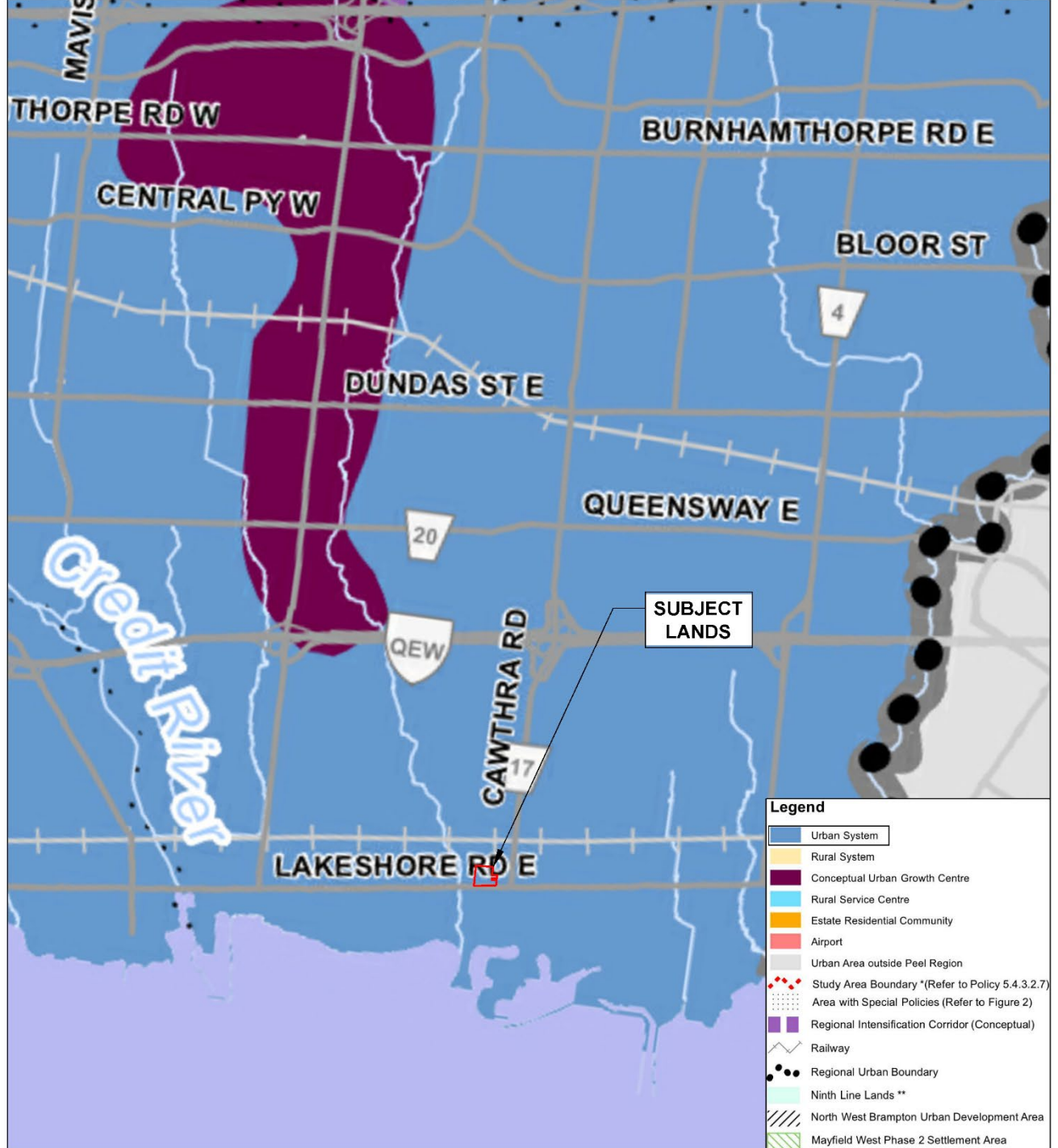


FIGURE 5
REGION OF PEEL OFFICIAL PLAN SCHEDULE
'D' REGIONAL STRUCTURE

579, 619 Lakeshore Road East & 1022, 1028 Caven Street,
City of Mississauga, Regional Municipality of Peel

LEGEND

 Subject Lands



Scale: N.T.S.
August 12, 2022

'5.3.1.5 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.'

'5.3.1.8 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.'

It is the policy of Regional Council to:

'5.3.2.1. Define the Urban System, as shown on Schedule D, to include: all lands within the 2031 Regional Urban Boundary including lands identified and protected as ...urban growth centres and the Hurontario Regional Intensification Corridor.'

'5.3.2.2. Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.'

'5.3.2.3. Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.'

The proposed development will contribute to achieving the above-noted Urban System objectives and policies by facilitating a high-density, compact, mixed-use, transit supportive and pedestrian-oriented development on underutilized lands in close proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living. Furthermore, the proposal will provide for a mixture of residential and non-residential uses in a compact form efficiently utilizing existing services. As further discussed in the accompanying Housing Report, the proposed mix of studio, one-bedroom and two-bedroom dwelling units will contribute to housing diversification while also providing housing choice for current and future households of varying size, income levels, life stages and lifestyle preferences.

5.5 Growth Management

The ROP directs that development and redevelopment is to occur in strategic locations through intensification. As lands within an Urban Growth Centre, along the Regional Intensification Corridor and within the Region's Built-Up Area, the following apply.

It is Regional objectives to:

'5.5.1.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.'

'5.5.1.5 To optimize the use of the existing and planned infrastructure and services.'

'5.5.1.6 To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.'

'5.5.3.1.1 To achieve compact and efficient urban forms.'

'5.5.3.1.2 To optimize the use of existing infrastructure and services.'

'5.5.3.1.3 To revitalize and / or enhance developed areas.'

'5.5.3.1.4 To intensify development on underutilized lands.'

'5.5.3.1.5 To reduce dependency on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments.'

'5.5.3.1.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.'

It is the policy of Regional Council to:

'5.5.2.1 Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services.'

'5.5.2.2 Direct a significant portion of new growth to the built-up areas of the community through intensification.'

'5.5.3.2.2 Facilitate and promote intensification.'

'5.5.3.2.3 Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.'

The proposal contemplates intensification of underutilized lands, at an appropriate location along a Rapid Transit Corridor. Furthermore, the proposed development has been planned and designed to facilitate a high-quality, compact, mixed-use development at a transit-supportive density. Overall, the proposal supports the above-noted Growth Management and Intensification objectives and policies by contemplating a compact, mixed-use, transit-supportive development in close proximity to transit services. This will contribute to the creation of Lakeview as a complete community where residents and visitors are provided safe, comfortable, convenient access to a range of travel modes and services.

5.9 Transportation System in Peel

The ROP directs that development and redevelopment is to be focused in strategic locations to support the Regional Transportation System. In accordance with Schedule G, Rapid Transit Corridors (Long Term Concept), the Subject Lands are located along a Rapid Transit Corridor. The following objectives and policies apply to redevelopment of the Subject Lands.

'5.9.5.1.4 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.'

'5.9.5.2.10 Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes.'

As stated above, the Subject Lands are located along Lakeshore – a recognized Rapid Transit Corridor and in proximity to numerous transit services. As such, the Site is well-served by existing and planned transit services as well as by active transportation networks. The proposed development and corresponding Amendments will serve to realize the development potential of the Subject Lands by facilitating a high-density, compact, mixed-use development that is transit-supportive, pedestrian-oriented and appropriately situated. Additionally, the proposed mixture of residential and non-residential uses on the same lot will compliment and enhance the existing range of services and destinations present in the Lakeview community, enabling residents to live, work, play and shop within the community or even the same building.

The proposal and corresponding Amendment affirm the Subject Lands are an appropriate and desirable location for intensification to occur and redevelopment as envisioned should be supported.

SUMMARY / CONFORMITY STATEMENT

The Peel Regional Official Plan ('ROP') guides land use planning and development across Peel. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the ROP, as amended, by providing for a high-quality, compact, mixed-use, transit-supportive and pedestrian-oriented development that facilitates intensification at an appropriate location, at an appropriate density. Furthermore, the proposed development will result in a built form that is consistent and compatible with the envisioned evolution of the Lakeview community as outlined by the Urban System, Growth Management and Transportation System policies. In our opinion, the proposed development and corresponding Amendments are in conformity with the applicable policies and objectives of the Peel Regional Official Plan.

5.4 / MISSISSAUGA OFFICIAL PLAN, 2021

The Mississauga Official Plan ('MOP'), as amended, was adopted by City Council in September 2010 and approved by the Region of Peel, with modifications, in September 2011. The MOP was appealed to the Ontario Municipal Board ('OMB', now Ontario Land Tribunal, 'OLT'), and was partially approved, save and except for those parts deferred or under appeal, in November 2012. Since this time, the MOP has been updated via a series of Tribunal Orders, approvals and Official Plan Amendments ('OPAs').

The in-effect MOP (October 2021) identifies where and how the City of Mississauga is to grow up to the year 2031 based on a City Structure (Schedule 1) comprised of seven (7) components. The Subject Lands are located within the Neighbourhood component of the City Structure. The Subject Lands are also located along Lakeshore Road East – an identified Corridor.

We note that the City of Mississauga is presently completing an Official Plan Review exercise, concurrently with the ongoing Peel 2051+ initiative, that will culminate in City-initiated Official Plan Amendments ('OPAs') to ensure the MOP conforms to the 2051 planning horizon of Provincial Plans, incorporates the outcomes of the Peel 2051+ initiative, and implements key policy recommendations arising from the completion of recent City initiatives and ongoing City initiatives such as the Lakeshore Connecting Communities Master Plan, the Lakeshore East Corridor Study and more.

The following is an analysis of the applicable in-effect MOP policies and an evaluation of how the proposed development and corresponding Official Plan Amendment serve to better implement Provincial and Regional policy.

5 / Direct Growth

Chapter 5 of the MOP establishes the policy framework for how growth is to be managed. Specifically, growth is to be directed to key components of the City Structure, including along key Corridors. Collectively, these areas which are to receive the majority of Mississauga's future growth are referred to as Intensification Areas. In accordance with Schedule 2, Intensification Areas, the Subject Lands are identified as being located along an Intensification Corridor. As such, the following apply.

'5.1.6. Mississauga encourages compact, mixed-use development that is transit supportive, in appropriate locations, to provide a range of local live / work opportunities.'

As a Site located along a Corridor, the Subject Lands are recognized as an appropriate location for growth to occur. The proposed development has been planned and designed to facilitate a compact, mixed-use, transit-supportive development that provides for a range and mixture of residential and non-residential uses to meet the needs of residents. This will contribute to the creation of Lakeview as a complete community where residents are able to live, work, play and shop within the community or even the same building.

5.3.5. Neighbourhoods

As demonstrated on Schedule 1 of the MOP, the City is comprised of various Neighbourhoods, each with its own identity. As a Site located with the Neighbourhood component of the City Structure, the following policies apply.

'5.3.5.2. Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed-use areas.'

'5.3.5.3. Where higher density uses are proposed, they should be located on sites along Corridors or in conjunction with exiting apartment sites or commercial centres.'

'5.3.5.4. Redevelopment of Mixed Use sites that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained after redevelopment.'

'5.3.5.5. Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan..'

'5.3.5.6. Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale..'

As a Site located along an Corridor and in accordance with Schedule 10, Land Use Designations (see Figure 6) on lands designated 'Mixed Use', the Subject Lands are recognized as an appropriate location for growth to occur. The proposed development has been planned and designed to facilitate a compact, mixed-use development that provides for a range and mixture of residential and non-residential uses to meet the needs of residents. We note that the non-residential uses contemplated will facilitate existing commercial tenants on the Site to remain in the community. Furthermore, the built form contemplated will provide for a high-quality, refined architectural design that will facilitate development that is complimentary to and compatible with the surrounding area. The proposal will enable a seamless integration with the surrounding community and provides for appropriate transition in terms of land use, built form, density and scale.

5.4 Corridors

A key organizing principle of the City is a network of Corridors. In accordance with Schedule 1c, Urban System – Corridors, Hurontario Street is identified as an Intensification Corridor. The following policies apply.

'5.4.3. Corridors that run through or abut the Downtown ...are encouraged to develop with mixed uses oriented toward the Corridor.'

'5.4.4. Development on Corridors should be compact, mixed use and transit-friendly and appropriate to the context of the surrounding Neighbourhood..'

'5.4.7. Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.'

'5.4.8. Corridors will be subject to a minimum building height of two storeys'

In accordance with Schedule 1c of the MOP, the Subject Lands are located along Lakeshore Road East – a recognized Corridor.

The proposed development supports the above-noted Corridor policy objectives by facilitating a high density, compact, mixed-use development at an appropriate location along a Corridor and at an appropriate density. Furthermore, the proposed development has been planned and designed to frame the street such that buildings open onto and address the public realm. The proposal also contemplates a pedestrian-oriented built form through the provision of a wide sidewalk zone along Lakeshore Road East, non-residential uses with direct pedestrian connections, a human-scale built form along Lakeshore Road East and a pedestrian mews between those structures along Lakeshore Road East to facilitate safe, comfortable and convenient access across the Site. Furthermore, Buildings 'C' and 'D', with heights of 6-storeys, conform to the 2-storey minimum building height requirement.

The Site's appropriate location for high density, compact, mixed-use, transit-supportive development is reinforced by the development objectives contained in the City's completed planning studies of the area including the Lakeshore Connecting Communities

Master Plan and the Lakeshore East Corridor Study. These initiatives are further discussed in Sections 5.5, 5.6 and 5.7, respectively, of this Report. For the reasons outlined above, it is our opinion that the proposed development conforms to the policy objectives for development along Corridors.

7/ Complete Communities

Chapter 7 of the MOP establishes the policy framework with regards to complete communities, housing, community infrastructure, cultural heritage and community character. The following apply.

'7.1.1. Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.'

The proposal supports the above-noted policy objectives through the provision of new dwelling units of varying sizes and configurations which will facilitate housing choice.

7.6. Distinct Identities

In terms of community character, the following apply.

'7.6.1.3. A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.'

'7.6.1.5. New development will be compatible with the physical, social and environmental attributes of the existing community.'

The Subject Lands are centrally located within the established Lakeview community. The proposed development has been planned and designed to provide for a high-quality, refined built form that integrates with and is complimentary to the established and evolving character of the Lakeview community. Specifically, the proposal provides for a development that is appropriate, desirable and maintains compatibility with the surrounding community.

9/ Build a Desirable Urban Form

Chapter 9 of the MOP establishes the City's built form policy framework. It is understood that the City's built form policies pertain to the physical layout and design of lands across the City. The following policies apply to redevelopment of the Subject Lands.

'9.1.5. Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.'

'9.1.11 A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.'

'9.1.13 Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.'

'9.1.15 New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.'

The proposed development has been planned and designed to further implement the City's urban form policy objectives. More specifically, the proposal implements the above-noted policy objectives through the introduction of high density, compact, mixed-use, transit-supportive, pedestrian-oriented development. Furthermore, the proposal has been positioned to encourage transit usage and active transportation, while also facilitating high-quality, refined built forms that are complimentary to and compatible with the character of the Cooksville community. Additionally, a range of sustainable building strategies are to be implemented as further described in the accompanying Low Impact Development ('LID') Features Letter.

9.3. Public Realm

Section 9.3 of the MOP contains the City's public realm policy directions. The following policies apply.

'9.3.1.8. The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.'

'9.3.3.2. Tall buildings have a greater presence on the skyline and are required to have the highest quality architecture.'

'9.3.5.4. Open spaces will be designed as places where people can socialize, recreate and appreciate the environment.'

'9.3.5.5. Private open space and / or amenity areas will be required for all development.'

'9.3.5.6. Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.'

'9.4.1.2. A transit and active transportation supportive urban form will be required in Intensification Areas and in appropriate locations along Corridors and encouraged throughout the rest of the city.'

'9.4.1.3. Development will support transit and active transportation by:

- a) locating buildings at the street edge, where appropriate;*
- b) requiring front doors that open to the public street;*
- c) ensuring active / animated building facades and high-quality architecture;*
- d) ensuring buildings respect the scale of the street;*
- e) ensuring appropriate massing for the context;*
- f) providing pedestrian safety and comfort; and*
- g) providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.'*

The proposed development supports the above-noted City's public realm policy objectives by providing for a high-quality, compact, mixed-use, transit-supportive and pedestrian-oriented built forms. This is achieved through the provision of built form that frames the

street edge, provides direct pedestrian connections to the public realm, provides cyclist amenities including secure bicycle parking spaces and a pedestrian-scaled development. Furthermore, the development has been planned and organized around a central landscaped courtyard, landscaped open spaces along the property lines and rooftop outdoor amenity areas.

We note that in accordance with the MOP, Buildings 'A' and 'B' are understood to be 'tall' buildings given the proposed building heights of 16 storeys. As demonstrated in the accompanying Conceptual Site Plan, the proposed development contemplates a mixture of low-rise and 'tall' built forms. In our opinion, this mixture of built form is appropriate and desirable. It will also facilitate an optimal site design that situates tall buildings in an appropriate manner.

We note that the City's Public Realm policy directions are further implemented by site development and building-related policy directions outlined in Section 9.5 of the MOP. Collectively, Policies 9.5.1.1 through 9.5.1.15 require developments to be compatible and integrate with the surrounding area. The proposal and corresponding Amendments will facilitate a high-quality, refined development that is compatible and integrates with the surrounding area.

11 / Land Use Designations

Chapter 11 of the MOP establishes the policy framework for how lands are to be used. More specifically, the MOP establishes policies based on sixteen (16) land use designations. As demonstrated in **Figure 6** on the next page, the Subject Lands are currently split designated 'Mixed Use' and 'Residential Medium Density'. In order to facilitate the proposal, the corresponding Official Plan Amendment seeks to redesignate a portion of the Site so that the Subject Lands in their entirety are designated 'Mixed Use'. In our opinion, the 'Mixed Use' designation is the most appropriate and will facilitate the proposal with site-specific permissions. The following policies apply.

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

- a) commercial parking facility;*
- b) financial institution;*
- c) funeral establishment;*
- d) makerspaces;*
- e) motor vehicle rental;*
- f) motor vehicle sales;*
- g) overnight accommodation;*
- h) personal service establishment;*
- i) post-secondary educational facility;*
- j) residential, in conjunction with other permitted uses;*
- k) restaurant;*
- l) retail store; and*
- m) secondary office.'*

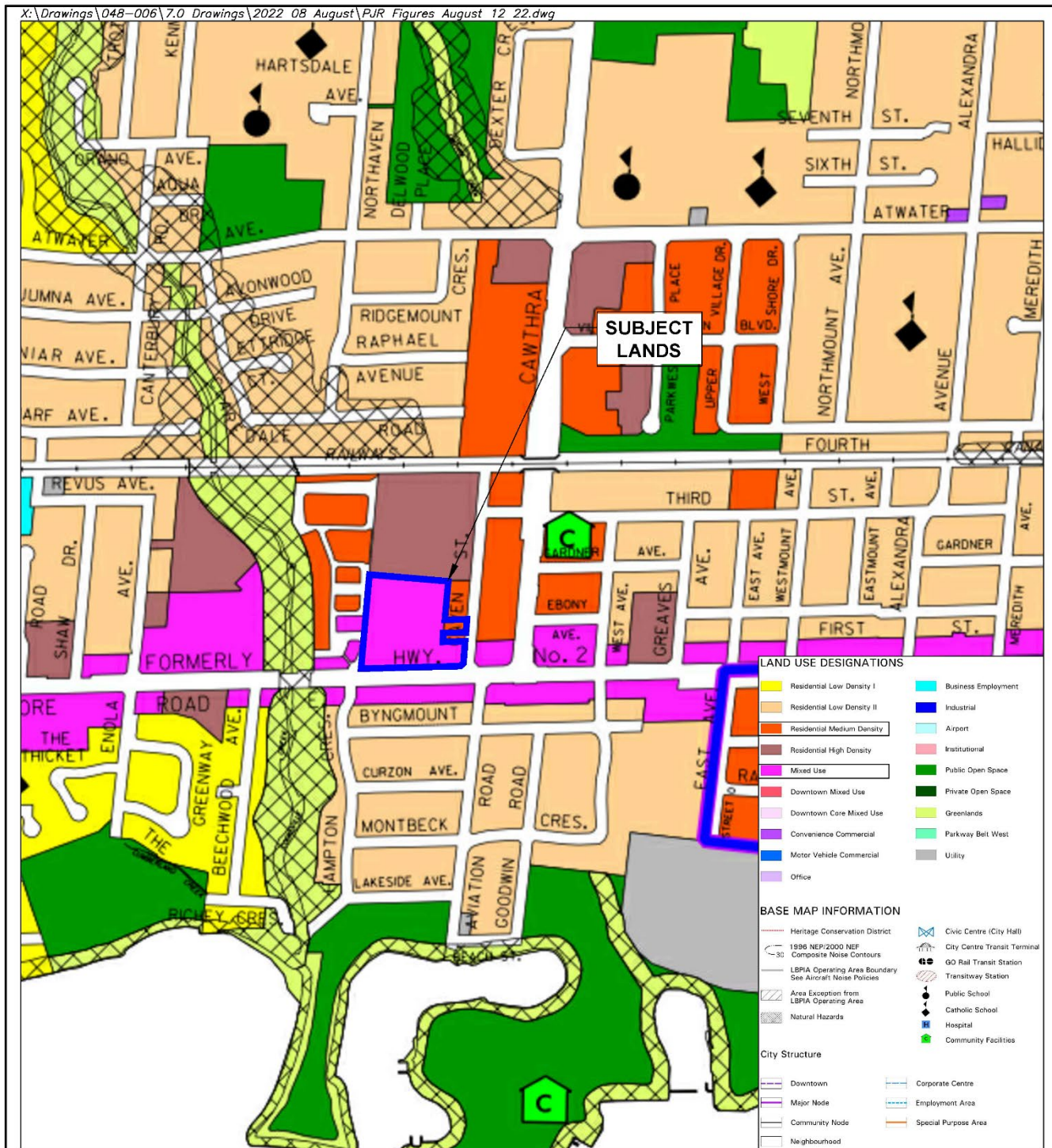


FIGURE 6
CITY OF MISSISSAUGA OFFICIAL PLAN
SCHEDULE '10' LAND USE DESIGNATIONS

579, 619 Lakeshore Road East & 1022, 1028 Caven Street,
City of Mississauga, Regional Municipality of Peel

LEGEND

Subject Lands



Scale: N.T.S.
August 12, 2022

'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 of Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses.'

The proposed development will provide for a mixture of high-quality, grade-related non-residential and residential uses that will meet the needs of current and future residents. This will support the achievement of Lakeview as a complete community where residents are able to live, work, play and shop within the community or even within the same building. The corresponding Amendment also seeks to introduce permissions for ground-related residential uses. Overall, the proposal represents an appropriate and desirable compact, mixed-use, transit-supportive and pedestrian-oriented development that advances the City's development and Mixed Use policy objectives. The appropriateness of the Site's 'Mixed Use' designation is reaffirmed by the recent policy initiatives that have been completed as well as the Site's location along Lakeshore Road East where higher order transit is to be provided. The proposed development and corresponding Official Plan Amendment have been planned and designed to further implement the above-noted Mixed Use policy objectives.

SUMMARY / CONFORMITY STATEMENT

The Mississauga Official Plan ('MOP'), as amended, guides land use planning and development across the City. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the MOP, as amended, by providing for a high-quality, compact, mixed-use, pedestrian-oriented and transit-supportive development that facilitates a range and mixture of residential and non-residential uses at an appropriate location and density. The proposal also directs better utilization of land, resources and infrastructure to facilitate a development that will contribute to Lakeview as a complete community and that is in proximity to transit networks, services and facilities. Furthermore, the proposed development will result in a built form that is consistent and compatible with the envisioned evolution of the Lakeview community. Therefore, the proposed development and corresponding Official Plan Amendment serve to better implement the applicable policies and objectives for 'Mixed Use' lands within the Lakeview community.

5.5 / LAKEVIEW LOCAL AREA PLAN, 2022

The Lakeview Local Area Plan ('Area Plan'), as amended, identifies the long-term framework for managing growth and development across the Lakeview community. The Area Plan further implements the policies of the MOP.

We note that the Area Plan was recently amended by Mississauga Official Plan Amendment 131 ('MOPA 131'). MOPA 131 is a City-initiated OPA to implement the findings of the City's Lakeshore East Corridor Study initiative. Overall, MOPA 131 modified policy permissions for lands along Lakeshore Road East, including the Subject Lands. We note that while MOPA 131 is under appeal, the applicable policy modifications have been reviewed and incorporated into this Report.

In accordance with Map 1 of the Area Plan, the Lakeview community is comprised of five (5) sub-areas or Precincts – the Lakeshore Corridor, Employment, North Residential Neighbourhood Precinct, Central Neighbourhood Precinct and South Residential Neighbourhood Precinct. Each Precinct has unique attributes and a distinct character. The Subject Lands are located within the Lakeshore Corridor Precinct and the South Residential Neighbourhood Precinct (see **Figure 7**).

The following is an analysis of the applicable Area Plan policies and an evaluation of how the proposed development conforms to these policies.

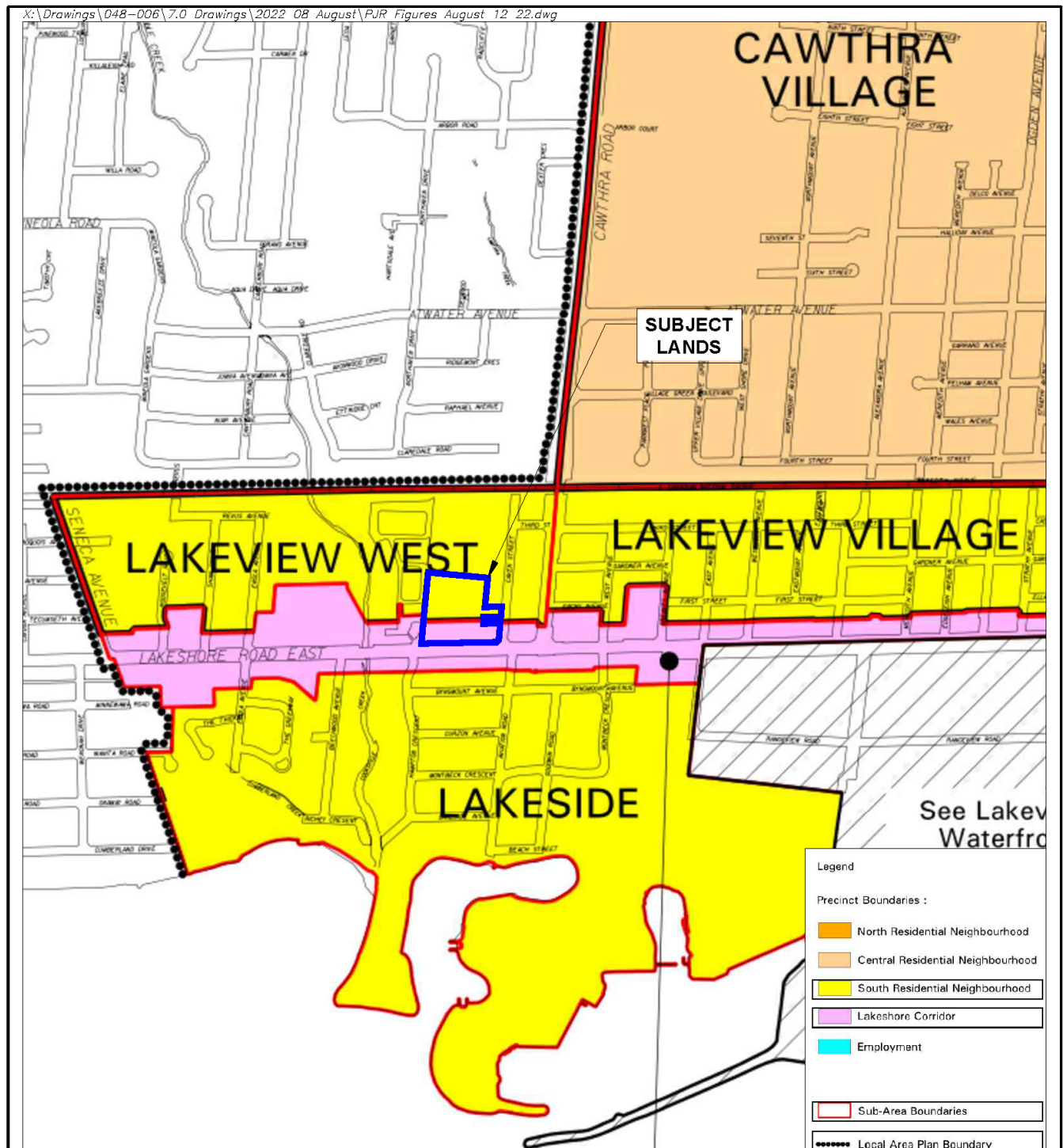


FIGURE 7

LAKEVIEW LOCAL AREA PLAN MAP 1

LOCAL AREA PLAN-PRECINCTS AND SUB-AREAS

579, 619 Lakeshore Road East & 1022, 1028 Caven Street,
City of Mississauga, Regional Municipality of Peel

LEGEND

☐ Subject Lands



Scale: N.T.S.
August 12, 2022

5 / Vision

Section 5 of the Area Plan establishes the policy framework for how growth and development is to be managed. The following sub-sections and policies apply.

5.1 GUIDING PRINCIPLES

Section 5.1 of the Area Plan establishes a series of six (6) Guiding Principles in order to direct how development and growth occurs. The following apply to redevelopment of the Subject Lands.

- 5.1.2. Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development.'*
- 5.1.3. Support complete communities through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities.'*
- 5.1.4. Promote community health by encouraging public transit, cycling, walking, and the active use of parks, open spaces, and community facilities.'*

The Subject Lands are an appropriate and desirable location for growth to occur given its location in proximity to existing and planned transit services along Lakeshore Road. The proposed development will facilitate contextually appropriate intensification through a compact, mixed use, transit-supportive and pedestrian-oriented built form that will introduce new residential and non-residential uses that contribute to

the achievement of Lakeview as a complete community. Additionally, the proposal will provide for a high-quality built form and refined architectural design that is complimentary to the existing and evolving character of the Lakeview community. It is our opinion that the proposed development has been planned and designed to implement the above-noted Guiding Principles of the Area Plan.

5.2 COMMUNITY CONCEPT

Section 5.2 of the Area Plan establishes where growth is to be directed, based on the MOP City Structure. Accordingly, Lakeview is recognized as containing three (3) City Structure components – Green System lands, Neighbourhood lands and Corridors. As stated above, the Subject Lands are located within both Neighbourhood and Corridor components.

Section 5.2.2 states that infill and development on Neighbourhood lands is permitted and is to ensure development is consistent with existing land uses in the surrounding area. The development vision for Neighbourhood lands is further refined based on the Area Plan's Precincts. The Subject Lands are partially located within the South Neighbourhood Precinct, and the Precinct's Lakeview Village sub-area. The Lakeview Village and other sub-areas within this Precinct are noted as containing a mixture of residential built forms, including apartment structures.

Section 5.2.3 states that in accordance with the MOP, there are a number of recognized Corridors that link the Neighbourhood areas of Lakeview. Lakeshore Road East is one such recognized Corridor. Overall, Section 5.2.3 states that mixed use development is encouraged to locate along Lakeshore Road East.

6 / Direct Growth

Section 6 of the Area Plan establishes the policy framework for how growth is to be managed. More specifically, the Area Plan directs that growth is to be directed to strategic locations within the Area Plan's Precincts. The following policies apply.

6.1 NEIGHBOURHOOD CHARACTER AREAS

'6.1.1. Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites.'

'6.1.3. Intensification will be sensitive to the existing character of the residential areas and the planned context.'

The proposal complies with the above-noted Neighbourhood policy objectives by facilitating a compact, intensification development that is situated along Lakeshore Road – a recognized Corridor. Additionally, the proposal will provide for a high-quality built form with a refined architectural design that will enable the development to be complimentary to and integrate with the existing and planned surrounding context.

6.2 LAKESHORE ROAD CORRIDOR

'6.2.1. Intensification will occur through infilling or redevelopment.'

'6.2.2. Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses.'

'6.2.3. Intensification will address matters such as:

- a) contribution to a complete community;*
- b) contribution to the mainstreet character;*
- c) respecting heritage; and*
- d) protecting views to the waterfront.'*

The Subject Lands are situated within the Lakeshore Road Corridor Precinct of the Area Plan. As such, the proposal complies with the above-noted policy objectives by facilitating a compact, mixed-use development that will provide for a mixture of residential and non-residential uses. This will contribute toward the achievement of Lakeview as a complete community. Additionally, the proposal will provide for a high-quality built form with a refined architectural design that will enable the development to be complimentary to the existing and planned surrounding context. Furthermore, the provision of grade-related, non-residential units with direct connections to the public sidewalk will contribute to Lakeshore as a vibrant, comfortable and enjoyable mainstreet. The proposal will also support the local retail area that is present along Lakeshore Road East. Finally, the proposed development will contribute to the provisions of views to the waterfront.

8 / Complete Communities

Section 8 of the Area Plan establishes the policy framework with regards to complete communities, housing, community infrastructure and community character. The following policies apply to redevelopment of the Subject Lands.

'8.4.1. Development within the Lakeshore Corridor will be encouraged to create a unique identity by providing distinctive architecture ...streetscape...'

'8.4.2. The distinct identity of the existing Neighbourhoods will be maintained by preserving the scale and character of the built environment.'

The proposed development has been planned and designed to facilitate redevelopment at an appropriate location along the Lakeshore Road East Corridor.

Additionally, the proposal has been planned and designed to provide for a high-quality, compact, mixed-use, attractive built form that integrates with the established and evolving character of the Lakeview community. Overall, the proposal provides for a built form that is appropriate, visually attractive and maintains compatibility and transition to the surrounding community.

9 / Multi-Modal City

Section 9 of the Area Plan establishes the City's transportation policy framework. The following policies apply.

'9.2.5. Development applications will be accompanied by transportation and traffic studies. Studies will address, among other things, strategies for limiting impacts on the transportation network, where appropriate, including measures such as:

- *reduced parking standards;*
- *transportation demand management;*
- *transit oriented development;*
- *pedestrian / cycling connections; and*
- *access management plan.'*

'9.4.1. For development in the Lakeshore Corridor, parking is encouraged to locate below-grade, or at the rear of the site.'

'9.4.2. Development with surface parking should be screened from adjacent streets and properties by using landscaping materials such as hedges, shrubs, trees and other structural materials.'

'9.4.5. Reduced parking requirements and maximum parking standards may be considered within the Lakeshore Corridor.'

'9.4.7. The City will encourage Transportation Demand Management measures, where appropriate, in the Lakeshore Corridor and as part of any significant redevelopment projects outside of the corridor.'

As stated throughout this Report, the Subject Lands are well-served by existing and planned transit networks as well as active transportation networks. As demonstrated in the accompanying Transportation Impact Study ('TIS'), the proposed reduced, shared parking standard is appropriate given the Site's proximity to transit services. To encourage the use of transit and active transportation networks, a series of Transportation Demand Management ('TDM') measures are recommended. Furthermore, as demonstrated on the accompanying Conceptual Site Plan, the proposed surface parking areas have been positioned at the rear of the structures, out of public view and will be sufficiently screened from the surrounding area by landscaping treatments. For the reasons outlined above, it is our opinion that the proposed development is consistent with the above-noted policy objectives.

10 / Desirable Urban Form

Section 10 of the Area Plan establishes the built form policy directions for the Lakeview community. It is understood that the City's built form policies pertain to the physical layout and design of lands, based on a property's location. As such, the following policies apply.

- '10.1.4.1. Lakeview West has potential for intensification, particularly on the lands east and west of Cooksville Creek. Development should, among other matters, address the following:*
 - a) ensure transition to Lakeshore Road East, adjacent stable residential neighbourhoods and Cooksville Creek;*
 - c) ensure larger sites are sub-divided with public roads and walkways.'*
- '10.2.3. Development will be encouraged to locate parking to the rear of buildings or underground.'*
- '10.2.4. Development fronting Lakeshore Road East will be two to eight storeys in height provided an appropriate transition to the adjacent context is maintained. Some sites will be permitted building heights greater than eight storeys in height as shown on Map 3.'*
- '10.2.6. Appropriate transition to adjacent low density residential will be required.'*

10.2.11. *To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items:*

- a) maintaining an appropriate average lot depth for mainstreet commercial;*
- b) buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage;*
- c) buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and*
- d) building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.'*

10.3.5. *Criteria for apartment development will include, among other things:*

- a) a minimum separation distance to ensure light and permeability;*
- b) a maximum floor plate to ensure minimal impact on residential areas; and*
- c) transition to adjacent lower built forms.'*

10.3.6. *Criteria for commercial development will include, among other things:*

- a) the height of buildings will be two to eight storeys provided an appropriate transition to the adjacent context is maintained;*
- b) transition to existing stable residential areas;*
- c) ensure the continuation of a mixed use community;'*

The proposed development supports the above-noted built form policy objectives by providing for a high-quality, compact built form that has been planned and designed to provide for an appropriate scale, transition and integration with the surrounding Lakeview community. Specifically, the proposed heights, built form and scale of development conforms to the development vision for larger lots in Lakeview, particularly for those lands along Lakeshore Road. The proposal contemplates a height of six (6) storeys along the Lakeshore Road East streetscape, with active grade-related, non-residential uses that open onto and address the public realm. An attractive, desirable, pedestrian-oriented environment will be provided along the Lakeshore Road East frontage.

Additionally, the proposal contemplates a high-quality, compact built form with a refined architectural design that provides for an appropriate scale, transition and integration with the surrounding community. This is to be achieved by positioning the proposed structures so that greater heights are appropriately situated toward the rear of the Site, human-scaled built forms along Lakeshore Road East and provision of sufficient building separation between structures on the lot.

SUMMARY / CONFORMITY STATEMENT

The Lakeview Local Area Plan ('Area Plan'), as amended, guides land use planning and development across the Lakeview community. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the Area Plan by providing for a high-quality, compact, mixed use development on a Site that is designated for growth to occur. The proposal directs better utilization of land, resources and infrastructure to facilitate a development that is at an appropriate location, at an appropriate density, will provide for greater housing choice, and is in front of existing and planned transit networks. Furthermore, the proposed development will facilitate a built form that is consistent and compatible with not only the surrounding community but also the development vision for this area as outlined in the Lakeshore Connecting Communities Master Plan and the ongoing Lakeshore East Corridor Study. Therefore, the proposed development and corresponding Amendment serve to implement the applicable policies and objectives for the Subject Lands within the South Residential Neighbourhood and Lakeshore Corridor Precincts of the Lakeview Local Area Plan.

5.6 / LAKESHORE EAST CORRIDOR STUDY

The Lakeshore East Corridor Study ('Study') was adopted in March 2022. The Study was undertaken as a City-initiated Planning Study to evaluate, assess and study the policy permissions for lands along the Lakeshore Road East corridor, between Seneca Avenue and the Etobicoke Creek. Specifically, the Study was undertaken to identify refinements to assist in managing how growth and development within the Study Area over the long-term.

Following extensive consultation with stakeholders and community members, a series of draft policy refinements were released. Ultimately, the Study culminated in Mississauga Official Plan Amendment 131 ('MOPA 131'). MOPA 131 was adopted in March 2022 and was subsequently appealed.

Of relevance to the Subject Lands, MOPA 131 increased the permissible building height of lands immediately adjacent to Lakeshore Road East to be between two (2) and eight (8) storeys, while the balance of the Subject Lands retained building height permissions of up to 14 storeys (Map 3, Lakeview Local Area Plan; see **Figure 8**).

In our opinion, the proposed development conforms to the development vision established by MOPA 131 for contextually appropriate intensification to occur. Furthermore, the proposed development will provide for a compact, mixed-use, refined built form along the Lakeshore Road East corridor that respects the permissible building height range of 2 to 8 storeys. Based on the above, it is our opinion that the proposed development and corresponding Amendments serve to further implement the Lakeshore East Corridor Study objectives.

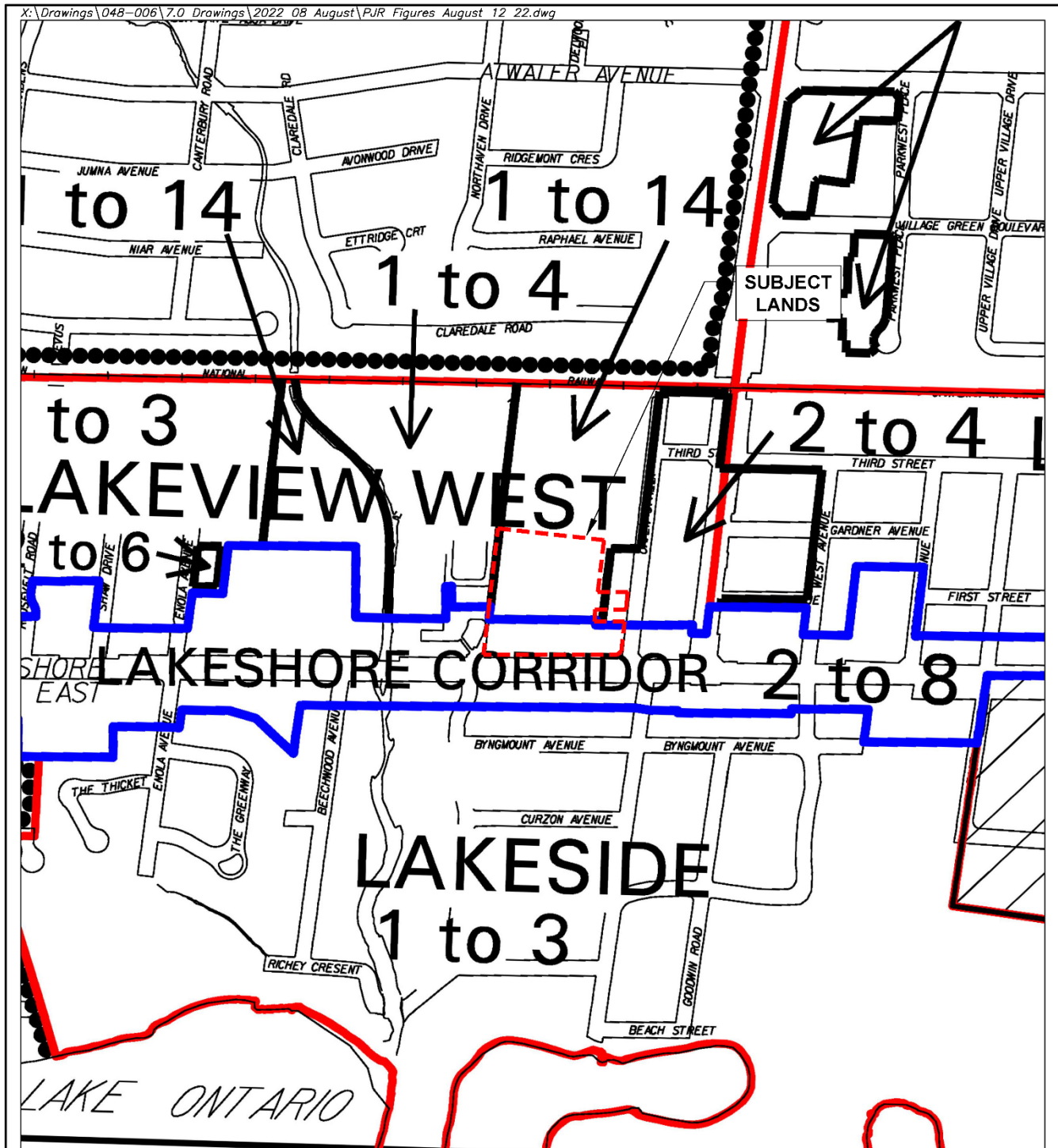


FIGURE 8
LAKEVIEW LOCAL AREA PLAN, MAP 3
HEIGHT LIMITS

579, 619 Lakeshore Road East & 1022, 1028 Caven Street,
City of Mississauga, Regional Municipality of Peel

LEGEND

Subject Lands



Scale: N.T.S.
August 12, 2022

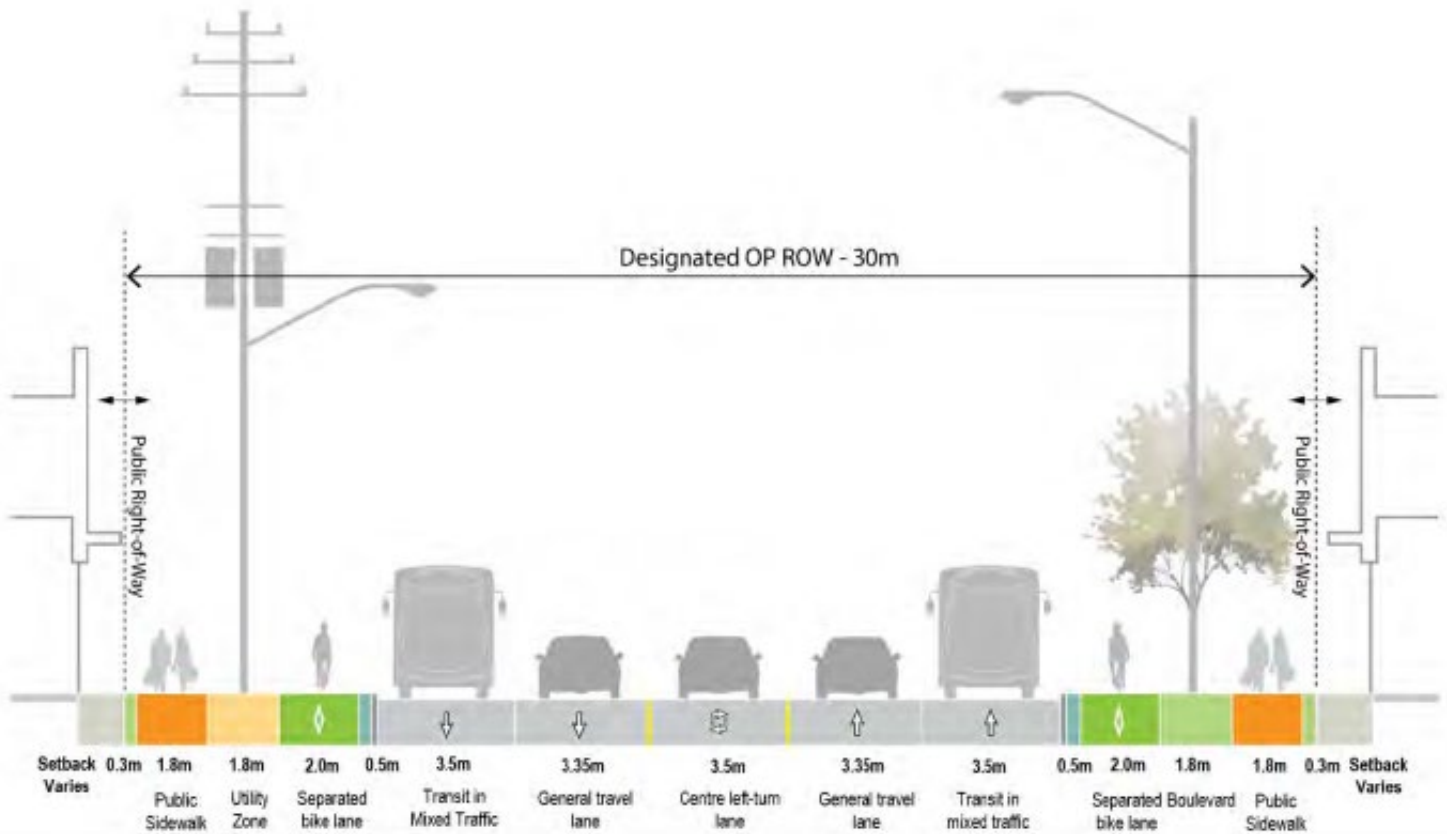
5.7 / LAKESHORE CONNECTING COMMUNITIES MASTER PLAN, 2019

The Lakeshore Connecting Communities Master Plan ('Master Plan') was adopted in June 2019. The Master Plan, while not an operative part of the MOP, provides policy objectives in order to guide redevelopment and further implement land use, urban design, public realm and transportation policies of the MOP. Specifically, the Master Plan provides design and policy directions to guide the long-term redevelopment of lands along a thirteen (13) kilometre segment of Lakeshore between Royal Windsor Drive and Southdown Road in a manner that facilitates higher density, compact, transit-supportive and pedestrian-oriented development in proximity to planned higher order transit services operating along Lakeshore.

Following extensive community and stakeholder consultation, the Master Plan outlined a series a design and policy directions to guide redevelopment of Lakeshore as a multi-modal complete street based on nine (9) Guiding Principles. These Principles are:

- Enhance connections to the waterfront;
- Create vibrant public spaces;
- Design for all ages and abilities;
- Promote prosperity for local businesses;
- Integrate transportation and land use;
- Move people safely and efficiently;
- Preserve the natural environment;
- Enhance main street features; and,
- Improve quality of life.

The above-noted Guiding Principles were utilized to identify a series of guiding design and policy objectives, organized by geographic areas or Segments. A total of seven (7) Segments were identified and a design and policy vision for each was identified based on each Segment's characteristics. The Subject Lands are identified as being located within Segment 6 of the Master Plan. Segment 6 lands are envisioned to accommodate a complete street corridor design that features Bus Rapid Transit lanes, vehicle travel lanes, dedicated cycling lanes and wide sidewalk zones on both sides of the corridor (see image on the next page). These sidewalk zones are envisioned to accommodate landscaping, street furniture, lighting and other amenities to facilitate a safe, comfortable and enjoyable environment for users. Furthermore, development occurring along Lakeshore and in proximity to Lakeshore is envisioned to support Lakeshore as a vibrant, multi-modal, mainstreet that contributes to Lakeview as a complete community.



Proposed Right-of-Way Segment 6 Option (extracted from Lakeshore Connecting Communities Final Report, prepared by HDR, dated May 2019)

The proposal provides for a compact, pedestrian-oriented and transit-supportive development that will support current and future transit ridership. As such, redevelopment of the Subject Lands, as contemplated, at the height and density proposed, is appropriate, desirable and will contribute to the creation of Lakeshore as a vibrant mainstreet that facilitates Lakeview as a complete community. The proposed development and corresponding Amendment represents an opportunity for the design and policy directions identified in the Master Plan to be implemented.

5.8 / ZONING

The City of Mississauga Zoning By-law 0225- 2007 ('By-law 0225 – 2007') currently split zones the Subject Lands as 'Mainstreet Commercial, Exception 14 (C4 – 14)' and 'Residential Multiple (Detached, Semi-Detached, Duplex and Triplex), Exception 6 (RM7 – 6)' (see **Figure 9**). Collectively, the current zoning does not permit the proposed development. A site-specific Zoning By-law Amendment ('ZBA') is requested to partially re-zone the Subject Lands and modify the C4 – 14 Zone.

A draft ZBA, presented as a draft Zoning By-law Table, with the requested site-specific provisions has been prepared and a copy is provided in **Appendix II** of this Report. More specifically, the ZBA seeks to introduce the following site-specific permissions to the proposed C4 Zone:

- To permit a site-specific density;
- To permit site-specific building envelope standards;
- To permit a site-specific parking standard; and,
- To permit a site-specific landscaping standard.

Table 3 on page 55 summarizes the proposed site-specific exceptions to the C4 Zone and the rationale for these exceptions.

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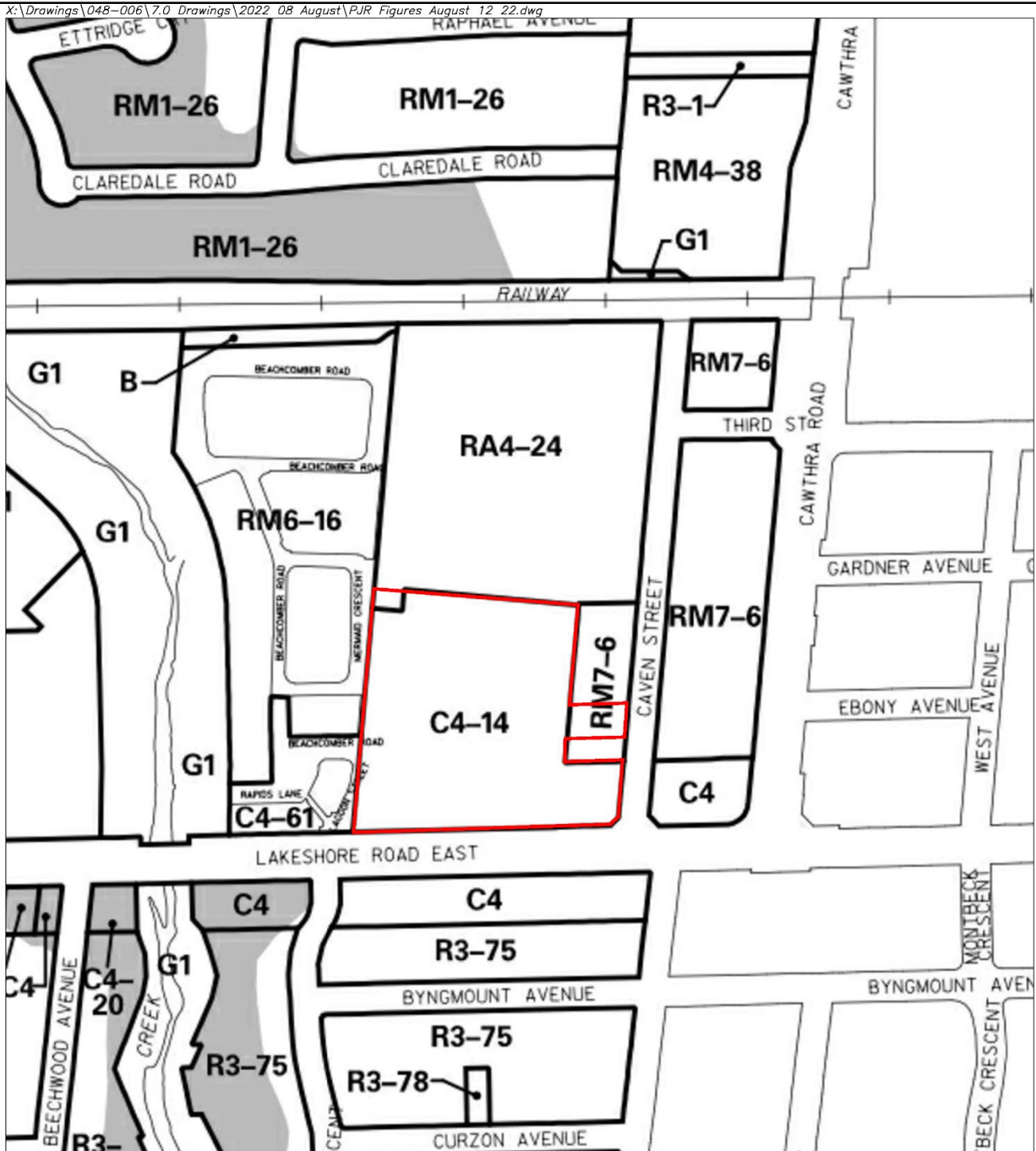


FIGURE 9
CITY OF MISSISSAUGA ZONING
BY-LAW 0225-2007

579, 619 Lakeshore Road East & 1022, 1028 Caven Street,
City of Mississauga, Regional Municipality of Peel

LEGEND

Subject Lands



Scale: N.T.S.
August 12, 2022

Table 3 / Summary of Requested C4 Exceptions & Rationale

| REQUESTED EXCEPTION | RATIONALE | REQUESTED EXCEPTION | RATIONALE |
|---|---|--|--|
| <i>Modified Building Envelope</i> | To implement the desired built form, while maintaining appropriate compatibility and transition to the surrounding Applewood community | | In efforts to accommodate the desired built form and sustainable building strategies, a site-specific landscaping standard is requested. The requested standard seeks to implement reduced landscape buffer widths in order to accommodate a safe, comfortable and attractive pedestrian environment that includes streetscaping and landscaped open spaces. The requested standard will also enable the provision of rooftop outdoor amenity areas and a large, central courtyard feature. As demonstrated on the accompanying Conceptual Landscape Plan, a variety of landscape enhancements are to be provided. These enhancements, coupled with the requested landscaping standard, will enable a development that is well-designed, appropriate and desirable |
| <i>Modified Parking Standard</i> | In order to implement the desired built form and range of complimentary uses, a site-specific shared parking standard is requested. As further demonstrated in the accompanying Transportation Impact Study ('TIS'), the requested shared parking standard is appropriate given the Site's proximity to transit services and active transportation networks. The requested parking standard is also capable of accommodating the proposed parking demands, will serve to further implement Council's direction to encourage developments which support increased transit ridership and sustainable modes and will facilitate an optimized site design | <i>Modified Landscaping Standard</i> | |

6 / SUMMARY & CONCLUSION

As outlined above, together with the supporting studies, the proposed development, associated Official Plan Amendment ('OPA') and associated Zoning By-law Amendment ('ZBA', collectively the 'Amendments'), represent an appropriate development for the Subject Lands that is in keeping with the policies and intent of the Peel Regional Official Plan and Mississauga Official Plan. Furthermore, based on the existing physical context and surrounding neighbourhood, a technical assessment of the proposal as well as an analysis of the proposal within the current policy and regulatory context of the Province, Region and City, we conclude the following:

1. The proposed Official Plan Amendment and Zoning By-law Amendment represent appropriate development on the Subject Lands given the existing use of the Site and surrounding context;
2. The proposal provides an appropriately designed and compatible redevelopment for the Lakeview community that will contribute to a compact, mixed-use, transit-supportive development, the provision of local employment opportunities, the provision of new housing options and the achievement of a complete community;
3. The proposed Amendments are consistent with the Provincial Policy Statement, 2020;
4. The proposal conforms to A Place to Grow: A Growth Plan for the Greater Golden Horseshoe, 2020;
5. The proposal conforms to the policy directions of the in-effect Peel Regional Official Plan;

6. The proposal can be adequately serviced by existing municipal services;
7. The proposed development will not create any adverse impacts to the existing uses or the surrounding area; and,
8. The proposal is in keeping with the character and planned context of Lakeview Neighbourhood, it provides an opportunity for intensification within the City's Built-Up Area and along a Corridor where intensification is to be directed. Additionally, the proposal upholds the overall City Structure set out in the Mississauga Official Plan and further implements the development objectives as identified by the Lakeshore Connecting Communities Master Plan and Lakeview Local Area Plan.

Accordingly, we conclude that the proposed Amendments are appropriate, represent good planning and implement the City, Regional and Provincial vision for the Subject Lands.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.



Stephanie Matveeva, MCIP, RPP
Associate

**Amendment No. XXX
to
Mississauga Official Plan**

The following text attached hereto constitute
Amendment No. XXX

PURPOSE

The purpose of this Amendment is to amend the Applewood Neighbourhood Character Area to include the Subject Lands as a Special Site.

LOCATION

The lands affected by this Amendment are located on the north side of Lakeshore Road East, west of Caven Street. The land is municipally addressed as 579, 619 Lakeshore Road East and 1022, 1028 Caven Street. The Subject Lands are located within the Lakeview Neighbourhood, as identified in the Mississauga Official Plan.

BASIS

The Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals at the Ontario Land Tribunal.

The Mississauga Official Plan ('MOP') contains a City Structure which outlines where growth ought to be encouraged and discouraged within the City. The City Structure is comprised of Intensification Areas and Non-Intensification Areas. Non-Intensification Areas include Neighbourhoods. Neighbourhoods are identified as appropriate locations for growth and intensification to occur, provided appropriate transitions to the surrounding community are provided. The Subject Lands are located along a Corridor where compact, mixed-use, transit supportive development is to be encouraged.

As per the in-effect Lakeview Local Area Plan policies, a maximum building height of eight storeys is permitted along Lakeshore Road East and a maximum height of fourteen storeys is permitted to the north. Density is not specified. The City requires that a Special

Site policy be added to the MOP for the proposed building height: this has been included in the enclosed implementing Official Plan Amendment.

The Subject Lands are currently split designated 'Mixed Use' and 'Residential Medium Density'. Permitted uses on the Subject Lands include commercial parking facility, financial institution, funeral establishment, markerspaces, motor vehicle rental, motor vehicle sales, overnight accommodation, personal service establishment, post-secondary educational facility, residential in conjunction with other permitted uses, restaurant, retail store and secondary office. All forms of townhouses are also permitted.

The Official Plan Amendment is required to redesignate the Subject Lands so the Site in its entirety is designated 'Mixed Use' and to revise the Lakeview Local Area Plan to add the Subject Lands as a Special Site. This proposed Special Site policy will permit a ground-related residential uses and a maximum building height of 16 storeys. Overall, the proposed Official Plan Amendment is to further implement City Council's direction as outlined in the Lakeshore Connecting Communities Master Plan and Lakeshore East Corridor Study. Collectively, these initiatives identify the Subject Lands as an appropriate and desirable location for compact, mixed-use, transit-supportive development to occur. The proposed Official Plan Amendment is acceptable from a planning perspective and should be approved for the reasons as follows:

1. The proposed development is consistent with the Provincial Policy Statement (2020) and conforms to and does not conflict with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). In addition, the proposed development will bring the Peel Regional Official Plan (2021) and the Mississauga Official Plan (2021) into consistency with the Provincial Policy Statement and into conformity with A Place to Grow. The proposed development represents reinvestment and intensification of an

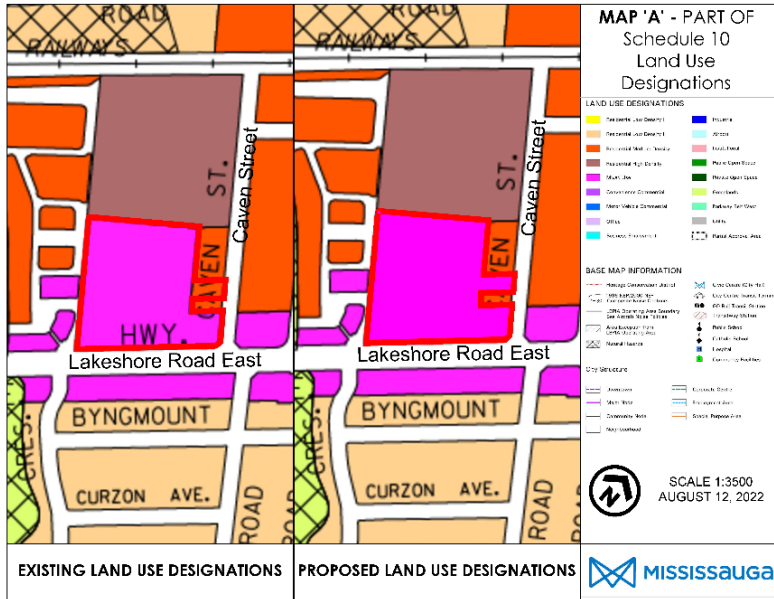
underutilized site and will better utilize transit infrastructure investments.

2. The Subject Lands are to be located within a comfortable 5-minute walking distance of higher order transit stops – including the planned Lakeshore Bus Rapid Transit network. Furthermore, the Subject Lands is located along a Corridor. As noted in A Place to Grow, the Peel Regional Official Plan and the Mississauga Official Plan, these are areas for intensification and compact, mixed-use development to occur. Transit-supportive development should be directed to these locations.
3. The proposed development will utilize existing servicing and future servicing can be provided in an efficient, cost-effective manner.
4. The proposal with heights of 6 and 16 storeys is a transit-supportive development on lands that are well-served by existing and future transit networks. The Site is also well-served by existing greenspace, active transportation networks and service and retail establishments in the surrounding area. Bringing additional residents and local employment opportunities to this otherwise underutilized parcel will bring families and households within comfortable walking distance to an abundance of services, facilities and amenities which will support the creation of Lakeview as a complete, walkable community.
5. The proposed development will improve and contribute to the Lakeshore streetscape by providing a human-scaled development situated close to the street, with a mixture of uses at-grade, directly accessible from the public sidewalk. This will enable an active, main street with high pedestrian activity.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

- Schedule 10 of the Mississauga Official Plan, is hereby amended by re-designating the Subject Lands in its entirety to 'Mixed Use'.

- Section 13.1, Special Site Policies, of the Lakeview Local Area Plan is hereby amended by adding the following:



13.1.XX The lands identified as Special Site X are located on the north side of Lakeshore Road East, west of Caven Street.

13.1.XX Notwithstanding the policies of this Plan, ground-related residential units shall be permitted.

13.1.XX Notwithstanding the policies of this Plan, an apartment building with a maximum height of 16 storeys will be permitted.

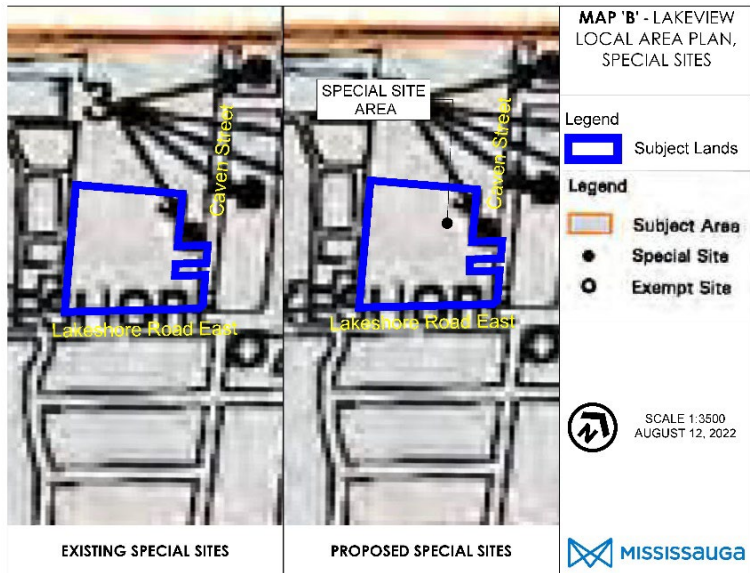
- Section 13 of the Lakeview Local Area Plan, is hereby amended by adding Special Site X to Figure 18, in accordance with the Special Site Policies.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, the 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 the Mississauga Official Plan dated October 21, 2021.



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

INTREPRETATION

The provisions of the 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.

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

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

AND WHEREAS, Regional Council passed By-law Number 1 – 2000 which exempted all Local Municipal Official Plan Amendments adopted by local Council 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. XXX, in his or her opinion the Amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desired to adopt certain amendments to the Mississauga Official Plan regarding a change to the Land Use Designation Schedule of the Mississauga Official Plan and to add a Special Site Policy within the Lakeview Local Area Plan;

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

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

ENACTED and PASSED this _____ day of
_____, 20XX.

Mayor

Clerk

APPENDIX II / Draft Zoning By-law Table

579, 619 Lakeshore Road East and 1022, 1028 Caven Street

City File: DARC 20-200

Type of Application: Zoning By-law Amendment

Please note: Nothing in this document precludes our ability to add and / or change provisions throughout the planning process. We reserve the right to review any final By-laws prior to approval.

NOTE: Notwithstanding the Section(s) outlined in 'Required Zoning Standard / Regulation', the standards shown under 'Proposed Zoning Standard / Regulation' shall apply

| BY-LAW SECTION | REGULATION | REQUIRED (C4 ZONE) | REQUESTED (C4-XX) |
|----------------|-----------------------------|--|---|
| 2.1.2 | Minimum Separation Distance | All buildings and structures containing a use in Table 2.1.2.1.1 – Minimum Separation Distance from Residential Zone, shall comply with the applicable minimum separation distance required | Delete lines 1.0 and 3.0 of Table 2.1.2.1.1 |
| 2.1.14 | Centreline Setbacks | Where a lot abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 – Centreline Setbacks [30 m ROW – 15.0 m + required yard / setback] | Delete provision |
| 2.1.30.1 | Rooftop Balcony | A rooftop balcony shall be set back 1.2 metres from all exterior edges of a building or structure | Delete provision – a rooftop balcony shall be permitted to be setback 0.0 metres from all exterior edges of a building or structure |
| 3.1.1.4.3 | Parking Space Width | The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.75 m where the length of one side of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0 m or less into the front and / or rear of the parking space | Provision met |

| BY-LAW SECTION | REGULATION | REQUIRED (C4 ZONE) | REQUESTED (C4-XX) |
|---------------------|-----------------------------------|--|--|
| 3.1.1.4.4 | Parking Space Width | The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.9 m where the length of both sides of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0 m or less into the front and / or rear of the parking space | Provision met |
| 3.1.1.4.5 | Accessible Parking Space Size | <p>Accessible parking spaces are to be provided in two sizes and maintain a 1.5 m wide access aisle abutting the entire length of each parking space:</p> <ul style="list-style-type: none"> (1) Type A shall have an unobstructed rectangular area with a minimum width of 3.4 m and a minimum length of 5.2 m; (2) Type B shall have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m. (3) An access aisle is required to abut each accessible parking space. Where two or more accessible parking spaces are required in accordance with the regulations contained in Table 3.1.3.1 of this By-law, the access aisle may be shared between the accessible parking spaces | Provision met |
| 3.1.1.5 | Aisles | The minimum aisle width shall be 7.0 m | Provision met |
| 3.1.2.1, 3.1.2.2 | Required Number of Parking Spaces | <p>For Condominium Apartment – Precinct 3: 1.0 resident spaces per dwelling unit; 0.20 visitor spaces per unit</p> <p>For Non-Residential Use – Precinct 3: Financial Institution – 4.0 spaces per 100 square metres GFA; Office – 2.0 spaces per 100 square metres GFA; Medical Office – 3.8 spaces per 100 square metres GFA; Personal Service Establishment – 4.0 spaces per 100 square metres GFA; Retail Store – 4.0 spaces per 100 square metres GFA; Restaurant – 3.0 spaces per 100 square metres GFA; and, Take-Out Restaurant – 3.0 spaces per 100 square metres GFA;</p> | Delete provision – a shared parking standard is to be provided, in accordance with the revised parking standards of By-law 0117-2022 |

| BY-LAW SECTION | REGULATION | REQUIRED (C4 ZONE) | REQUESTED (C4-XX) |
|----------------|--|---|--|
| | | Other Non-Residential Uses Not Specified – 5.4 spaces per 100 square metres GFA | |
| 3.1.3 | Required Accessible Parking Spaces | 1 accessible space plus 3% of the total parking spaces required | Provision met |
| 3.1.4.2 | Required Number of Loading Spaces for Office and / or Medical Office Buildings | Where the GFA for a Office and / or Medical Office use is less than or equal to 2,350 m ² – no loading spaces are required | Provision met |
| 3.1.4.3 | Required Number of Loading Spaces for Non-Residential Uses | Where the GFA-Non-residential of a building is greater than 2,350 m ² but less than or equal to 7,500 m ² – 2.0 loading space are required | Provision met |
| 3.1.4.5 | Required Number of Loading Spaces for Apartment | 1 loading space is required per apartment building containing a minimum of 30 dwelling units | Provision met |
| 6.2.1 | C4 – Permitted Uses | Retail Store less than or equal to 600 m ² GFA – non-residential Retail Store greater than 600 m ² GFA – non-residential Restaurant (NOTE: a Restaurant Use requires conformity to Minimum Separation Distances, Section 2.1.2 of the By-law) Take-Out Restaurant (NOTE: a Take-Out Restaurant Use requires conformity to Minimum Separation Distances, Section 2.1.2 of the By-law) Veterinary Clinic Animal Care Establishment Funeral Establishment ((NOTE: a Funeral Establishment Use requires conformity to Minimum Separation Distances, Section 2.1.2.2.2 of the By-law) Personal Service Establishment Commercial School Financial Institution Repair Establishment Beverage / Food Preparation Establishment Medical Office | Delete provision - permit dwelling units in stand-alone residential buildings. The non-residential uses permitted in the C4 Zone shall also be permitted as accessory to an Apartment. |

| BY-LAW SECTION | REGULATION | REQUIRED (C4 ZONE) | REQUESTED (C4-XX) |
|----------------|-----------------------|---|-------------------|
| | | Office Overnight Accommodation Recreational Establishment Entertainment Establishment Private Club University / College Parking Lot Apartment Dwelling Unit located above the first storey of a commercial building | |
| 6.2.1 | C4 – Zone Regulations | <i>Minimum Front Yard</i> | |
| 6.2.1 | C4 – Zone Regulations | Minimum front yard – 0.0 m | Provision met |
| 6.2.1 | C4 – Zone Regulations | Maximum front yard – 3.0 m | Provision met |
| 6.2.1 | C4 – Zone Regulations | <i>Minimum Exterior Side Yard</i> | |
| 6.2.1 | C4 – Zone Regulations | Minimum exterior side yard – 0.0 m | Provision met |
| 6.2.1 | C4 – Zone Regulations | Maximum exterior side yard – 3.0 m | Provision met |
| 6.2.1 | C4 – Zone Regulations | <i>Minimum Interior Side Yard</i> | |
| 6.2.1 | C4 – Zone Regulations | Lot abutting a Residential Zone – 4.5 m | Provision met |
| 6.2.1 | C4 – Zone Regulations | Lot abutting Institutional, Office, Downtown Core, Employment, Buffer or Utility Zone – 3.0 m | Not Applicable |
| 6.2.1 | C4 – Zone Regulations | Lot abutting a C4 Zone – 0.0 m | Not Applicable |

| BY-LAW SECTION | REGULATION | REQUIRED (C4 ZONE) | REQUESTED (C4-XX) |
|----------------|-----------------------|---|--|
| 6.2.1 | C4 – Zone Regulations | Lot abutting a C1 to C3, or C5 Zone – 1.5 m | Not Applicable |
| 6.2.1 | C4 – Zone Regulations | Lot abutting any other Zone – 4.5 m | Not Applicable |
| 6.2.1 | C4 – Zone Regulations | <i>Minimum Rear Yard</i> | |
| 6.2.1 | C4 – Zone Regulations | Lot abutting a Residential Zone – 4.5 m | Provision met |
| 6.2.1 | C4 – Zone Regulations | Lot abutting Institutional, Office, Downtown Core, Employment, Buffer or Utility Zone – 3.0 m | Not Applicable |
| 6.2.1 | C4 – Zone Regulations | Lot abutting a C4 Zone – 0.0 m | Provision met |
| 6.2.1 | C4 – Zone Regulations | Lot abutting a C1 to C3, or C5 Zone – 1.5 m | Not Applicable |
| 6.2.1 | C4 – Zone Regulations | Lot abutting any other Zone – 4.5 m | Not Applicable |
| 6.2.1 | C4 – Zone Regulations | Maximum Height (Flat Roof) – 12.5 m and 3 storeys | Delete provision – permit building heights in accordance with Schedule 'B' |
| 6.2.1 | C4 – Zone Regulations | <i>Minimum Landscaped Buffer</i> | |
| 6.2.1 | C4 – Zone Regulations | Minimum depth of landscaped buffer measured from a lot line that is a street line – 0.0 m | Provision met |
| 6.2.1 | C4 – Zone Regulations | Minimum depth of landscaped buffer measured from a lot line where the lot line abuts an Institutional, Office, Downtown Core, Employment, Buffer or Utility Zone, or any combination of zones thereof – 3.0 m | Not Applicable |

| BY-LAW SECTION | REGULATION | REQUIRED (C4 ZONE) | REQUESTED (C4-XX) |
|----------------|-----------------------|--|--|
| 6.2.1 | C4 – Zone Regulations | Minimum depth of a landscaped buffer measured from the lot line of a Commercial Zone that abuts another Commercial Zone – 0.0 m where abutting a C4 zone | Provision met |
| 6.2.1 | C4 – Zone Regulations | Minimum depth of a landscaped buffer measured from any other lot line – 4.5 m | Delete provision – a landscape buffer width of 3.0 metres is requested |
| 6.2.1 | C4 – Zone Regulations | Parking and loading spaces shall not be located between a streetwall and a lot line that is a street line | Provision met |
| 6.2.1 | C4 – Zone Regulations | Maximum length of a building streetwall on the first storey that may be used for accessing residential uses located above the first storey – 25% | Delete provision – no maximum length of a building streetwall is requested |
| 6.2.1 | C4 – Zone Regulations | Maximum length of a building streetwall that may be set back beyond the maximum front and maximum exterior side yard – 30% | Delete provision - no maximum length of a building streetwall is requested |
| 6.2.1 | C4 – Zone Regulations | The main front entrance for commercial uses located on the first storey shall be located in the streetwall on the first storey | Provision met |

