



MISSISSAUGA

NOTICE OF PASSING OF AN OFFICIAL PLAN AMENDMENT AND A ZONING BY-LAW

DATE OF NOTICE	July 06, 2023	
OPA NUMBER	OPA 160 (By-law 0115-2023)	
ZONING BY-LAW NUMBER	0116-2023	
DATE PASSED BY COUNCIL	June 28, 2023	
LAST DATE TO FILE APPEAL	July 26, 2023	
FILE NUMBER	OZ-OPA 22-13	Ward #1
APPLICANT	Urban Strategies Inc.	
PROPERTY LOCATION	Northeast corner of Lakeshore Road East and Cherriebell Road, in the City of Mississauga. The subject lands are located in the Lakeview Neighbourhood Character Area, as identified in Mississauga Official Plan.	

TAKE NOTICE that on June 28, 2023 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA #160 and Zoning By-law, under Section 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13, as amended. Council has considered the written and oral submissions from the public on this matter.

THE PURPOSE AND EFFECT of the Official Plan Amendment is to change the land use designation of the subject lands from Mixed Use to Residential High Density and to amend the Lakeview Local Area Plan Height Limit Map to permit an eight storey apartment dwelling with ground floor commercial space.

The purpose of the Zoning By-law is to permit an eight storey apartment with commercial uses on the ground floor. This By-law amends the zoning of the property outlined on the attached Schedule "A" from "C4" (Mainstreet Commercial) to "H RA2 63" (Apartments - Exception with a Holding Provision). A description of the lands to which the By-law applies and/or a key map showing the location of the lands to which the By-law applies are attached.

The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 160 is in full force and effect.

The proposed official plan amendment is exempt from approval by the Regional Municipality of Peel. The decision of Council is final if a Notice of Appeal is not received on or before the last date of appeal noted above.

IF YOU WISH TO APPEAL to the Ontario Land Tribunal, a copy of an appeal form is available from the OLT website at <https://olt.gov.on.ca/>. An appeal may be filed in person, by email: city.clerk@mississauga.ca, by registered mail or courier addressed to the Clerk of the City of Mississauga, Attention: Diana Rusnov, 300 City Centre Drive, 2nd Floor, Mississauga, Ontario L5B 3C1 no later than **July 26, 2023**. **An appeal received by email will be accepted once the appeal fees are received.**

Only individuals, corporations and public bodies may appeal a by-law to the Ontario Land Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment and/or by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the City of Mississauga Council or, in the opinion of the Ontario Land Tribunal, there are reasonable grounds to add the person or public body as a party.

The Notice of Appeal must:

- 1) set out reasons for the appeal;
- 2) be accompanied by the fee prescribed under the *Ontario Land Tribunal Act* in the amount of \$1,100.00 per application, payable by certified cheque or money order to the Minister of Finance. A copy of the Ontario Land Tribunal Fee Schedule may be found at <https://olt.gov.on.ca/appeals-process/fee-chart/>
- 3) be accompanied by a fee in the amount of \$310.00 per application, payable to the City of Mississauga.

MORE INFORMATION: A copy of the Official Plan Amendment and Zoning By-law in their entirety can be found at www.mississauga.ca/portal/cityhall/publicnotices or from **David Ferro** of the City of Mississauga, Planning and Building Department at (905) 615-3200 X 4554.

Sacha Smith,
Manager and Deputy Clerk
Secretariat and Access & Privacy
300 City Centre Drive Mississauga ON L5B 3C1



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0116-2023

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

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

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

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

4.15.3.63	Exception: RA2-63	Map # 05	By-law:
In a RA2-63 zone the permitted uses and applicable regulations shall be as specified for a RA2 zone except that the following uses/regulations shall apply:			
Additional Permitted Use			
4.15.3.63.1	(1)	Uses permitted in a C4 zone as contained in Table 6.2.1 of this By-law	
Regulations			
4.15.3.63.2	The provisions contained in Table 2.1.2.1.1, Subsections 2.1.14 and 2.1.30, and the regulations of Lines 15.1, 15.2, 15.3 and 15.6 contained in Table 4.15.1 of the By-law shall not apply		
4.15.3.63.3	Maximum floor space index - apartment zone		3.3
4.15.3.63.4	Minimum gross floor area - non-residential		415 m ²
4.15.3.63.5	Notwithstanding any other provisions of this By-law, the calculation of height for apartment, long-term care and retirement buildings , shall be exclusive of an enclosed rooftop amenity area , mechanical penthouse or architectural appurtenances such as mechanical equipment, elevator machine rooms, telecommunication equipment and enclosures, parapets, turrets, cupolas and elevator and stair enclosures, located on the roof of a dwelling provided that the maximum height of the top of such elements is no higher than 4.5 m above the height limit otherwise applicable		
4.15.3.63.6	Notwithstanding Sentence 4.15.3.63.13 of this Exception, a porch inclusive of stairs shall be permitted within the required setback from a building or structure to the lot line abutting Cherriebell Road		

4.15.3.63	Exception: RA2-63	Map # 05	By-law:
4.15.3.63.7	Notwithstanding Sentence 4.15.3.63.13 of this Exception, maximum projection of a balcony measured from the outermost face or faces of the building from which the balcony projects		1.8 m
4.15.3.63.8	Minimum number of parking spaces per dwelling unit		0.9
4.15.3.63.9	Minimum number of parking spaces per 100 m ² of gross floor area - non-residential for uses contained in Sentence 4.15.3.63.1 of this Exception, except for a restaurant with a gross floor area - non-residential greater than 220 m ²		3.0
4.15.3.63.10	For the visitor component, a shared parking arrangement may be used for the calculation of required residential visitor/non-residential parking in accordance with the following: the greater of 0.2 visitor parking spaces per dwelling unit or Parking required for all non-residential uses except for restaurant over 220 m ² gross floor area - non-residential Parking for restaurant over 220 m ² gross floor area - non-residential shall not be included in the above shared parking arrangement and shall be provided in accordance with applicable regulations contained in Table 3.1.2.2 of this By-law		
4.15.3.63.11	Minimum number of loading spaces to be provided for residential and non-residential uses		1
4.15.3.63.12	Minimum depth of a landscaped buffer abutting a lot line that is abutting lands with a Residential Zone		4.5 m
4.15.3.63.13	All site development plans shall comply with Schedule RA2-63 of this Exception		
Holding Provision			
<p>The holding symbol H is to be removed from the whole or any part of the lands zoned H-RA2-63 by further amendment to Map 05 of Schedule B contained in Part 13 of this By-law, as amended, upon satisfaction of the following requirements:</p> <ol style="list-style-type: none"> (1) delivery of an executed Development Agreement in a form and on terms satisfactory to The Corporation of the City of Mississauga ("City"); (2) submission of an updated Functional Servicing Report, Traffic Impact Study and Noise Study to the satisfaction of the City's Transportation and Works Department; (3) satisfactory arrangements with the Region of Peel or its successor with respect to waste collection; (4) satisfactory submission of required environmental reliance letters; (5) satisfactory arrangements with the City's Planning and Building Department regarding the affordable housing contribution. 			

2. Map Number 05 of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "C4" to "H-RA2-63", the zoning of Part of Lot 5, Concession 2, South of Dundas Street, in the City of Mississauga, PROVIDED HOWEVER THAT the "H-RA2-63" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the "H-RA2-63" zoning indicated thereon.
3. This By-law shall not come into force until Mississauga Official Plan Amendment Number 160 is in full force and effect.

ENACTED and PASSED this 28th day of June, 2023.

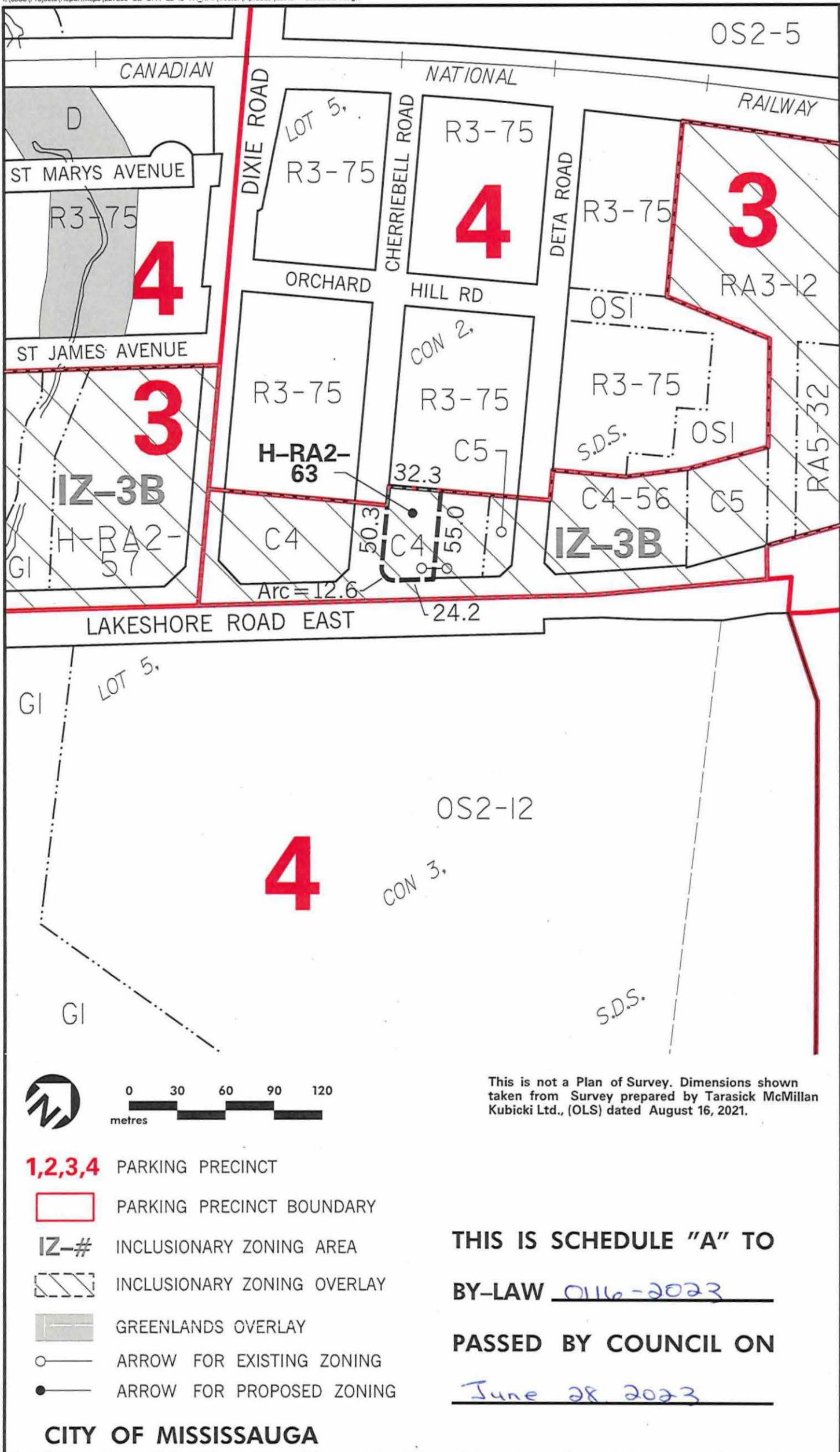


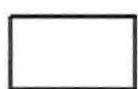
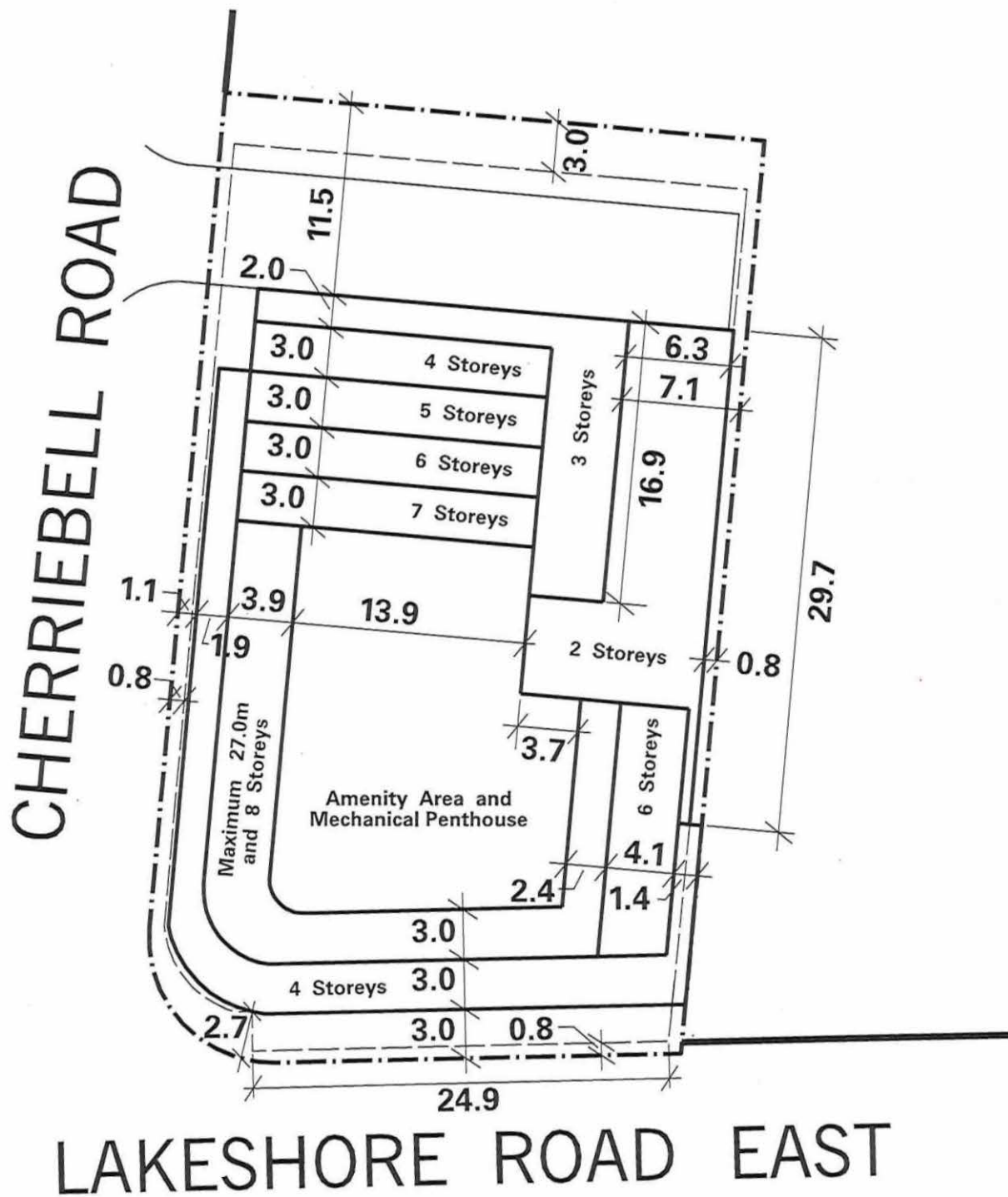
MAYOR



CLERK

Approved by Legal Services City Solicitor City of Mississauga
MEM
Michal Minkowski
Date: June 15, 2023
File: OZ-OPA 22-013 W1





BUILDABLE AREA



ZONE BOUNDARY



LIMIT OF UNDERGROUND PARKING



Note:
All measurements are in metres
and are minimum setbacks,
unless otherwise noted.

All heights in storeys are
maximums.

This is not a Plan of Survey.

THIS IS SCHEDULE "RA2-63"

AS ATTACHED TO BY-LAW 0116-2023

PASSED BY COUNCIL ON June 28, 2023

APPENDIX "A" TO BY-LAW NUMBER 0116-2023

Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to permit an eight storey apartment with commercial uses on the ground floor.

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "C4" (Mainstreet Commercial) to "H-RA2-63" (Apartments - Exception with a Holding Provision).

"C4" permits a combination of commercial and residential uses.

Upon removal of the "H" provision, the "RA2-63" zone will permit an eight storey apartment with specific regulations for yards, setbacks and parking.

Location of Lands Affected

Northeast corner of Lakeshore Road East and Cherriebell Road, in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from David Ferro of the City Planning and Building Department at 905-615-3200 ext. 4554.

<http://teamsites.mississauga.ca/sites/18/Bylaws/OZ-OPA 22-13 W1.by-law.df.jmcc.docx>



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0115-2023

A by-law to Adopt Mississauga Official Plan Amendment No. 160

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

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing 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 councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 160, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a change in land use designation from Mixed Use to Residential High Density and a change in height permissions from two to four storeys to two to eight storeys within the Lakeview Neighbourhood Character Area;

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

1. The document attached hereto, constituting Amendment No. 160 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 28th day of June, 2023.



MAYOR



CLERK

Approved by Legal Services City Solicitor City of Mississauga
MEM
Michal Minkowski
Date: June 15, 2023
File: OZ-OPA 22-013 W1

Amendment No. 160

to

Mississauga Official Plan

By-law No. 0115-2023

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AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 160, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

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

1. The document attached hereto, constituting Amendment No. 160 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 28th day of June, 2023.

Signed Bonnie Courbine
MAYOR

Signed [Signature]
CLERK

Amendment No. 160
to
Mississauga Official Plan

The following text and Maps "A" and "B" attached constitute Amendment No. 160.

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

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

Appendix II is a copy of the Planning and Building Department report dated May 19, 2023, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to change the land use designation of the subject lands from Mixed Use to Residential High Density and to amend the Lakeview Local Area Plan Height Limits Map to permit an eight storey apartment dwelling with ground floor commercial space.

LOCATION

The lands affected by this Amendment are located at the northeast corner of Lakeshore Road East and Cherriebell Road. The subject lands are located in the Lakeview Neighbourhood Character Area, as identified in Mississauga Official Plan.

BASIS

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

The subject lands are designated Mixed Use which permits a combination of residential and commercial uses. Building heights are limited to between two and four storeys, as permitted by the Lakeview Local Area Plan Height Limits Map. An amendment to permit a height of two to eight storeys for the subject lands was approved by Council but is under appeal.

An Official Plan Amendment is required to change the land use designation from Mixed Use to Residential High Density, in order to permit an eight storey apartment dwelling with ground floor commercial. In addition, an amendment to the Lakeview Local Area Plan Height Limits Map is required to permit a height of two to eight storeys.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal represents an appropriate infill development along the Lakeshore Corridor that adheres to the applicable Lakeview Local Area Plan and Built Form Standards regarding compatibility of new development within existing neighbourhoods.
2. The subject site is located within a Major Transit Station Area (MTSA) associated with the future Lakeshore Corridor Bus Rapid Transit (BRT) and the proposal is supportive of the transit directive of the corridor.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designation of the subject lands from Mixed Use to Residential High Density, as shown on Map "A" of this Amendment.
2. Map 3 of Lakeview Local Area Plan Height Limits, of the Lakeview Local Area Plan, within Mississauga Official Plan, is hereby amended by changing the height permission for the subject lands which was approved by Council as two to eight storeys (under appeal), from two to four storeys to two to eight storeys as shown on Map "B" of this Amendment.

IMPLEMENTATION

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

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated March 3, 2023.

INTERPRETATION

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

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

4/24/2023
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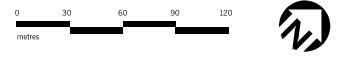
- LAND USE DESIGNATIONS**
- | | |
|----------------------------|---------------------|
| Residential Low Density I | Business Employment |
| Residential Low Density II | Industrial |
| Residential Medium Density | Airport |
| Residential High Density | Institutional |
| Mixed Use | Public Open Space |
| Downtown Mixed Use | Private Open Space |
| Convenience Commercial | Greenlands |
| Motor Vehicle Commercial | Parkway Belt West |
| Office | Utility |

- BASE MAP INFORMATION**
- | | |
|---|------------------------------|
| Heritage Conservation District | Civic Centre (City Hall) |
| 1996 NEP/2000 NEF Composite Noise Contours | City Centre Transit Terminal |
| LBPIA Operating Area Boundary See Aircraft Noise Policies | GO Rail Transit Station |
| Area Exempt from LBPIA Operating Area | Public School |
| Natural Hazards | Catholic School |
| | Hospital |
| | Community Facilities |

- City Structure**
- | | |
|----------------|----------------------|
| Downtown | Corporate Centre |
| Major Node | Employment Area |
| Community Node | Special Purpose Area |
| Neighbourhood | |

- AREA OF AMENDMENT
- FROM:
- MIXED USE
- TO:
- RESIDENTIAL HIGH DENSITY

The information on this schedule reflects Council adopted amendments. Areas of this schedule are under appeal. For in effect mapping information refer to the Consolidation Tables and MOPA document.

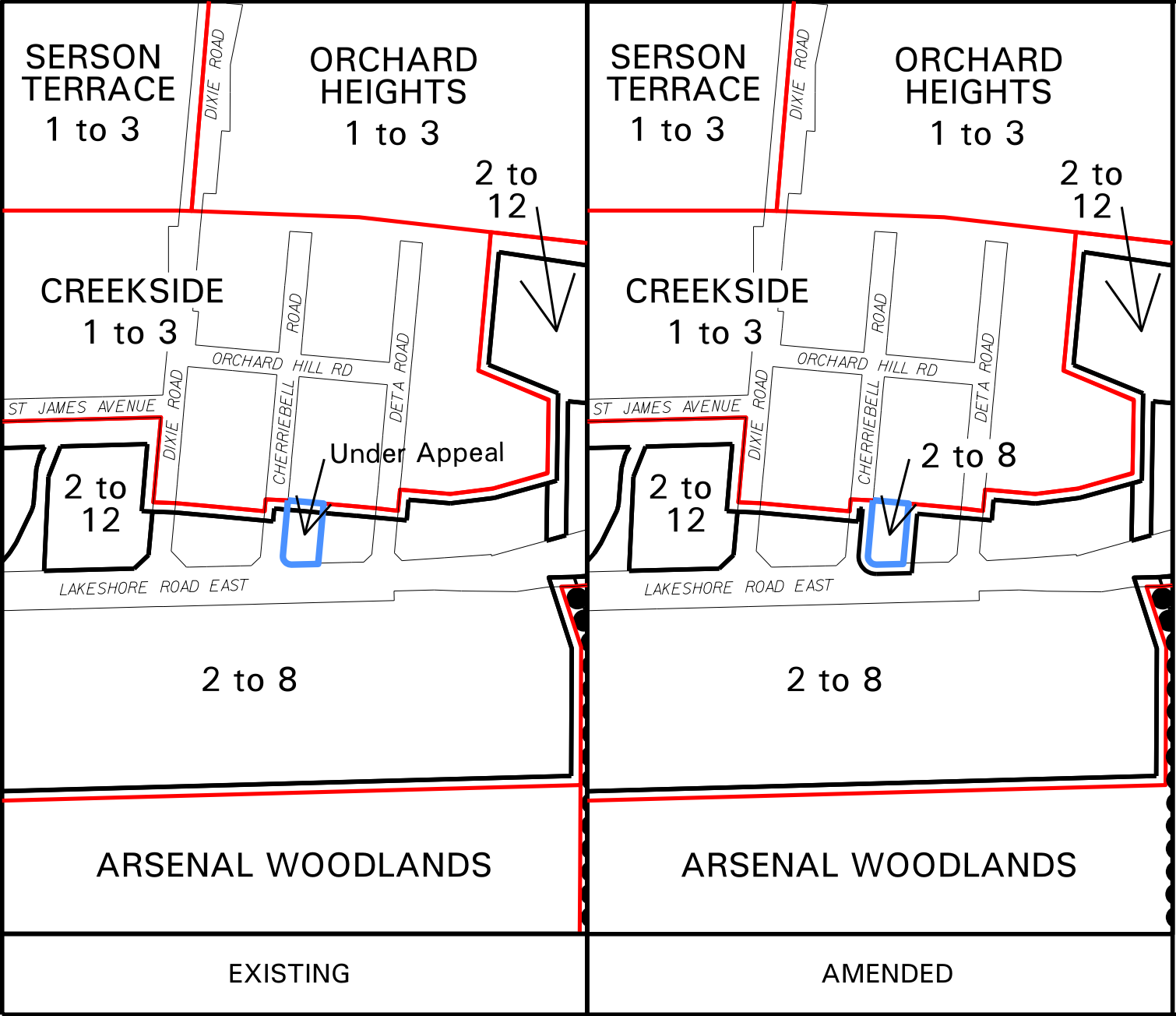


MAP 'A'
Part of Schedule 10
Land Use Designations
of Mississauga Official Plan






EXISTING LAND USE DESIGNATION

AMENDED LAND USE DESIGNATION



Legend

-  Sub-Area Boundary
-  Area of Amendment
-  Local Area Plan Boundary

Note:

1. Height limits represent the minimum and maximum number of storeys permitted.

MAP 'B'

Excerpt of Map 3
Lakeview Local Area Plan
Height Limits



APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on August 8, 2022, in connection with this proposed Amendment.

A number of residents attended the meeting and raised questions and concerns related to compatibility with the neighbourhood to the north, among other items. These issues have been addressed in the Planning and Building Department report dated May 19, 2023 attached to this amendment as Appendix II.

City of Mississauga
Corporate Report



<p>Date: May 19, 2023</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: OZ/OPA 22-13 W1</p>
	<p>Meeting date: June 12, 2023</p>

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a 9 storey apartment building with ground floor commercial space

1407 Lakeshore Road East, north of Lakeshore Road East, east of Cherriebell Road

Owner: 1407 Lakeshore Developments Inc.

File: OZ/OPA 22-13 W1

Pre-Bill 109

Recommendation

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the applications under File OZ/OPA 22-13 W1, 1407 Lakeshore Developments Inc., 1407 Lakeshore Road East, to amend Mississauga Official Plan to **Residential High Density**; to change the zoning to **H-RA2-Exception** (Apartments – Exception Holding Provision) to permit a 9 storey apartment building with ground floor commercial space be approved in conformity with the provisions outlined in Appendix 2 of the staff report dated May 19, 2023 from the Commissioner of Planning and Building.
3. That the "H" holding symbol is to be removed from the **H-RA2-Exception** (Apartments – Exception Holding Provision) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated May 19, 2023, from the Commissioner of Planning and Building have been satisfactorily addressed.

Executive Summary

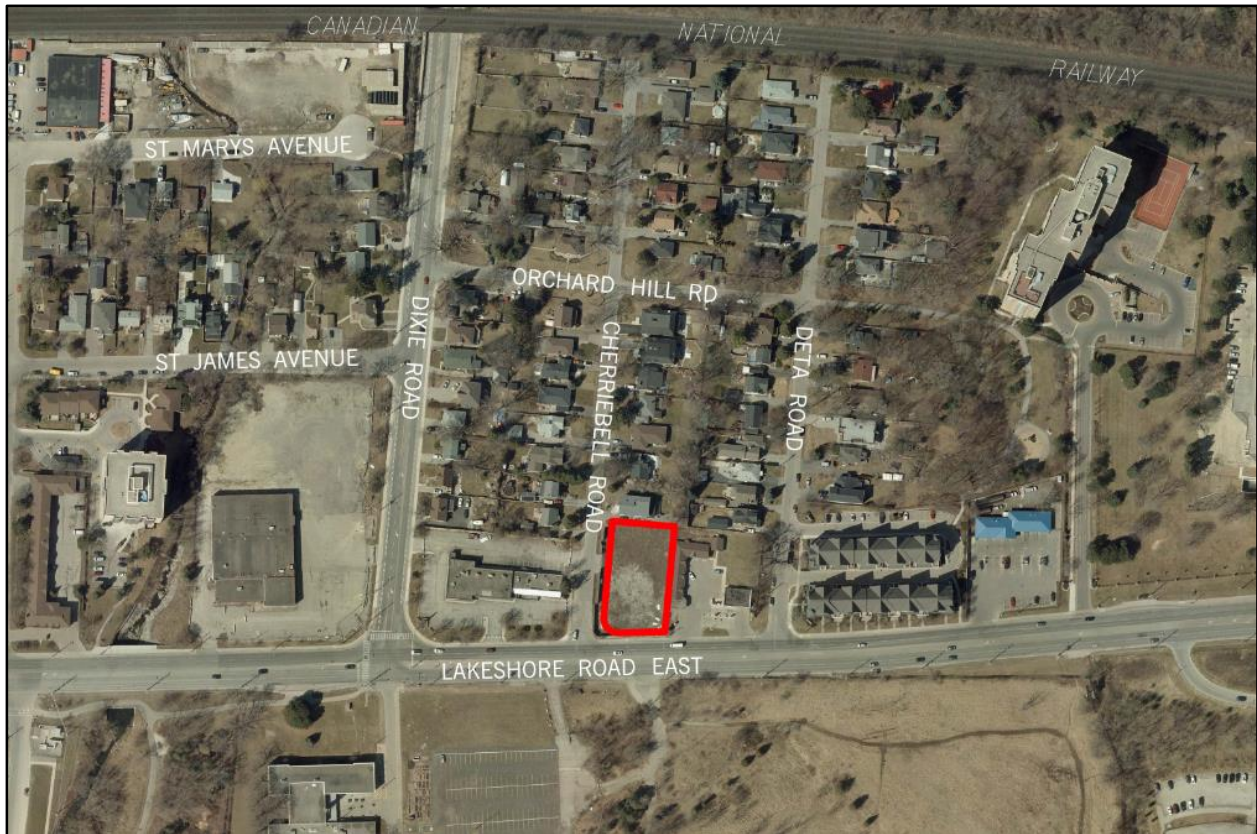
- The applications are to amend the policies of the official plan and to change the zoning by-law to allow a 9 storey apartment building with ground floor commercial space
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including below grade setbacks and building step backs and streetscape condition along Cherriebell Road
- It has been concluded that the proposed development is supportable from a planning perspective for the following reasons, but not limited to:
 - The proposal conforms to the Lakeview Local Area Plan by maintaining the 45 degree angular plane, providing appropriate setbacks to property lines and building step backs, facilitates commercial space on the ground floor and addresses the corridor with a building design that is pedestrian oriented
 - The overall building represents a built form that contributes to the mid-rise vision of the Lakeshore Corridor
 - The proposal will be providing affordable housing units in close proximity to existing and future transit infrastructure

Background

A public meeting was held by the Planning and Development Committee on August 8, 2022, at which time an Information Report (<https://pub-mississauga.escribemeetings.com/FileStream.ashx?DocumentId=30904>) was received for information. Recommendation PDC-0078 -2022 was then adopted by Council on August 10, 2022.

1. That the report dated July 15, 2022, from the Commissioner of Planning and Building regarding the applications by 1407 Lakeshore Developments Inc. to permit a 9 storey apartment building with ground floor commercial space, under Files OZ 22-13 W 1, 1407 Lakeshore Road East, be received for information.
2. That two (2) oral submissions be received.

There were some technical matters that needed to be resolved before the Planning and Building Department could make a recommendation on the applications. Given the amount of time since the public meeting, full notification was provided.



Aerial Image of 1407 Lakeshore Road East

Comments

REVISED DEVELOPMENT PROPOSAL

The applicant has made some minor modifications to the proposed concept plan including:

- increased the below grade and at grade setbacks
- increased the step backs and reduced projections
- refined the at grade pedestrian and streetscape condition along Cherriebell Road
- Increased the overall amenity area

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on May 25, 2022. A community meeting was held by Ward 1 Councillor Stephen Dasko on June 28, 2022. 15 people attended the meeting. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on August 8, 2022. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to change the designation from **Mixed Use** to **Residential High Density** and to amend the applicable Height Schedule in the Lakeview Local Area Plan.

The Lakeview Local Area Plan views the Lakeshore Road corridor as an area that is to develop in accordance with anticipated transit improvements within the ROW in a fashion that maintains the main street character of the corridor and respects and relates to the immediate low rise context.

The proposal conforms to the Lakeview Local Area Plan because it seeks to construct a mid rise built form that has demonstrated appropriate compatibility with the surrounding area by maintaining the required 45 degree angular plane to the low rise neighbourhood to the north, provides appropriate setbacks to property lines and implements building step backs, facilitates commercial space on the ground floor and addresses the corridor with a building design that is

pedestrian oriented. The proposal also seeks to add housing units in an overall appropriate built form in close proximity to future higher order transit.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

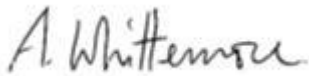
Conclusion

In summary, the proposed development maintains the goals and objectives of the Lakeview Local Area Plan and represents an overall built form that is compatible with the surrounding neighbourhood. The proposed official plan amendment and rezoning applications are acceptable from a planning standpoint and should be approved.

Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: David Ferro, MCIP, RPP, Development Planner

City of Mississauga

Corporate Report



<p>Date: July 15, 2022</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: OZ/OPA 22-13 W1</p> <hr/> <p>Meeting date: August 8, 2022</p>
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Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a 9 storey apartment building with ground floor commercial space

1407 Lakeshore Road East, north side of Lakeshore Road East, east side of Cherrie Bell Road

Owner: 1407 Lakeshore Developments Inc

Files: OZ 22-13 W1

Recommendation

That the report dated July 15, 2022, from the Commissioner of Planning and Building regarding the applications by 1407 Lakeshore Developments Inc to permit a 9 storey apartment building with ground floor commercial space, under Files OZ 22-13 W 1, 1407 Lakeshore Road East, be received for information.

Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

PROPOSAL

The official plan amendment and rezoning applications are required to permit a 9 storey apartment building with ground floor commercial. The applicant is proposing to amend the Official Plan to change the designation from **Mixed Use** to **Residential High Density**. The zoning by-law will also need to be amended from **C4** (Mainstreet Commercial) to **RA2 - Exception** (Apartments) to implement this development proposal.

During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

Comments

The property is located at north-east corner of Cherriebell Road and Lakeshore Road East, within the Lakeview Neighbourhood Character Area. The site is currently vacant, however, prior to the demolition of the previous building, the site had a restaurant operation, with parking facing both public streets. The site previously enjoyed access onto both Lakeshore Road East and Cherriebell Road.



Aerial image of 1407 Lakeshore Road East



Applicant's rendering of the proposed 9 storey apartment building

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 4.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 7.

Financial Impact

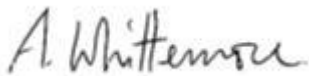
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional technical information, review of reduced parking standards, ensuring compatibility of new buildings and refinement of proposed zoning standards.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: David Ferro, MCIP, RPP, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: 1407 Lakeshore Developments Inc

1407 Lakeshore Road East

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1. Proposed Development

The applicant proposes to develop the property for a 9 storey apartment building and ground floor commercial space. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: April 27, 2022 Deemed complete: May 24, 2022	
Developer/Owner:	1407 Lakeshore Developments Inc	
Applicant:	Urban Strategies Inc	
Number of units:	84 units	
Proposed Gross Floor Area:	6,427 m ² (69,182 ft ²)	
Height:	9 storeys / 28.8 m (94.3 ft.)	
Floor Space Index:	3.52	
Anticipated Population:	160* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	113	61
commercial/visitor spaces	13	15
Total	126	76
Green Initiatives:	<ul style="list-style-type: none"> • Rainwater collection through storm water tank • Bioswale located in landscape buffer 	

Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

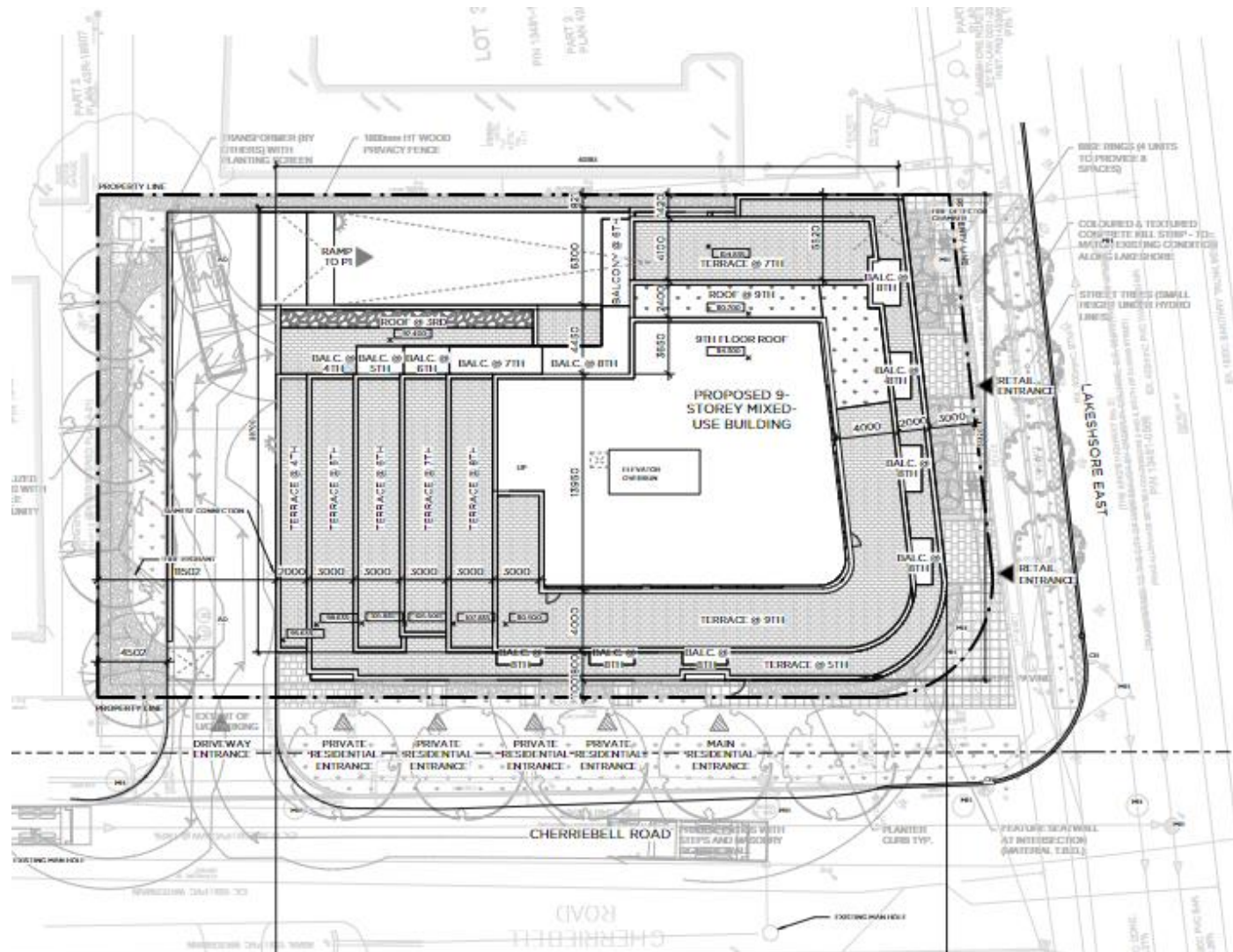
- Concept Plan and Elevations
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Functional Servicing Report
- Phase 1 and 2 ESA
- Planning Justification Report
- Urban Design Brief
- Geotechnical Report
- Stormwater Management Report
- Noise and Vibration Feasibility Study
- Wind Study
- Rail Safety Report
- Traffic Impact Study
- Shadow Study
- Environmental Reliance Letter
- Tree Inventory and Preservation Plan
- Waste Management Study Report

Application Status

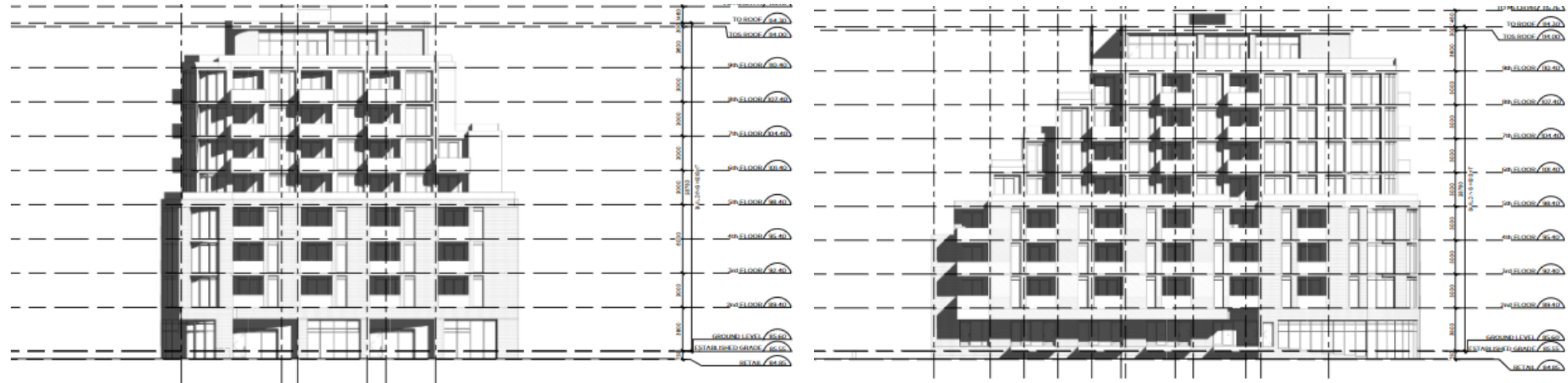
Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

A community meeting was held by Ward 1 Councillor, Stephen Dasko on June 28, 2022. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

Site Plan

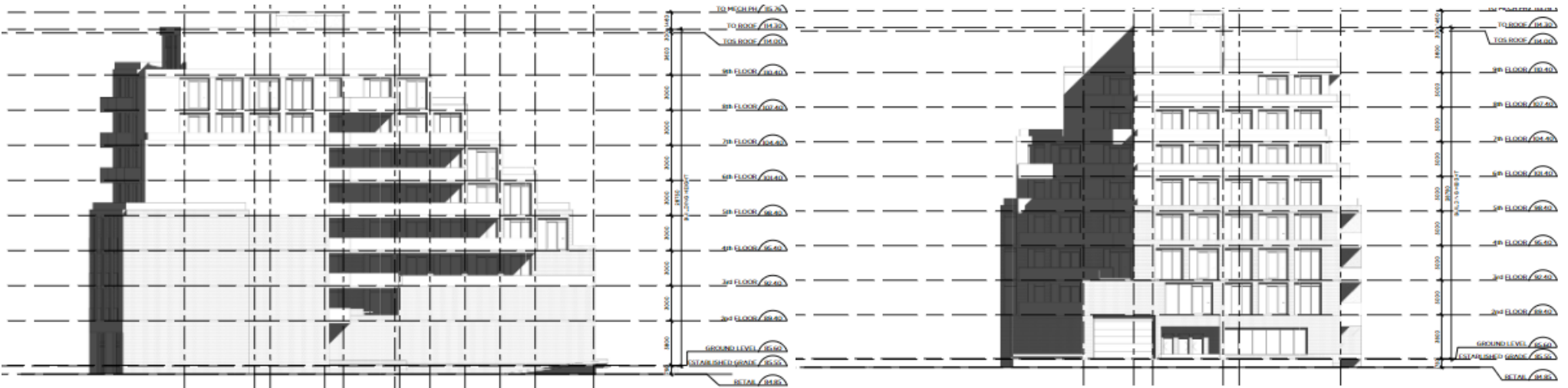


Elevations



1 SOUTH EAST ELEVATION
 1/15/22

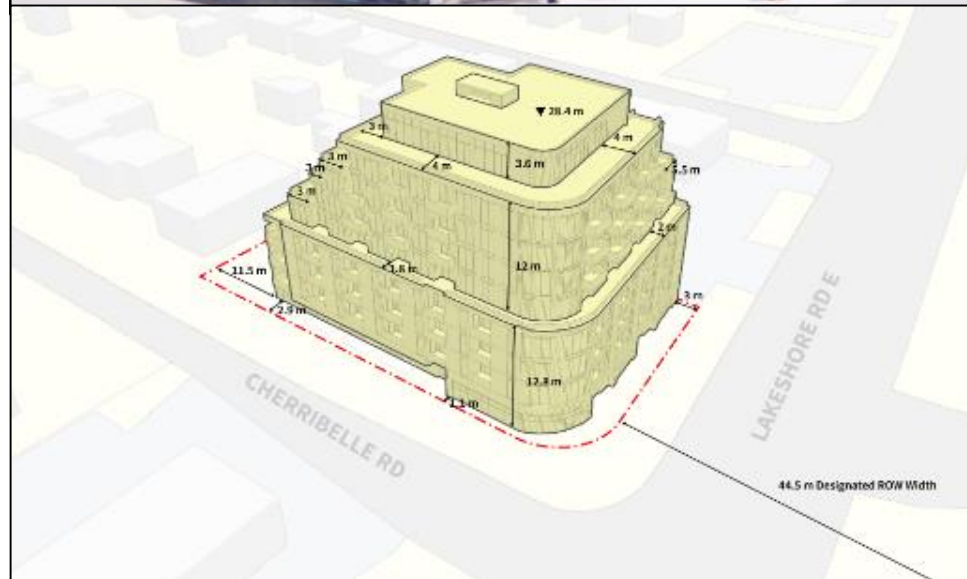
2 SOUTH WEST ELEVATION
 1/15/22



3 NORTH EAST ELEVATION
 1/15/22

4 NORTH WEST ELEVATION
 1/15/22

An architectural rendering of a modern, multi-story building. The building features a prominent stone-clad facade on the left side, transitioning into large glass windows and balconies on the right. The balconies have white railings. The building is situated on a city street with a sidewalk, trees, and a clear blue sky in the background. The address number '1417' is visible on the ground floor.



2. Site Description

Site Information

The property is located at north-east corner of Cherriebell Road and Lakeshore Road East, within the Lakeview Neighbourhood Character Area. The site is currently vacant, however, prior to the demolition of the previous building, the site had a restaurant operation, with parking facing both public streets. The site previously enjoyed access onto Lakeshore Road East and Cherriebell Road.



Aerial Photo of 1407 Lakeshore Road East

Property Size and Use	
Frontages: Lakeshore Road E	36.5 m (119.8 ft.)
Cherriebell Road	55.0 m (180.4 ft.)
Gross Lot Area:	0.18 ha (0.45 ac.)
Existing Uses:	vacant



Image of existing conditions – facing north
 (Source: Google Maps 2021)

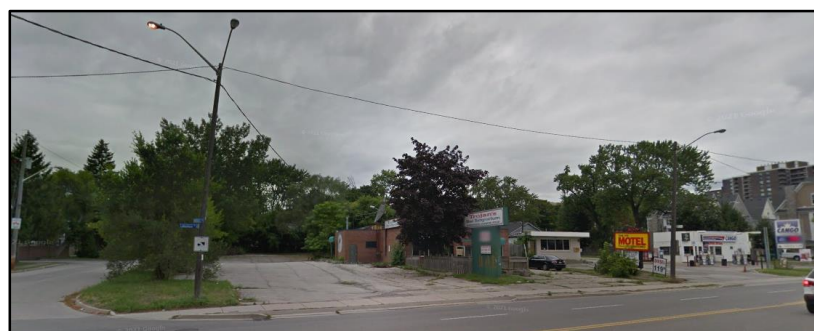


Image of previous conditions – facing north
 (Source: Google Maps 2009)

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned C4 (Mainstreet Commercial) which permits a range of uses including retail, service, office, apartment, and dwelling unit located above the first storey of a commercial building.
- November 28, 2011 – Site Plan Application received by 1407 Lakeshore Inc. for a 20 stacked townhouse units with ground floor commercial space proposal, under file SP 11/174 W1.
- September 13, 2012 – variances obtained at the Committee of Adjustment related to height (4 storeys) and other technical aspects of the proposal.
- August 28, 2013 – Ownership of the parcel changes from 1407 Lakeshore Inc. to Dunsire Developments Inc.
- November 14, 2012 – Mississauga Official Plan came into force which designated the lands Mixed Use in the Lakeview Neighbourhood Character Area.
- October 14, 2015 – Lakeview Local Area Plan (LAP) came into force, and replaced the previous LAP with updated policies. The LAP included new policies applicable to the site pertaining to urban form. The LAP also included built form standards as an appendix.
- November 19, 2015 – further variances obtained at the Committee of Adjustment to reflect a change in concept plan that included an increase in units to 24.
- July 19, 2017 – Dunsire Developments Inc informs the City and the Ward One Councillor's Office that the proposal will not be proceeding.
- March 28, 2022 – Planning and Development Committee endorse the staff recommendation in relation to the proposed Official Plan Amendments to implement the Lakeshore Corridor Study.
- April 20, 2022 – Official Plan Amendment adopted to implement the Lakeshore Corridor Study. The Official Plan Amendment is subsequently appealed by 1407 Lakeshore Developments Inc.
- April 26, 2022 – Official Plan Amendment and Rezoning application received for a 10 storey apartment building and ground floor commercial by 1407 Lakeshore Developments Inc.

3. Site Context

Surrounding Land Uses

The subject property is located within the Lakeshore Corridor – Outer Core Precinct of the Lakeview Local Area Plan.

Immediately north of the subject property are older bungalow and two storey detached dwellings that front onto Cherriebell Road and are apart of the Creekside Neighbourhood Precinct of the Lakeview Local Area Plan.

The easterly property adjacent to the subject site along the north side of Lakeshore Road East currently contains a motel and gas station.

Directly south of the subject site, on the southerly side of Lakeshore Road East, is Lakeshore Park. Further south east within the limits of the City of Toronto is Marie Curtis Park and the Etobicoke Creek.

South west of the subject site is the Small Arms Inspection Building, Applewood Creek, Lakeview Wastewater Treatment Plant and the Lakefront Promenade.

West of the site, on the other side of Cherriebell Road, is a vacant site that is subject to a development application for an apartment building. Previously the site contained a commercial plaza, however, that has been recently demolished.

The surrounding land uses are:

North: Residential Low Density II
 East: Mixed Use
 South: Public Open Space
 West: Mixed Use

Neighbourhood Context

The subject property is located along the southern edge of an established residential neighbourhood that is currently experiencing an infilling and redevelopment of low density housing.

The subject property fronts onto Lakeshore Road East, which is designated as a Corridor in Mississauga Official Plan and Lakeview Local Area Plan. The Corridor is experiencing a transition from industrial and commercial strip plazas to a mid-rise and pedestrian oriented Corridor that reinforces the mainstreet intention of the local area plan and takes advantage of the existing and future transit investments.

A few blocks west of the subject property, on the south side of Lakeshore Road is the Lakeview Waterfront Major Node Character Area. This Major Node has recently undergone and continues to follow through on an extensive visioning and masterplan process that has resulted in Council approving an Official Plan Amendment (OPA) to implement a mid to high rise mixed use community that anticipates approximately 11,750 residential dwelling units, known as the Lakeview Village on the former OPG lands portion of the Major Node. The Rangeview Estates Precinct of Lakeview Waterfront Major Node Character Area fronts the south side of Lakeshore Road East. This area is subject to the Region of Peel's Municipal Comprehensive

Review (MCR) work that is anticipated to be completed by the end of 2022. OPA 125 was recently approved by Council in December 2021 that introduced comprehensive built form policies that envision a mixed use, mid-rise environment along the Lakeshore Corridor.

The following are some images (Google Maps) of recent infill development projects completed along the Lakeshore Road East Corridor:



403 Lakeshore Road East



760 Lakeshore Road East



507-515 Lakeshore Road East



425 Lakeshore Road East



551 Lakeshore Road East

The following are renderings of some recently approved and not yet constructed infill developments along the Lakeshore Road East Corridor:



1345 Lakeshore Road East



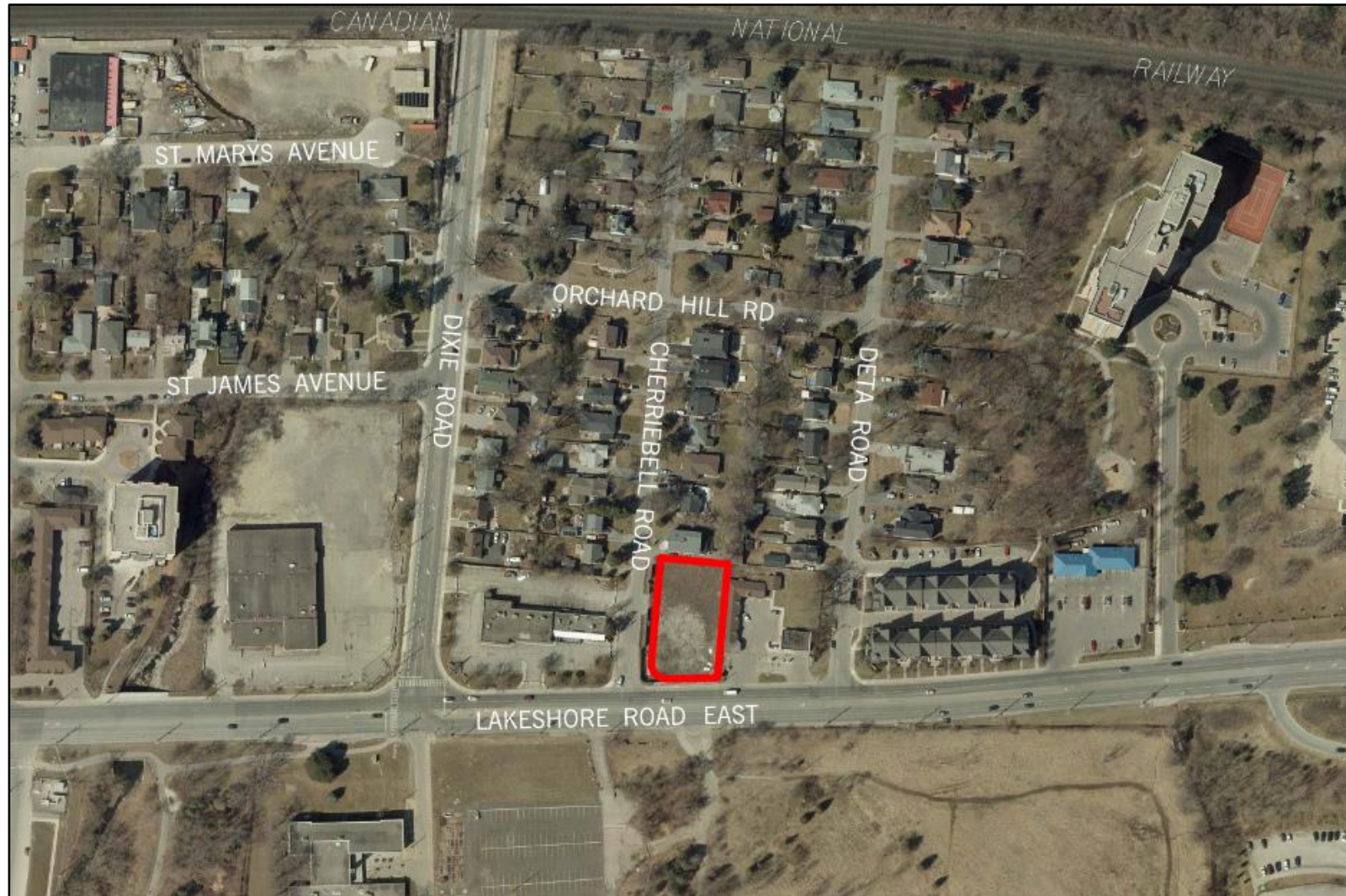
950-968 East Avenue

Other Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- OZ/OPA 20/005 W1 – 958-960 East Avenue – applications were approved for a 7 storey rental apartment building containing 151 residential units in June 2021.
- OZ/OPA 21/020 W1 – 1303 Lakeshore Road East – applications in process for a 10 storey residential apartment building containing 169 units.
- OZ/OPA 20/018 W1 – 1381 Lakeshore Road East – applications refused for a 15 storey apartment building with ground floor commercial in May 2021. The application has been appealed by the applicant.
- OZ/OPA 19/021 W1 – 800 and 985 Hydro Road, 1082 Lakeshore Road East – applications approved and still in process for the redevelopment of the former Ontario Power Generation lands into a master planned, mixed use community containing 8050 dwelling units. Project is known as the “Lakeview Village”.
- OZ/OPA 20/009 W1 – 420 Lakeshore Road East – application refused for an 11 storey apartment building with ground floor commercial space containing 166 units. The application has been appealed by the applicant.

- OZ/OPA 22/012 W1 – 1041 Lakeshore Road East – applications in process for a 10 storey apartment building with ground floor commercial space.
- OZ/OPA 18/009, HOZ 20/006 W1 & SP 21/187 W1 – 1345 Lakeshore Road East – official plan amendment and zoning by-law for a 12 storey apartment building with ground floor commercial approved in December 2019. City currently processing Lifting of the H and Site Plan applications.
- SP 19/068 W1 – 425 Lakeshore Road East – application approved for a 4 storey apartment building with ground floor commercial containing 68 units in May 2021.



Aerial Photo of 1407 Lakeshore Road East

Demographics

Based on the 2016 census, the existing population of the Lakeview Neighbourhood Character Area was 21,520 people with a median age of 45 (compared to the City's median age of 40). 67% of the neighbourhood population are of working age (15 to 64 years of age), with 14% children (0-14 years) and 18% seniors (65 years and over). The average household size is 2 persons with 32% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 6,395 units (72%) owned and 2,440 units (28%) rented with a vacancy rate of approximately 0.8% 5.5 (source CMHC).

Community and Transportation Services

The area is well served by City parks including Lakeshore Park, Marie Curtis Park (City of Toronto), Lakeview Park and the Lakefront Promenade, all of which are in an approximately one kilometre radius of the subject property. Further north of the subject property is the Lakeview Golf Course and Toronto Golf Club.

The following MiWay bus route services the subject property:

- Route 23 – running east/west along Lakeshore Road East, in front of the subject property, this route provides access to the Long Branch GO station and the Port Credit GO Station and future Hurontario LRT.
- Route 5 – running north/south along Dixie Road, making a loop around Dixie Mall to go south on Ogden Avenue and

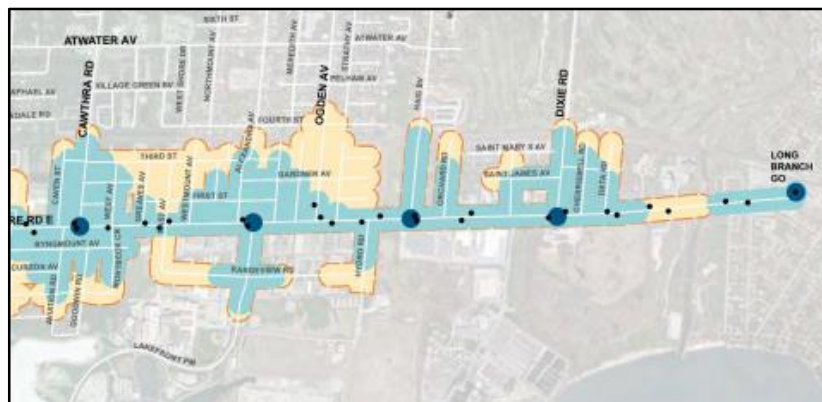
connect with Long Branch GO Station.

Lakeshore Road Transportation Corridor

Lakeshore Road is identified as a Corridor in the Mississauga Official Plan Urban System and as Higher Order Transit Corridor in the Mississauga Official Plan Long Term Transit Network.

The Lakeshore Connecting Communities Transportation Master Plan (Master Plan), was endorsed by Council in June 2019. The purpose of this study included determining the long term transportation needs and the associated timing of any infrastructure improvements. The Master Plan recommended as part of the implementation strategy, Higher Order Transit (HOT) consisting of buses running in a dedicated transit lane for the eastern portion of the corridor, in which the subject property is located in. The City is currently conducting its implementation strategy to realize the vision of the Master Plan.

In the immediate vicinity of the subject property, the Master Plan for this section of the Lakeshore Corridor recommends a separated cycle lane and exclusive transit within the median of the right-of-way. The Master Plan proposes a stop at the Dixie Road and Lakeshore Road intersection, which is immediately west of the subject site.



Lakeshore Connecting Communities Proposed BRT Stops

On January 21, 2021, federal and provincial funding was announced for transit infrastructure in Mississauga, including construction of a new Bus Rapid Transit (BRT) Corridor along Lakeshore Road in Mississauga, with three new stations located at Alexandra Road, Haig Boulevard and Dixie Road, aligning with the express stops identified in the Lakeshore Road Connecting Communities Master Plan.

The Provincial Growth Plan introduced new direction to align transit investment and land use planning by directing growth to locations with existing or planned transit, with a priority on higher order transit, as well as ensuring transit-supportive densities are developed around Major Transit Station Areas (MTSA), particularly those on transit priority corridors. While the above noted new stations are MTSA's, as it will enjoy Bus Rapid Transit that is exclusive to its own lane, the Alexandra Road, Haig Boulevard and Dixie Road MTSA's are not on a Priority Transit Corridor.

Lakeshore Corridor Study – Building Heights

Council has recently approved an Official Plan Amendment to the Lakeview Local Area Plan that implements new and refined policies regarding building heights and overall built form on the Lakeshore Road East Corridor, between Seneca Avenue and the easterly City border. The subject property falls within this study area. The following are some highlights to changes that have been applied to this section of the corridor:

- An increase in overall building height from 4 storeys to 8 storeys, provided that appropriate transition is maintained.
- Up to 30 m in height can be obtained for properties that have an overall depth of 60 m or more.
- Step back from the 4th storey streetwall on Lakeshore Road must be provided.
- Overall mainstreet character is to be retained and reinforced.

The property owner has appealed the Lakeshore Corridor Study implementing Official Plan Amendment as it pertains to the subject property.

4. Summary of Applicable Policies, Regulations and Proposed Amendments

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been

included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>The majority of relevant policies are found in Sections 1. Building Strong Healthy Communities, including but not limited to the following:</p> <p>Healthy communities are sustained by</p> <ul style="list-style-type: none"> • accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons (PPS 1.1.1b); • 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 investment (PPS 1.1.1e) <p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas shall be based on densities and a mix of uses which efficiently use land, resources, infrastructure, public service facilities, support active transportation and are transit-supportive. (PPS 1.1.3.2.a, b, e, and f)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, intensification and redevelopment. (PPS 1.1.3.3)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (PPS 1.1.3.4)
<i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i>	The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)	<p>The majority of relevant policies are found in Sections 2 Where and How to Grow, including but not limited to the following:</p> <p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 a and c)</p> <p>Applying the policies of this Plan will support the achievement of complete communities that: a) feature a diverse mix of land uses; b) improve social equity and overall quality of life, 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 transportation options (including active transportation), public service facilities, open spaces / recreational facilities; e) provide for a more compact built form and a vibrant public realm; 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 (Growth Plan 2.2.1.4)</p> <p>Municipalities will encourage intensification generally throughout the delineated built up area (2.2.2.3 c)</p> <p>Municipalities will develop a strategy to achieve minimum intensification targets which will encourage intensification generally throughout the delineated built up area (Growth Plan 2.2.2.3 c)</p> <p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Region of Peel Official Plan (ROP)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed	The ROP identifies the subject lands as being located within Peel's Urban System.

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and 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, to recognize the integrity and physical characteristics of existing communities, provide for the needs of Peel's changing age structure and allow opportunities to live in their own communities as they age, and achieving an urban form and densities that are pedestrian friendly and transit supportive.</p> <p>The majority of relevant policies are found in Section 5 The Urban System including but not limited to the following:</p> <p>Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plan that: support the Urban System objectives and policies, support pedestrian-friendly and transit supportive urban development, provide transit-supportive opportunities for redevelopment, intensification and mixed land use, and support Crime Prevention Through Environmental Design Principles (ROP 5.3.2.6)</p> <p>Direct a significant portion of growth to the built-up areas through intensification (ROP 5.5.2.2)</p>

Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

Existing Designation

The lands are located within the Lakeview Neighbourhood Character Area and are designated **Mixed Use**. The **Mixed Use** designation permits a combination of residential and commercial uses.

The subject property is within 100 m (2,625 ft.) of the planned Dixie-Lakeshore BRT Station, which is considered a non-priority transit corridor MTSA. The boundaries for the Dixie-Lakeshore BRT Station MTSA will be delineated through a future municipal comprehensive review process, to be undertaken by the Region of Peel.

<https://mississauga.maps.arcgis.com/apps/dashboards/dc8aa0db74ef49949e76a3330fe77016>

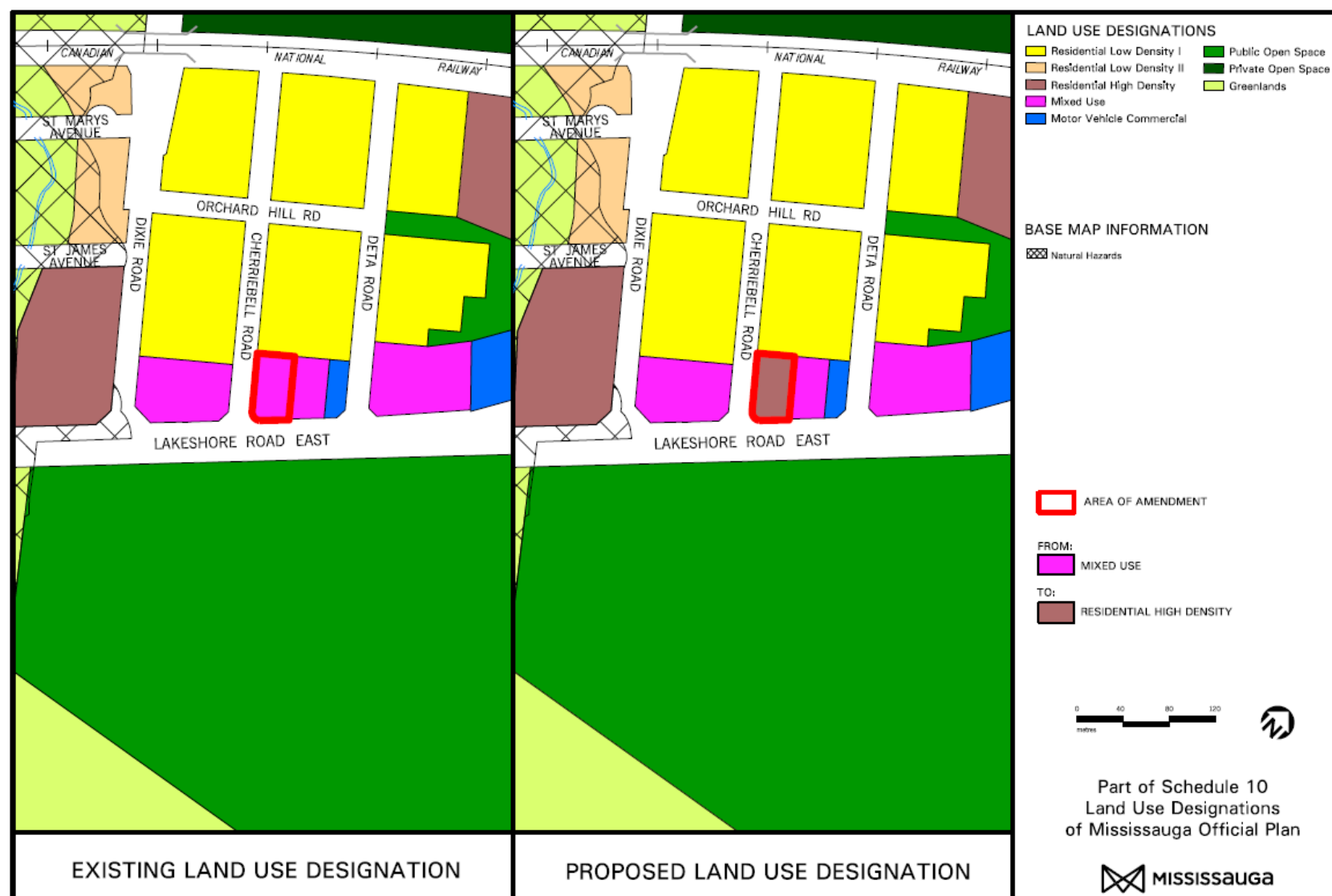
In addition, the property is within 800 m (2, 624.8 ft.) of the Long Branch GO Station, which is identified as a Priority Transit Corridor MTSA in the Growth Plan. Current draft City of Toronto delineation boundary lines do not cross over into the jurisdiction

of the City of Mississauga and therefore, the subject property is not located within the boundaries of that MTSA.

Proposed Designation

The applicant is proposing to change the designation to **Residential High Density** to permit a 9 storey apartment building with ground floor commercial space. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.



Excerpt of Lakeview Neighbourhood Character Area

Relevant Mississauga Official Plan Policies

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	General Intent
Chapter 5 Direct Growth	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>Mississauga will establish strategies that protect, enhance and expand the Green System. (Section 5.2.1)</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. (Section 5.3.5.1)</p> <p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres. (Section 5.3.5.3)</p> <p>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. (Section 5.3.5.5)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4)</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands. (Section 5.4.5)</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas. (Section 5.4.8)</p>

	General Intent
Chapter 7 Complete Communities	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; (Section 7.1.1)</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. Mississauga will provide opportunities for: a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.1.3a)</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p>
Chapter 9 Build A Desirable Urban Form	<p>It is important that infill “fits” within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment must also be sensitive to the existing urban context and minimize undue impacts on adjacent properties. Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1)</p> <p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5)</p> <p>Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes. (Section 9.1.9)</p> <p>The city vision will be supported by site development that: a. respects the urban hierarchy; b. utilizes best sustainable practices; c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; and e. employs design</p>

	General Intent
	<p>excellence (Section 9.1.10)</p> <p>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. (Section 9.1.15)</p> <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> a. Assemble small land parcels to create efficient development parcels; b. Face the street, except where predominate development patterns dictate otherwise; c. Not locate parking between the building and the street; d. Site buildings to frame the street; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6) <p>Development will create distinctive places and locales. Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. (Section 9.2.1.1)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (Section 9.2.1.8)</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. (Section 9.5.1.5)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.12)</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways. (Section 9.5.2.4)</p>
Chapter 11 General Land Use Designations	<p>The development application proposes to redesignate the subject site to Residential High Density which will permit the following use: a. apartment dwelling. b. uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and c. uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities. (Section 11.2.5.6)</p> <p>The subject site is currently designate Mixed Use. 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</p>

	<p>General Intent</p> <p>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. (Section 11.2.6.1)</p> <p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses. (Section 11.2.6.2)</p> <p>Lands designated Mixed Use where developments are proposed that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation. (Section 11.2.6.3)</p> <p>The Mixed Use designation will permit residential uses in the same building with another permitted use but dwelling units will not be permitted on the ground floor. Residential uses permitted within the Mixed Use designation will not include detached, semi-detached or duplex dwellings. (Section 11.2.6.4)</p> <p>Within the Mixed Use designation, if a development application includes buildings that are considered Residential High Density and are not combined with other permitted uses, a development master plan is required. (Section 11.2.6.5)</p>
Chapter 16 Neighbourhoods	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)</p> <p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that: a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan. (Section 16.1.1.2)</p>
Chapter 19 Implementation	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; that a municipal comprehensive review of the land use designation or a five year review is not required; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)

Relevant Lakeview Local Area Plan Policies

	General Intent
Chapter 1.0 How To Read The Plan	The policies of this Area Plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of parts two and three of the principal document. In the event of a conflict, the policies of this Area Plan take precedence. Included in the appendices is the Lakeview Built Form Standards (Appendix I) which will be used during the review of development applications. This document demonstrates how the urban form policies can be achieved. The Built Form Standards document is not considered part of this Area Plan. (Section 1.0)
Chapter 5.0 Vision	<p>The Vision for Lakeview is based on:</p> <ul style="list-style-type: none"> • Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development. • Support complete communities through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities. <p>Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Lakeshore Road East is an important corridor in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the corridor which are appropriate for intensification. (Section 5.2.2)</p> <p>Lakeshore Road East is an important corridor in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods. This Area Plan identifies Lakeshore Road East (also referred to as the Lakeshore Corridor), as the Lakeshore Corridor Precinct. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the corridor which are appropriate for intensification. (Section 5.2.3)</p>
Chapter 6.0 Direct Growth	<p>Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites. (Section 6.1.1)</p> <p>Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types. (Section 6.1.2)</p> <p>Intensification will be sensitive to the existing character of the residential areas and planned context. (Section 6.1.3)</p> <p>Intensification will occur through infilling or redevelopment. (Section 6.2.1)</p> <p>Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses. (Section 6.2.2)</p> <p>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. (Section 6.2.3)</p>
Chapter 8 Complete Communities	The Lakeshore Corridor is encouraged to develop using a range of housing choices in terms of type, tenure and price. Mississauga will encourage the provision of affordable housing, including rental housing and seniors' housing within the Lakeshore Corridor. (Section 8.1.2)

	General Intent
Chapter 10 Build A Desirable Urban Form	<p>Development will be in accordance with the minimum and maximum height limits as shown on Map 3. The appropriate height within this range will be determined by the other policies of this Area Plan. (Section 10.0)</p> <p>Development along Lakeshore Road East is encouraged to be two to four storeys in height; however, some sites will be permitted building heights greater than four storeys as shown on Map 3. Appropriate transition to adjacent low density residential will be required.</p> <p>The Lakeshore Corridor Precinct is intended to be the primary area for street related commercial development, with a mixture of uses and pedestrian oriented built form. 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. (Section 10.2)</p>

Mississauga Zoning By-law

Existing Zoning

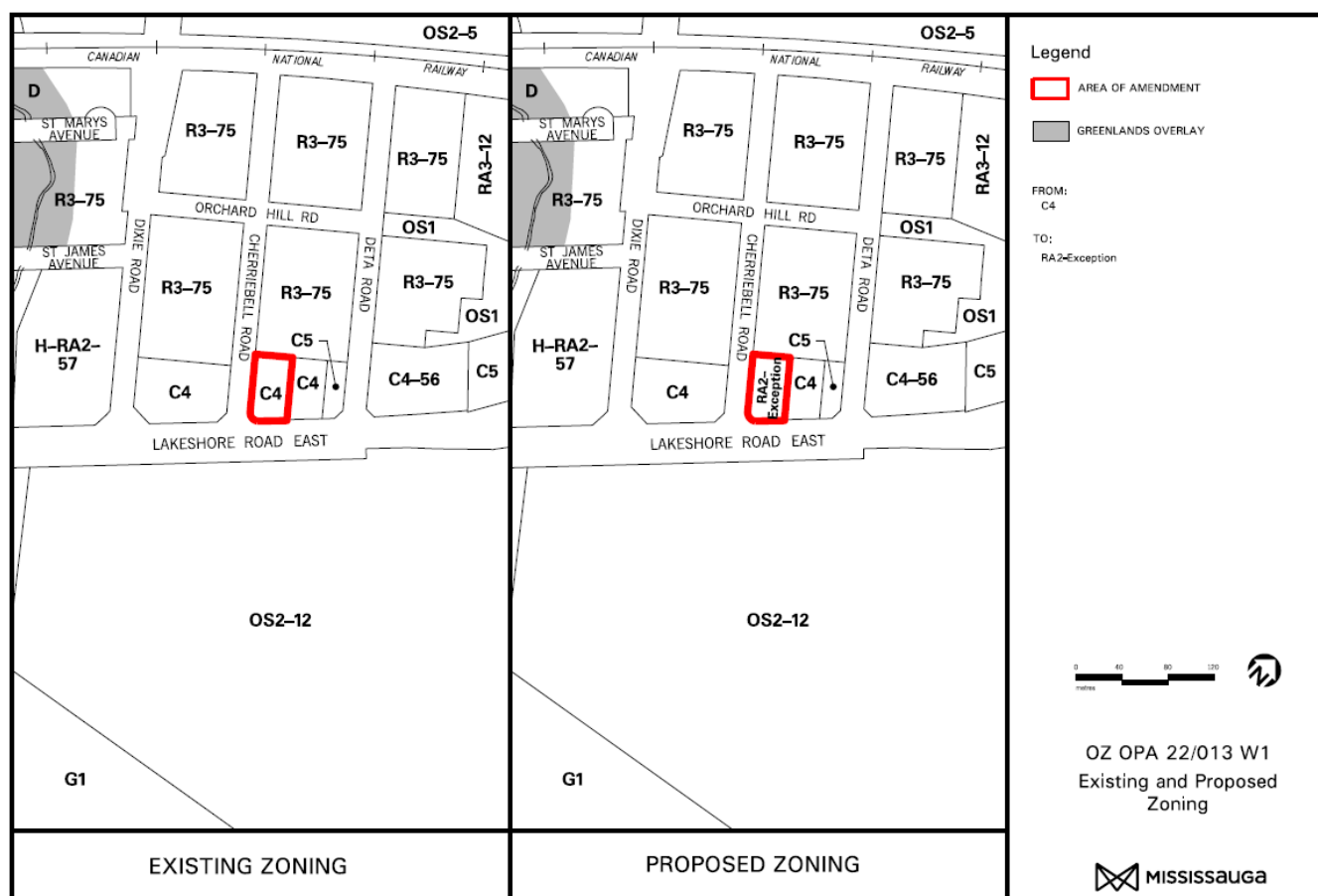
The subject property is currently zoned **C4** (Mainstreet Commercial) which permits a combination of residential and commercial uses.

Proposed Zoning

The applicant is proposing to zone the property **RA2 - Exception**

(Apartments) to permit a 9 storey apartment building with ground floor commercial.

Through the processing of the applications staff may recommend a more appropriate zone category for the development in the Recommendation Report.



Excerpt of Zoning Map 5

Proposed Zoning Regulations

Zone Regulations	Proposed RA2 Base Zone Regulations	Proposed RA2-Exception Amended Zone Regulations
Permitted Uses	Apartment, Long-Term Care Building, Retirement Building	Apartment, Long-Term Care Building, Retirement Building, C4 – Mainstreet Commercial Uses
Maximum Floor Space Index (FSI)	1.0	3.35
Maximum height	26.0 m (85.3 ft.) and 8 storeys	30.0 m (98.43 ft.) and 9 storeys
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	1.0 m (3.3 ft.)	2.0 m (6.6 ft.)
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone	4.5 m (14.8 ft.)	3.0 m (9.84 ft.)
Minimum exterior side yard	Portion of a building that is: less than 13.0 m (42.65 ft.) in height : 7.5 m (24.61 ft.) 13.0 m to 20.0 m (42.65 ft. to 65.62 ft.) in height : 8.5 m (27.89 ft.) 20.0 m to 26.0 m (65.62 ft. to 85.3 ft.) in height : 9.5 m (31.17 ft.) greater than 26.0 m (85.3 ft.) in height : 10.5 m (34.45 ft.)	3.0 m (9.84 ft.)

Zone Regulations	Proposed RA2 Base Zone Regulations	Proposed RA2-Exception Amended Zone Regulations
Minimum interior side yard	Portion of a building that is: less than 13.0 m (42.65 ft.) in height : 4.5 m (14.76 ft.) 13.0 m to 20.0 m (42.65 ft. to 65.62 ft.) in height : 6.0 m (19.69 ft.) 20.0 m to 26.0 m (65.62 ft. to 85.3 ft.) in height : 7.5 m (24.61 ft.) greater than 26.0 m (85.3 ft.) in height : 9.0 m (29.53 ft.)	Portion of a building that is: less than 12.5 m (41.01 ft.) in height : 0.00 m (0.00 ft.) 12.5 m to 18.5 m (41.01 ft. to 60.7 ft.) in height : 1.4 m (4.59 ft.) greater than 18.5 m (60.7 ft.) in height : 5.5 m (18.04 ft.)
Minimum loading spaces	2 loading spaces , 1 for residential uses and 1 for non-residential uses	1 loading space for residential and non-residential uses
Minimum amenity area to be provided outside at grade	55.0 m ² (53.8 ft ²)	Amenity area to be wholly contained within the 10 th storey
Required parking spaces Condominium Apartment	1 parking space per studio unit 1.25 parking spaces per one bedroom unit 1.40 parking spaces per two bedroom unit 1.75 parking spaces per three bedroom unit 0.20 visitor parking spaces per unit	0.73 resident spaces per unit 0.18 commercial and visitor spaces
Required parking spaces non-residential uses	Ranges depending on the use from 5.4 spaces per 100 m ² (1,076 ft ²) of retail space to 16.0 parking spaces per 100 m ² (1,076 ft ²) of restaurant space	Parking spaces for residential visitors are to be shared with non-residential uses
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications		

Zone Regulations	Proposed RA2 Base Zone Regulations	Proposed RA2-Exception Amended Zone Regulations
<p>are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.</p> <p>The applicant has not completed a draft exception schedule that is required in order to depict buildable area and provide clarity to the setbacks required. The concept plan shown in Section 1.0 of the Appendix gives an outline as to the proposed layout of the site plan that would roughly be reflected in any draft exception schedule.</p> <p>Council endorsed on May 4, 2022 new parking rates which are not yet in effect as of the date of this report. The subject site is within Precinct 2 which has the following rates: Apartment Condo, 1.0 spaces per unit, Apartment Condo Visitor 0.2 spaces per unit, shared parking is permitted between residential visitors and non-residential uses for mixed use developments.</p>		

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028

<https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

The submitted Housing Report is still under review by staff.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
8 Kindergarten to Grade 5	Janet I. McDougald PS	Allan A. Martin Sr. PS	Cawthra Park SS
3 Grade 6 to Grade 8	Enrolment: 496	Enrolment: 448	Enrolment: 1285
2 Grade 9 to Grade 12	Capacity: 552	Capacity: 524	Capacity: 1044
	Portables: 0	Portables: 0	Portables: 5

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
3 Kindergarten to Grade 8	Queen of Heaven Elementary School	St. Paul Catholic Secondary School
3 Grade 9 to Grade 12	Enrolment: 361	Enrolment: 538
	Capacity: 579	Capacity: 807
	Portables: 0	Portables: 0

6. Community Questions and Comments

A community meeting was held by Ward 1 Councillor, Stephen Dasko on June 28, 2022. 15 residents attended the meeting.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- Concern with the potential traffic impacts that may be experienced by patrons accessing the site and the potential to utilize the local residential streets as a cut through route
- The applicant should consider the recommendations of the Lakeshore Corridor Study with respect to height and 5th floor setback along the Lakeshore Road East
- The 45 degree angular plane emphasized in the Lakeshore Corridor Study should be implemented
- Concern with the ratio of parking spaces provided
- The ground floor commercial space should be well thought out and should aim to serve the community at large

- The applicant should ensure the unit mix of the building considers all types of resident users, including families

7. Development Issues

The following is a summary of comments from agencies and departments regarding the applications:

Agency / Comment Date	Comments
Region of Peel (June 27, 2022)	<p>The Region of Peel will provide Front-End collection of Garbage and Recyclable Materials subject to Section 2.0 and 4.0 of the Waste Collection Design Standards Manual and the following conditions being met and labelled on the Site Plan:</p> <p>Internal roadways must be constructed of a hard surface material, such as asphalt, concrete or lockstone, and designed to support a minimum of 35 tonnes, the weight of a fully loaded waste collection vehicle.</p> <p>If the waste collection vehicle is required to drive onto or over a supported structure (such as an air grate, transformer cover, or underground parking garage) the Region must be provided with a letter from a professional engineer (licensed by Professional Engineers Ontario) certifying that the structure can safely support a fully loaded Waste Collection Vehicle weighing 35 tonnes. The Turning Radius from the centre line must be a minimum of 13 m on all turns. This includes the turning radii to the entrance and exit of the site. Please label on the Waste Management Plan.</p> <p>An existing 300 mm diameter water main is located on Lakeshore Rd E. An existing 400 mm diameter water main is located on Lakeshore Rd E. An existing 150 mm diameter water main is located on Cherriebell Rd. Due to the size and function of the 400 mm watermain on Lakeshore Rd E, connection will not be permitted (Watermain Design Criteria 6.1). This proposal requires connection to a minimum municipal watermain size of 300mm (Watermain Design Criteria 2.1).</p> <p>An existing 250 mm diameter sanitary sewer is located on Cherriebell Rd. An existing 250 mm diameter sanitary sewer is located on Lakeshore Rd E. An existing 1500mm diameter sanitary sewer is located on Lakeshore Rd E. Due to the size and function of the 1500mm diameter sanitary sewer on Lakeshore Rd E, connection will not be permitted (Sanitary Sewer Design Criteria 8.4). All works associated with the servicing of this site will be at the applicants expense.</p>
Peel District School Board (May 31)	<p>The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Development Agreement:</p> <ol style="list-style-type: none"> 1. Prior to final approval, the City of Mississauga shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan. 2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement: <ol style="list-style-type: none"> a) Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Boards Transportation Policy #39. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools.

Agency / Comment Date	Comments
	<p>b) The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Regions Bus Stop Assessment procedure and process (STOPR012).</p> <p>3. The developer shall agree to erect and maintain signs at the entrances to this development which shall advise prospective purchases that due to present school facilities, some of the children from this development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District School Boards Transportation Policy.</p>
Dufferin-Peel Catholic District School Board (May 25, 2022)	<p>Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.</p> <p>The applicant shall agree in the Development and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots:</p> <p>(a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.", and</p> <p>(b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."</p>
City Community Services Department – Park Planning Section (May 25, 2022)	<p>The proposed development is within walking distance of Orchard Hill Park, P-145 which is 210.0 m from the subject property. This .57 ha (1.4 ac) park provides an accessible play site. The park is zoned OS1 (Open Space - Community Park) and is located on the east side of Delta Road in Lakeview neighbourhood east of the subject site. Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P.13, as amended) and in accordance with City's Policies and Bylaws.</p>
City Transportation and Works Department (July 13, 2022)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p>Stormwater</p>

Agency / Comment Date	Comments
	<p>A Functional Servicing & Stormwater Management Report prepared by C.F. Crozier & Associates Inc. and dated April, 2022 was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a new storm sewer to service the development lands, with an outlet to the existing storm sewer on Lakeshore Road East, as well as on-site stormwater management controls for the post development discharge.</p> <ul style="list-style-type: none"> • The applicant is proposing to construct a new storm sewer to service the development lands, with an outlet to the existing storm sewer on Lakeshore Road East, as well as on-site stormwater management controls for the post-development discharge. Further technical information to be provided by the applicant under the 'H' provision and associated Development Agreement. <p>Traffic</p> <p>A traffic impact study (TIS), prepared by LEA Consulting Ltd. dated April 2022, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study as it does not consider the Lakeshore Connecting Communities Transportation Master Plan and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • Provide an updated Traffic Impact Study addressing all staff comments; • Review the driveway access to ensure both Cherriebell Road and the internal driveway can operate efficiently; • Provide the future property line due to the required daylight triangle; and, • Address any traffic concerns from the Community related to the proposed development. <p>Environmental Compliance</p> <p>A Phase One Environmental Site Assessment (ESA) Update report, dated February 18, 2021, and a Groundwater Monitoring and Sampling Letter, dated February 28, 2022, both prepared by EXP Services Inc., were submitted in support of the proposed development. The documents indicate no further subsurface investigation is required; however, the following documents are to be submitted for further review:</p> <ul style="list-style-type: none"> • a letter of reliance for the Phase One ESA Update report and the Groundwater Monitoring and Sampling Letter; • a written document, prepared by a Professional Engineer that includes a plan to decommission the wells or proof of decommissioning; • a Temporary Discharge to Storm Sewer Commitment Letter; and, • a letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use.

Agency / Comment Date	Comments
	<p>Noise</p> <p>A Noise Feasibility Study prepared by S.S. Wilson Associates dated April 5, 2022, was received for review. The study evaluates the potential impact of environmental noise to and from the development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road and rail traffic and offsite stationary noise. Noise mitigation will be required in the form of upgraded building components and acoustic barriers. A revised noise study is required as part of the next submission to address staff comments.</p> <p>Engineering Plans/Drawings</p> <p>The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which are to be revised as part of subsequent submissions, in accordance with City standards.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Fire - Forestry - Enbridge - Heritage Planning - GTAA - Canada Post - Peel Regional Police - Alectra - CS Viamonde - Metrolinx
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Bell Canada - Rogers - THP

Development Requirements

There are engineering matters including: grading, environmental, engineering, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

8. Community Benefits Charge

Schedule 17 of Bill 197, COVID-19 Economic Recovery Act, 2020, amended the Planning Act. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the Planning Act now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The by-law specifies to which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

As the subject proposal is more than 5 storeys and does contain 10 or more residential units in total, the CBC is applicable and will be payable at the time of first building permit.

9. Next Steps

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by the project?
- Is the proposal compatible with the character of the area given the project's height, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- Are there opportunities for the proposed development to contribute towards the City's affordable housing initiatives?

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.

Recommendation Report Detailed Planning Analysis

Owner: 1407 Lakeshore Developments Ltd

1407 Lakeshore Road East

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1. Community Comments

Comments from the public at the community and public meetings were generally directed towards the sites compatibility with the surrounding neighbourhood and the Lakeshore Corridor. Below is a summary and response to the specific comments heard.

Comment

The applicant should consider the recommendations of the Lakeshore Corridor Study.

Response

The property owner has appealed the Lakeshore Corridor Study implementing Official Plan Amendment as it pertains to the subject property and this appeal remains outstanding. However, staff have given regard to the subject proposal and discuss how the proposal maintains the intent of the corridor study in Section 7 of this appendix.

Comment

Concern with the ratio of parking spaces provided and the ability for patrons of the commercial space to park on site.

Response

The applicant is proposing the following parking rates:

- 0.9 spaces/residential condominium apartment unit

- 0.20 spaces/residential unit for visitors with a shared parking arrangement between the retail uses of the subject site
- 3.0 spaces/100 m² (1, 076 ft²) non-residential GFA (in a C4 Zone) for permitted non-residential uses except restaurant with a Gross Floor Area (GFA) greater than 220 m² (1, 076 ft²).

Staff have reviewed the parking justification information submitted by the applicant and consider the justification satisfactory. In addition, the applicant is proposing to implement several Transportation Demand Management measures such as bicycle parking spaces and repair facilities, pre-loaded bus passes for unit purchasers and bike route infrastructure information.

Comment

The applicant should ensure the unit mix of the building considers all types of resident users, including families

Response

The applicant is proposing a mix of units, some of which will be affordable units. Section 7 of this appendix contains further comments.

Comment

The 45 degree angular plane emphasized in the Lakeshore Corridor Study should be implemented.

Response

The proposal generally maintains the 45 degree angular plane compatibility test that is emphasized in the Lakeshore Corridor Study. Section 7 of the appendix has further comments and diagrams with respect to this particular compatibility test.

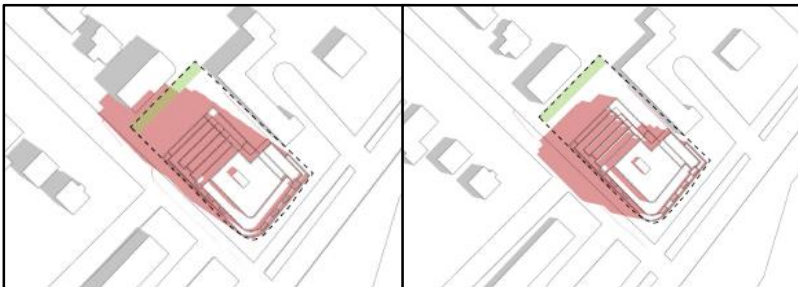
Comment

Will the proposal have sun/shadow impacts to the property to the north?

Response

The applicant has submitted a sun/shadow study as part of the application submission and the study was reviewed against the City's terms of reference. The applicant is required to provide information in relation to the impacts of the proposed development on adjacent residential private outdoor amenity spaces. Based on a review of the information, staff confirm that the proposed 9 storey apartment building will not pose any undue impacts on adjacent amenity areas.

The below diagram shows excerpts from the shadow study that depict the time where shadowing is most impactful. It is apparent that the property to the north is not expected to experience impacts to the existing amenity area in the rear.



Left: Sept 21, 9:18 am; Right: June 21, 9:18 am

Comment

How will garbage removal be accommodated on site?

Response

Garbage for the proposal will be collected by the Region of Peel through their front end waste hauler. Storage and removal will occur within a service room that will allow the truck to drive into and back out completely on site. The details of the waste collection will be further refined through the required Holding Provision Removal and Site Plan applications.

Comment

Concern with overlook onto the adjacent neighbourhood to the north.

Response

The Lakeview Local Area Plan requires infill development along Lakeshore Road East to take into account transitioning and compatibility to the existing low rise neighbourhood to the north. This is achieved through the maintenance of the 45 degree angular plane requirement and the inclusion of a 4.5 m (14.8 ft.) landscape buffer, which are mitigation items required in the local area plan. Both are intended to visually lessen any massing impacts that the proposal may have on the adjacent property. Section 7 of this appendix contains further comments.

Comment

Concern with how the site will accommodate storm water runoff.

Response

The proposal is required satisfy Transportation and Works Department requirements with respect to surface water run off and drainage. Upon review of the submitted grading and servicing plans, staff are satisfied that this proposal meets the City's requirements. Further details are to be worked out through the Holding Provision Removal and Site Plan applications.

Comment

How will the project support the public transit options that service the site?

Response

The project seeks to add more density along a corridor that has existing bus transit options, in addition to future higher order transit through the future Lakeshore BRT line. The proposal incorporates a mix of units and will offer residents ease of access to existing bus routes along Lakeshore Road that will connect to the Long Branch GO Station, giving patrons the ability to access downtown Toronto through GO's Lakeshore West line service.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on May 25, 2022. A summary of the

comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Technical reports, plans and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed in accordance with City requirements to confirm the feasibility of the proposal from an engineering standpoint.

Should the application be approved by Council, the owner will be required to provide additional technical details and revisions to drawings and studies. It should be noted that the extent of any proposed municipal infrastructure for Cherriebell Road (i.e. a new storm sewer, relocation of utilities and streetscape upgrades, including trees in the boulevard) will be required to be addressed through the Holding Provision Removal application.

Stormwater

The Functional Servicing Report and Stormwater Management Report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge is required.

The applicant has demonstrated a satisfactory stormwater servicing concept. The site's drainage will be accommodated in a new storm sewer on Cherriebell Rd. In addition, water reuse on site is being pursued via a stormwater tank as a low impact development design feature. Further details related to the groundwater dewatering and any potential groundwater quality treatment that may be required can be addressed through the Site Plan process.

Traffic

Two traffic impact study (TIS) submissions were provided by LEA Consulting Ltd. in support of the proposed development. Each submission was reviewed and audited by the City's Transportation and Works Department. The final submission, dated February 2023, complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 29 (10 in, 19 out) and 47 (28 in, 19 out) two-way site trips for the weekday AM and PM peak hours in 2026, respectively.

With the estimated traffic generated by the proposed development, area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Staff acknowledge that on May 12th, 2023, the Ministry of Municipal Affairs and Housing issued a Minister's Zoning Order (MZO) for the property just south of the subject site at 1082 Lakeshore Road East and 800 Hydro Road to double the permitted density for the Lakeview Village redevelopment.

On May 15th, 2023, Planning and Development Committee received a report from staff that outlined the MZO request and highlighted concerns. Part of the suite of concerns was the impacts of the doubling of density on the overall traffic network. It was noted that the Council approved density of 8,050 units still garnered issues with traffic capacity on Lakeshore Road East and Holding Zones were placed to allow development to proceed as capacity increases. Doubling the density to 16,000 units further exacerbates the concern with respect to traffic capacity.

While the subject proposal fronts onto Lakeshore Road East and represents an increase in density, the proposed 9 storey building falls within what is anticipated through the local planning framework and is not a significant contributor to the traffic capacity concerns on Lakeshore Road. It is expected that provisions to deal with the capacity issues that are forecasted as a result of the newly approved density on the Lakeview Village site will be required to be addressed by that development.

Environmental Compliance

A Phase One Environmental Site Assessment (ESA) Update report, dated February 18, 2022, and a Groundwater Monitoring and Sampling Letter, dated February 28, 2022, both prepared by EXP Services Inc., were submitted for review. The documents indicate that no further subsurface investigation is required. Any outstanding requirements can be addressed through the Holding Provision Removal application.

Noise

A Noise Feasibility Study prepared by S.S. Wilson Associates, dated April 5, 2022, was submitted for the proposed development. The study evaluates the potential impact of environmental noise to and from the development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road and rail traffic and offsite stationary noise.

The noise study satisfactorily confirms noise feasibility and confirms that noise mitigation will be required, including acoustical barriers for some outdoor amenity areas and upgraded building construction and ventilation requirements.

An updated noise study will be required to address staff comments as part of the Holding Provision Removal application. The final details related to noise mitigation requirements will be addressed through the Site Plan and Building Permit processes.

Other Engineering Matters

Should this rezoning application be approved by Council, other outstanding engineering matters can be addressed through the Holding Provision Removal application. Additional requirements and clauses related with the development of the lands will be captured in the related Development Agreement. Site-specific details will include, but not be limited to: grading, municipal infrastructure design and construction, streetscape upgrades, and utility relocations.

3. Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

4. Consistency with PPS

The Public Meeting Report dated July 15, 2022 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

The subject site and proposal represents an opportunity to modestly intensify and increase the range of housing in the area. The proposed development represents an efficient land use pattern that has been deemed to meet the applicable development standards as described in the Mississauga Official Plan section of the appendix. The proposed development supports the general intent of the PPS.

5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

Section 2.2.1 states that within settlement areas, growth will be focused in locations within existing or planned transit, with a priority on higher order transit where it exists or is planned. Section 2.2.4 directs municipalities to plan for Major Transit Station Areas (MTSAs) on priority transit corridors identified in the Growth Plan by delineating MTSAs and creating associated policies to meet minimum density targets and encourage efficient, compact and transit oriented development. The Growth Plan generally defines these areas as being within an approximate 500 to 800 m radius of a transit station, representing about a 10-minute walk.

Bus Rapid Transit is expected for this segment of Lakeshore Road East, with a stop at Dixie Road that is approximately within 100 m (1, 076 ft.) of the subject site and terminating at Long Branch GO Station, which is approximately 800 m (1, 076 ft.)

from the subject site. Section 2.2.4 of the Growth Plan provides that all MTSAs (regardless of whether they are located on priority corridors) will be planned and designed to be transit-supportive and to achieve multimodal access and that “development will be supported, where appropriate, by planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels”. Lakeshore Road East is not identified as a priority transit corridor by the Growth Plan, and accordingly, the Plan does not specify minimum density requirements (residents and jobs combined) for these associated MTSAs.

The proposal conforms to the Growth Plan as it is a transit oriented development that is intensifying an underutilized lot that will maximize the use of existing services and infrastructure and represents an overall built form that is deemed to be consistent with the development standards applicable in MOP and the Local Area Plan with respect to appropriate scale and transition.

6. Region of Peel Official Plan

On April 28, 2022 Regional Council passed By-law 20-2022 to adopt a new official plan, which was approved with modifications by the Province on November 4, 2022. The new Regional Official Plan includes policies related to MTSAs, including directing municipalities to delineate boundaries in their local official plans.

The public meeting report dated July 15, 2022, summarized relevant policies and noted that the proposed development

does not require an amendment to the Region of Peel Official Plan (ROP).

The proposed development is located within the Urban System of the Region of Peel and achieves many of the objectives and policies of the ROP, including: directing redevelopment to the urban system, efficient use of existing services and infrastructure, encouraging a pattern of compact forms, support pedestrian-friendly and transit-supportive opportunities for intensification and mixed land use (Section 5.3).

The proposed development conforms to the ROP as it is an appropriate development that efficiently uses land to contribute to housing choices in the neighbourhood and in close proximity to future transit.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Lakeview Neighbourhood Character Area, to permit a nine storey apartment building with ground floor commercial space. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***

- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

The following is an analysis of the key policies and criteria:

Mississauga Official Plan - Directing Growth

The subject site is located in the Lakeview Neighbourhood Character Area, which is a neighbourhood in MOP's City Structure. Neighbourhoods are not the focus for intensification within the City, however, the property fronts onto Lakeshore Road East, which is considered a corridor in MOP. The general policies in the Direct Growth section direct infill development and intensification within neighbourhoods to be located on corridors and on former commercial sites, provided redevelopment is consistent with transition and compatibility policies. The following policies are applicable:

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 identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.

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.

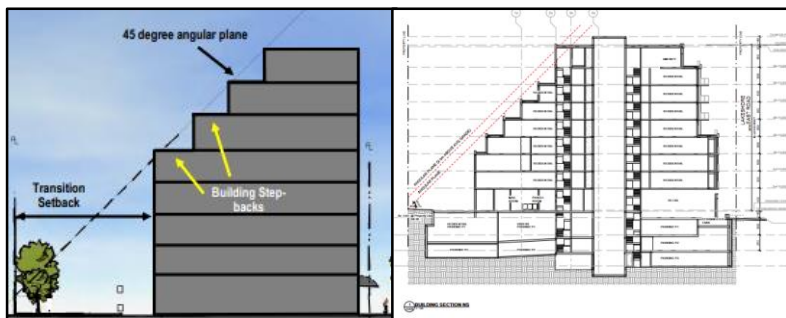
5.3.5.6 Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

The above policy direction is reflected in the Lakeview Local Area Plan and applied more specifically. In general, the proposed mid rise building meets the applicable policies in the general MOP document, as it is a project that represents infill development on a corridor that appropriately responds to the surrounding context, is transit supportive and is sensitive in built form.

Lakeview Local Area Plan and Built Form Standards - Compatibility

The Lakeview Local Area Plan requires intensification within the Lakeshore Corridor – Outer Core Sub Area to accommodate a mix of uses and to have regard for the character of the area by providing transition in height, built form and density. Applicable policies require redevelopment along the corridor to focus on compatibility with respect to the adjacent low rise residential neighbourhood to the north, to address the mainstreet character by ensuring commercial uses at grade and to ensure that the overall design fosters a pedestrian friendly streetscape.

The Lakeview Built Form Standards contain specific guidelines that provide direction at achieving the above policies. The built form standards require that development along the corridor maintain a 45 degree angular plane to the adjacent low density neighbourhood, implement increased setbacks and deploy building step backs within the overall massing of the building.



Left: Excerpt from the LLAP BFS – 45 degree angular plan figure. Right: Proposed building section with 45 degree overlay.

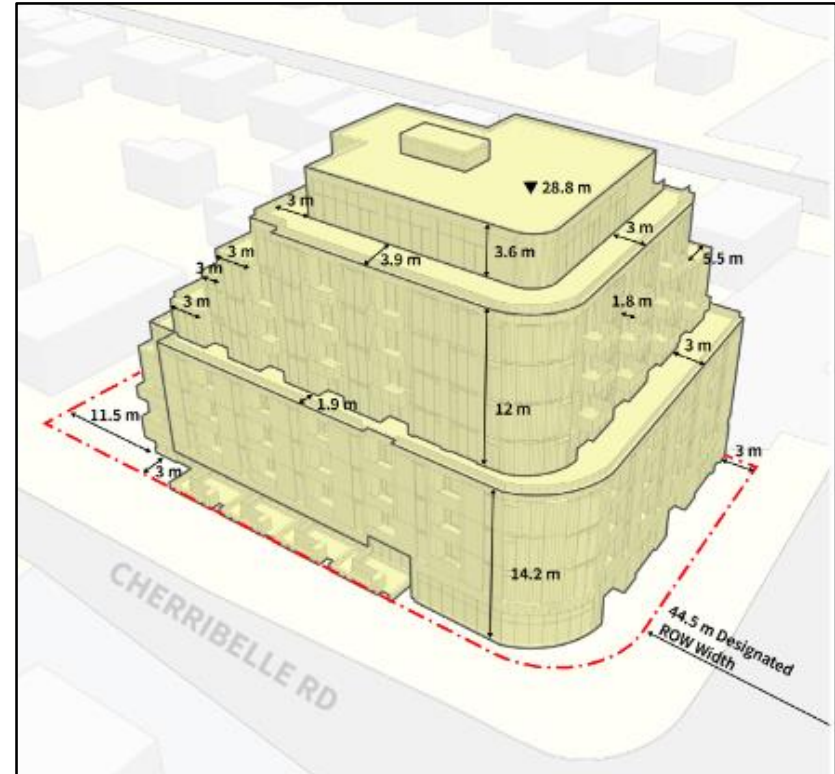
The proposal maintains the required 45 degree angular plane to the neighbourhood to the north and is depicted in the images above. In addition, the proposal provides adequate at grade setbacks to the property's limits, including an unencumbered landscape buffer along the northerly property line which will provide 4.5 m (14.8 ft.) of vegetation planting and a tree corridor, adequately screening and buffering the proposal from the existing residential property to the north. The building also includes reduced projections and incorporates step backs along the northerly side of the building from the 4th floor to the 9th floor. This will ensure that the massing impact is mitigated with respect to privacy and overlook to the adjacent residential neighbourhood. The building also deploys a 3.0 m (9.8 ft.) step back at the fourth storey along the Lakeshore Road corridor, creating a streetwall that is conducive to a mainstreet character and is pedestrian oriented.

The proposal also implements an appropriate interface along the Cherriebell Road frontage. The building incorporates at grade residential units, which is suitable since Cherriebell Road is a residential street, and reflects the at grade condition that will be forthcoming as part of a future apartment building to the west. The building setback to the property line allows for soft landscaping within the patio areas of the ground related units and the building has been appropriately set back from the limits of the property, in order to allow for an amended boulevard to support the proposal that will include a side walk and a row of street trees.



Rendering of proposal showing building mass and Cherriell Road streetscape.

While the proposal indicates 9 storeys as the total number of storeys, the 9th floor only contains a mechanical unit (permitted as of right, up to 6.0 m (19.7 ft.) in height) and indoor amenity space. Due to the amenity space being included on this level and adjacent to the mechanical area, this floor is considered to be apart of the total number of storeys and height for the building as per the general zoning definition. Residential apartment units are proposed only within floors 1 to 8. As such, from a general zoning definition point of view, the proposed building is 9 storeys, however, the building is designed and articulated as an 8 storey building.



Massing of proposal – proposal incorporates property setbacks and building step backs to appropriately respond to the adjacent neighbourhood to the north.

Overall, the proposal represents a mid rise building that appropriately fits within the surrounding context by deploying the criteria required in the Lakeview Built Form Standards for infill development on the corridor and addresses the Lakeshore Corridor in a manner that is consistent with the vision of the Local Area Plan.

Lakeshore Corridor Study

Council has recently approved an Official Plan Amendment to the Lakeview Local Area Plan that implements new and refined policies regarding building heights and overall built form on the Lakeshore Road East Corridor, between Seneca Avenue and the easterly City border. However, the property owner appealed the Lakeshore Corridor Study implementing Official Plan Amendment as it pertains to the subject property and, as of authoring this report, the appeal remains outstanding. Since these applications for Official Plan Amendment and Rezoning was made prior to Council approving the amendments as part of the study, the implementing policies officially do not fall within the applicable policy regime used when evaluating the proposal.

Notwithstanding the above, regard for the policies approved as part of the Lakeshore Corridor Study exercise is appropriate and the below summarizes an evaluation against the proposal.

The following highlights policies that have been approved to implement the study:

- An increase in overall building height from 4 storeys to 8 storeys, provided that appropriate transition is maintained.
- Up to 30 m (98.4 ft.) in height can be obtained for properties that have an overall depth of 60 m (196.9 ft.) or more.
- A step back from the 4th storey streetwall on Lakeshore Road must be provided.

- Overall mainstreet character is to be retained and reinforced.

The indoor amenity space and mechanical unit on the 9th floor is set back from the parapet of the 8th floor along Lakeshore Road and Cherriebell Road and does not take up the full footprint of the building. Due to this, the 9th storey will be minimized from view. Were the 9th storey only mechanical space, without amenity area, it would not be interpreted as a storey by the Zoning By-law.



Rendering of 9 storey building from Lakeshore Road – 9th floor rooftop amenity and mechanical unit is not visible from streetscape

The study concludes that properties along the corridor should be 8 storeys in height and in cases where the depth of the lot is greater than 60.0 m (196.8 ft.), a total height of 30.0 m (98.4 ft.) can be achieved. The subject property has a lot depth of 55.0 m (180.4 ft.) and the submitted building elevations indicate that the building is approximately 25.0 m (82.0 ft.) in height to the top of the 8th storey. From a height and lot size perspective, staff are of the opinion that the overall building mass is well within the realm of anticipated building height that is envisioned for both the corridor and the subject site in particular.

In addition, the mitigating measures deployed within the building and site design includes the maintenance of the 45 degree angular plane requirement, the implementation of property line setbacks and building step backs, and the achievement of adequate landscape buffering. Staff are of the opinion that the proposed mid rise building generally meets the goals and objectives of the Lakeshore Corridor Study.

Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The City's Housing Strategy and Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy* for Mississauga which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), Provincial Policy Statement (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes. The proposed development contains the following mix of units:

- 1 bedroom – 33 units
- 1 bedroom plus den – 22 units
- 2 bedroom/2 bedroom plus den – 21 units

- 3 bedroom/3 bedroom plus den – 7 units

In addition, the applicant has proposed the following contribution to affordable housing, which has been accepted by staff:

- 5% of new ownership units will be affordable units for a period of 25 years.
- The purchase price will be 80% of the average unit price within the year that the unit is sold.

This proposal ensures that affordable units will be constructed within a mid rise building that fronts a corridor and has access to existing and future transit infrastructure and will help contribute to overall housing choice within the surrounding neighbourhood.

Staff will be including a Holding provision within the site specific Zoning By-law that requires satisfactory arrangements with the CPS-Housing team with respect to the implementation of the agreed upon affordable housing contribution.

8. Zoning

The proposed **RA2-Exception** (Apartments-Exception) is appropriate to accommodate the 9 storey apartment building with ground floor commercial space.

9. "H" Holding Symbol

Should this application be approved by Council, staff will request an "H" Holding Symbol which can be lifted upon:

- Receipt of a signed Development Agreement satisfactory to the City of Mississauga
- Satisfactory submission of an updated Functional Servicing Report, Traffic Impact Statement and Noise Study
- Satisfactory arrangements with the Region of Peel with respect to waste collection
- Satisfactory arrangements with City Planning Strategies Division regarding the affordable housing contribution

10. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as, but not limited to, site design, landscaping, grading and water retention. Through the site plan process, further refinements are anticipated.

11. Conclusions

In conclusion, City staff has evaluated the applications to permit a 9 storey apartment building with ground floor commercial space against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The proposed development is consistent with the *PPS* and *Growth Plan* as it pertains to developing an underutilized site that fronts onto a corridor that will take advantage of existing infrastructure and will support current and future transit within the area.

The Lakeview Local Area Plan views the Lakeshore Road corridor as an area that is to develop in accordance with anticipated transit improvements within the ROW in a fashion that maintains the main street character of the corridor and respects and relates to the immediate low rise context.

The proposal conforms to the Lakeview Local Area Plan because it seeks to construct a mid rise built form that has demonstrated appropriate compatibility with the surrounding area by maintaining the required 45 degree angular plane to the low rise neighbourhood to the north, provides appropriate setbacks to property lines and implements building step backs, facilitates commercial space on the ground floor and addresses the corridor with a building design that is pedestrian oriented.

As the applicant has addressed relevant provincial and city policies and the technical requirements of the City, staff recommends approval of this development proposal.