



# MISSISSAUGA

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

<b>DATE OF NOTICE</b>	July 06, 2023	
<b>OPA NUMBER</b>	OPA 157 (By-law 0126-2023)	
<b>ZONING BY-LAW NUMBER</b>	0127-2023	
<b>DATE PASSED BY COUNCIL</b>	June 28, 2023	
<b>LAST DATE TO FILE APPEAL</b>	<b>July 26, 2023</b>	
<b>FILE NUMBER</b>	OZ-OPA 21-20	Ward #1
<b>APPLICANT</b>	MacMartin Group Ltd.	
<b>PROPERTY LOCATION</b>	East side of Fergus Avenue, north of Lakeshore Road East, 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 #157 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 Limits Map for the subject land from two to eight storeys to two to 10 storeys.

The purpose of the Zoning By-law is to permit a 10 storey apartment on the subject lands. This By law amends the zoning of the property outlined on the attached Schedule "A" from "C4" (Mainstreet Commercial) to "H-RA3-39" (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 157 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](mailto: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, 2<sup>nd</sup> 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](http://www.mississauga.ca/portal/cityhall/publicnotices) or from **Lucas Petricca** of the City of Mississauga, Planning and Building Department at (905) 615-3200 X **5733**

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

**Amendment No. 157**

**to**

**Mississauga Official Plan**

By-law No. 0126-2023

A by-law to Adopt Mississauga Official Plan Amendment No. 157

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. 157, 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 land use designation change from Mixed Use to Residential High Density in 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. 157 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 28<sup>th</sup> day of June, 2023.

Signed Bonnie Crombie Signed [Signature]  
MAYOR CLERK

**Amendment No. 157**  
**to**  
**Mississauga Official Plan**

The following text and Maps "A" to "E" attached constitute Amendment No. 157.

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 June 2, 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 for the subject lands from two to eight storeys to two to 10 storeys.

## **LOCATION**

The lands affected by this Amendment are located on the east side of Fergus Avenue, north of Lakeshore Road East. 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 commercial and residential in conjunction with other permitted uses such as personal service establishments, restaurants and retail stores. Building heights are limited to between two to eight storeys, as permitted by the Lakeview Local Area Plan Height Limits Map.

An official plan amendment is required to change the land use designation from Mixed Use to Residential High Density, to change the Lakeview Local Area Plan Height Limits Map from two to eight storeys to two to 10 storeys, and to remove the subject lands from the Green System, in order to permit an apartment dwelling.

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

1. The subject lands are located within a Major Transit Station Area and abut a higher order transit corridor, representing an appropriate location for growth.
2. The proposed land use and density are compatible with the surrounding land uses and incorporates sufficient setbacks and urban design standards that provide an appropriate transition to the neighbourhood.

## **DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO**

1. Schedule 1, Urban System of Mississauga Official Plan, is hereby amended by removing the subject lands from the Green System, as shown on Map "A" of this Amendment.
2. Schedule 1a, Urban System - Green System of Mississauga Official Plan, is hereby amended by removing the subject lands from the Green System, as shown on Map "B" of this Amendment.
3. Schedule 3, Natural System of Mississauga Official Plan, is hereby amended by removing the subject lands from the Natural Hazards, as shown on Map "C" of this Amendment.
4. 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 "D" of this Amendment.
5. Map 3 - Lakeview Local Area Plan Height Limits, of the Lakeview Local Area Plan, within Mississauga Official Plan is hereby amended by changing the height permission of the subject lands from two to eight storeys to two to 10 storeys as shown on Map "E" 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.

<http://teamsites.mississauga.ca/sites/18/mopa/oz-opa 21-20 w1.mopa 157.lp.jmcc.docx>

# LEGEND


## GREEN SYSTEM

 Green System

## CITY STRUCTURE

 Downtown

 Major Node

 Community Node

 Neighbourhood


 Corporate Centre

 Employment Area

 Special Purpose Area

## CORRIDORS

 Corridor

 Intensification Corridor

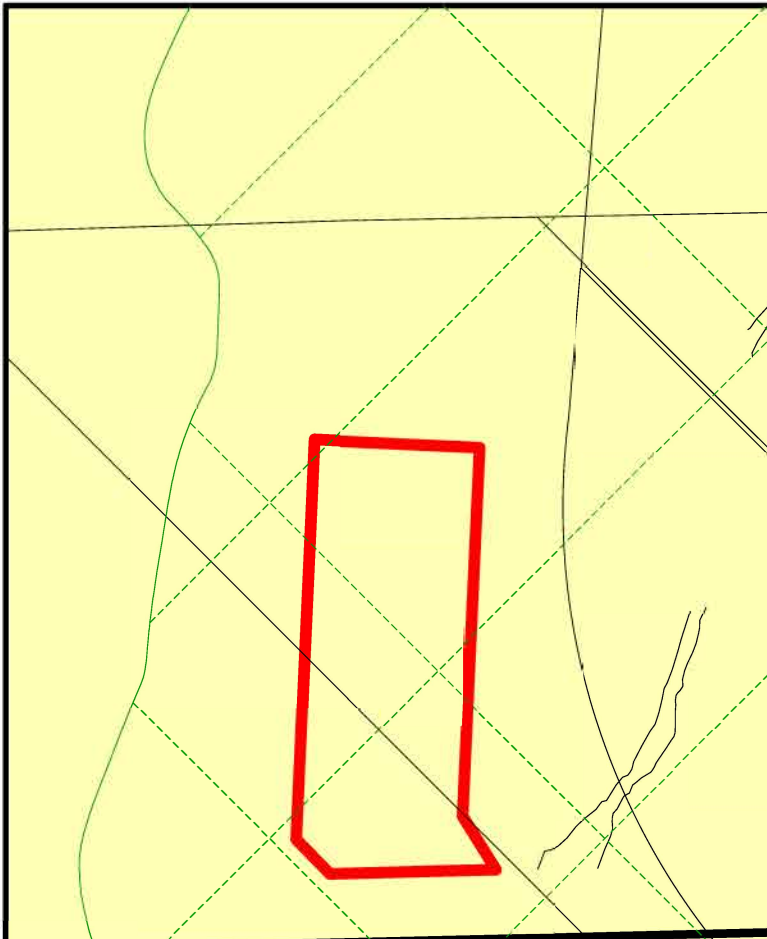
 AREA OF AMENDMENT

### Note:

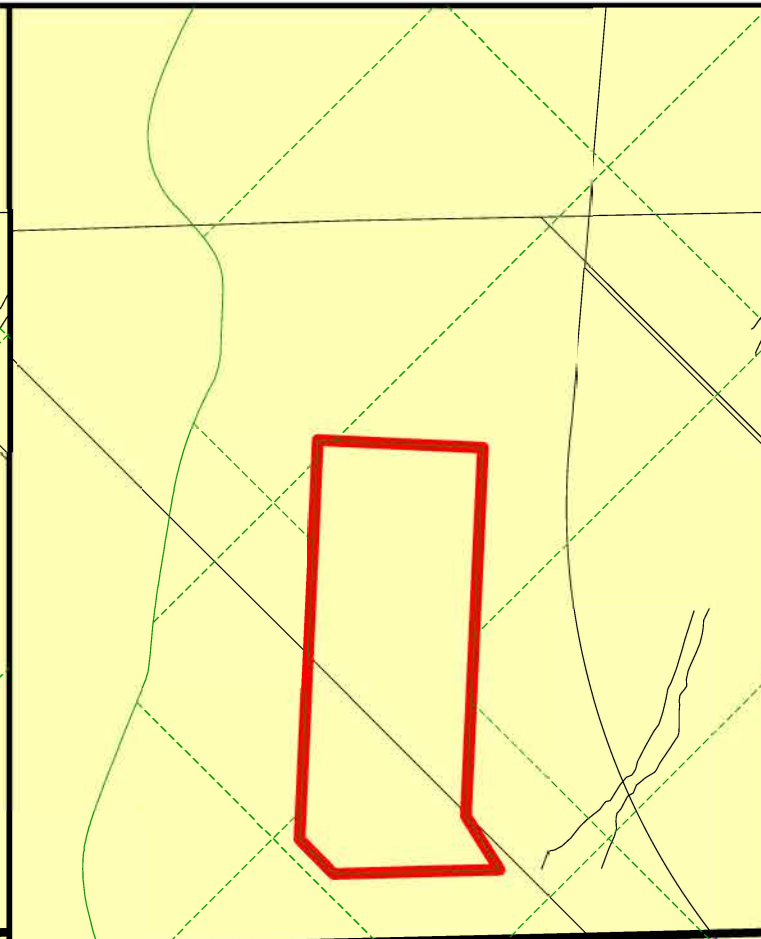
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



**MAP 'A'**  
Part of  
Schedule 1-Urban System  
of Mississauga Official Plan



EXISTING



AMENDED

LAKESHORE RD. E

LAKESHORE RD. E

**LEGEND:**

 AREA OF AMENDMENT

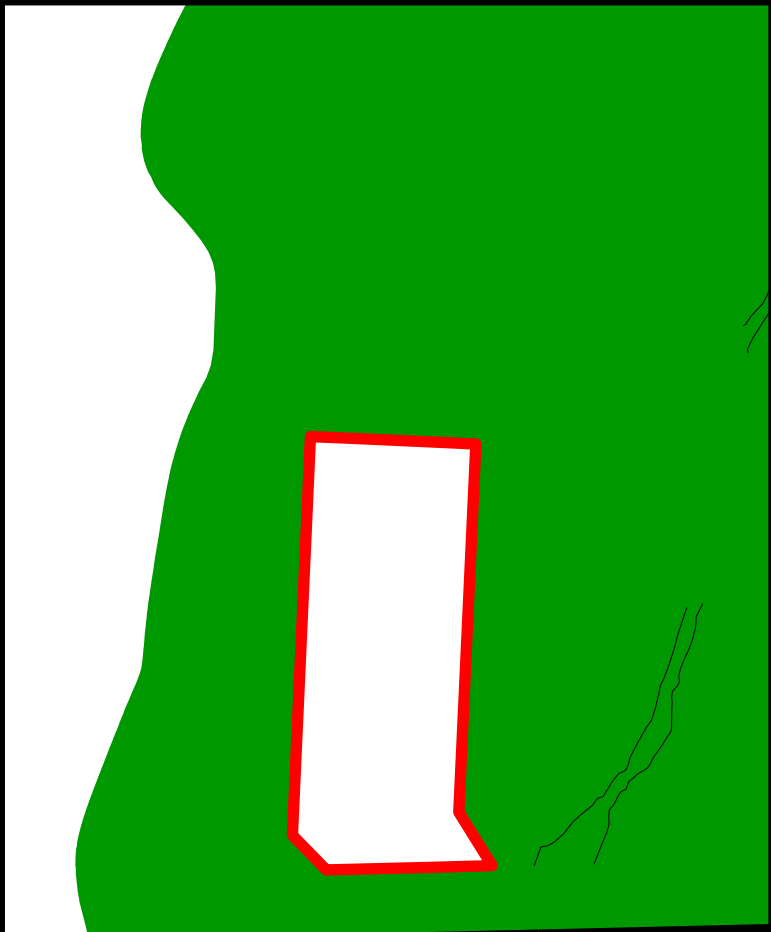
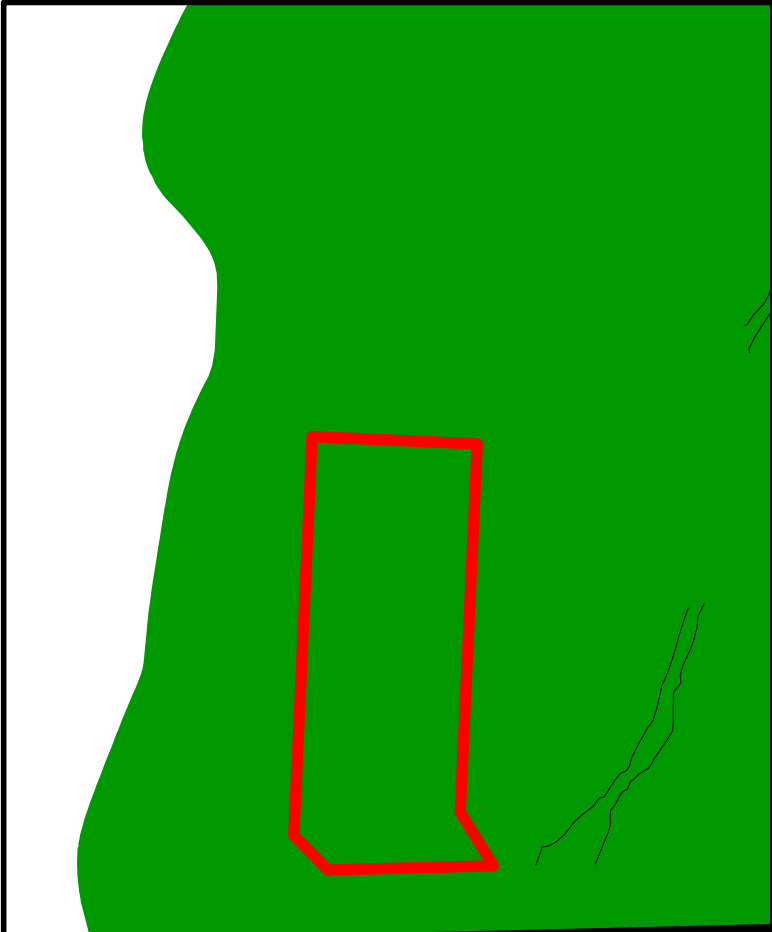
**Note:**

Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



**MAP 'B'**

Part of Schedule 1a  
Urban System - Green System  
of Mississauga Official Plan

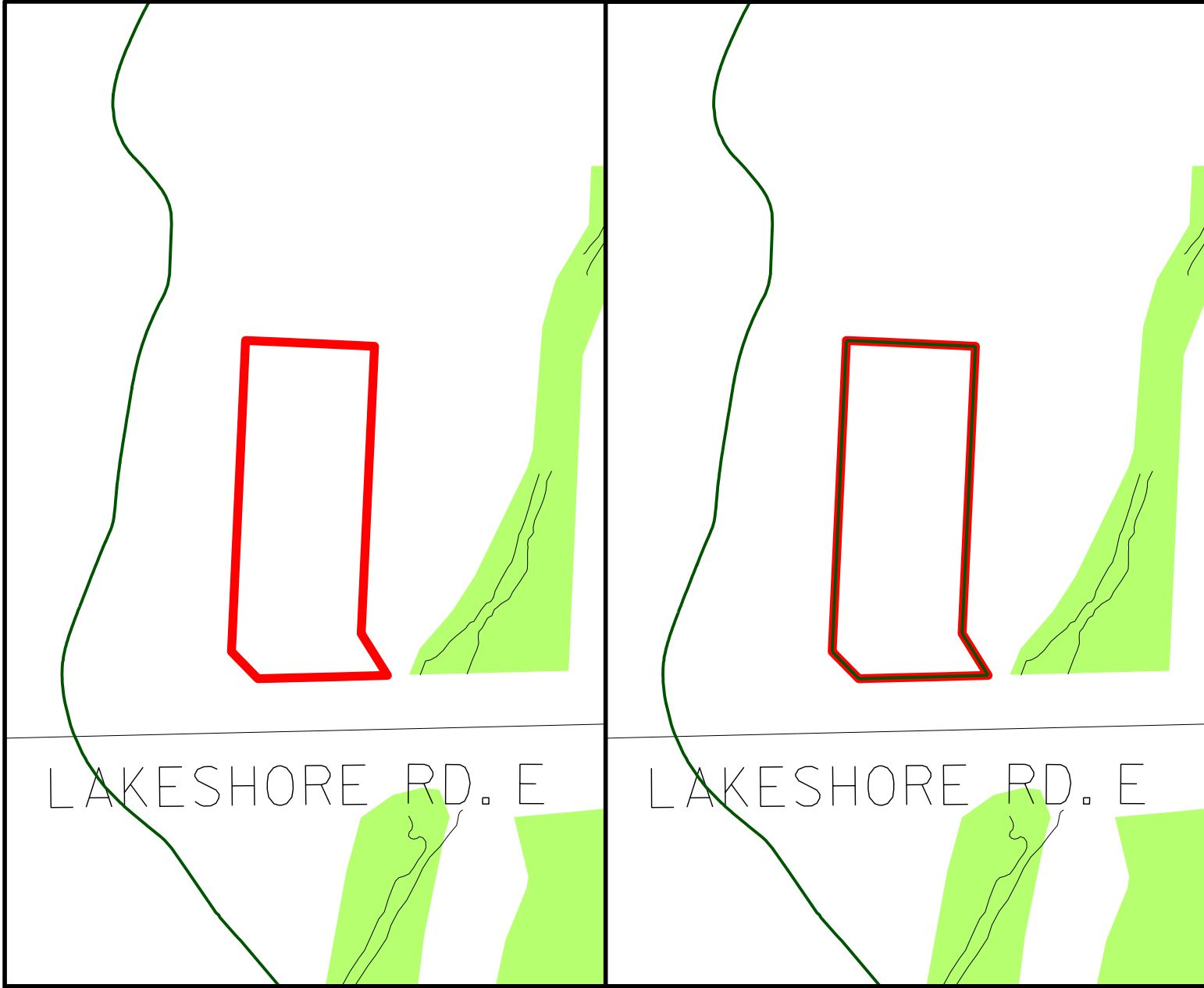


LAKESHORE RD. E

LAKESHORE RD. E

EXISTING

AMENDED



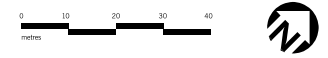
**EXISTING** **AMENDED**

**LEGEND**

- Natural Heritage System:**
- Significant Natural Areas and Natural Green Spaces
  - Special Management Areas
  - Linkages
  - Residential Woodlands
  - Provincially Significant Wetlands
  - Other Wetlands
  - \* Areas of Natural and Scientific Interest Provincial Significance
  - ◆ Areas of Natural and Scientific Interest Regional Significance
- Natural Hazards:**
- Natural Hazards
  - Two Zone Floodplain Regulations
  - Special Policy Area Floodplain
  - AREA OF AMENDMENT

**Notes:**

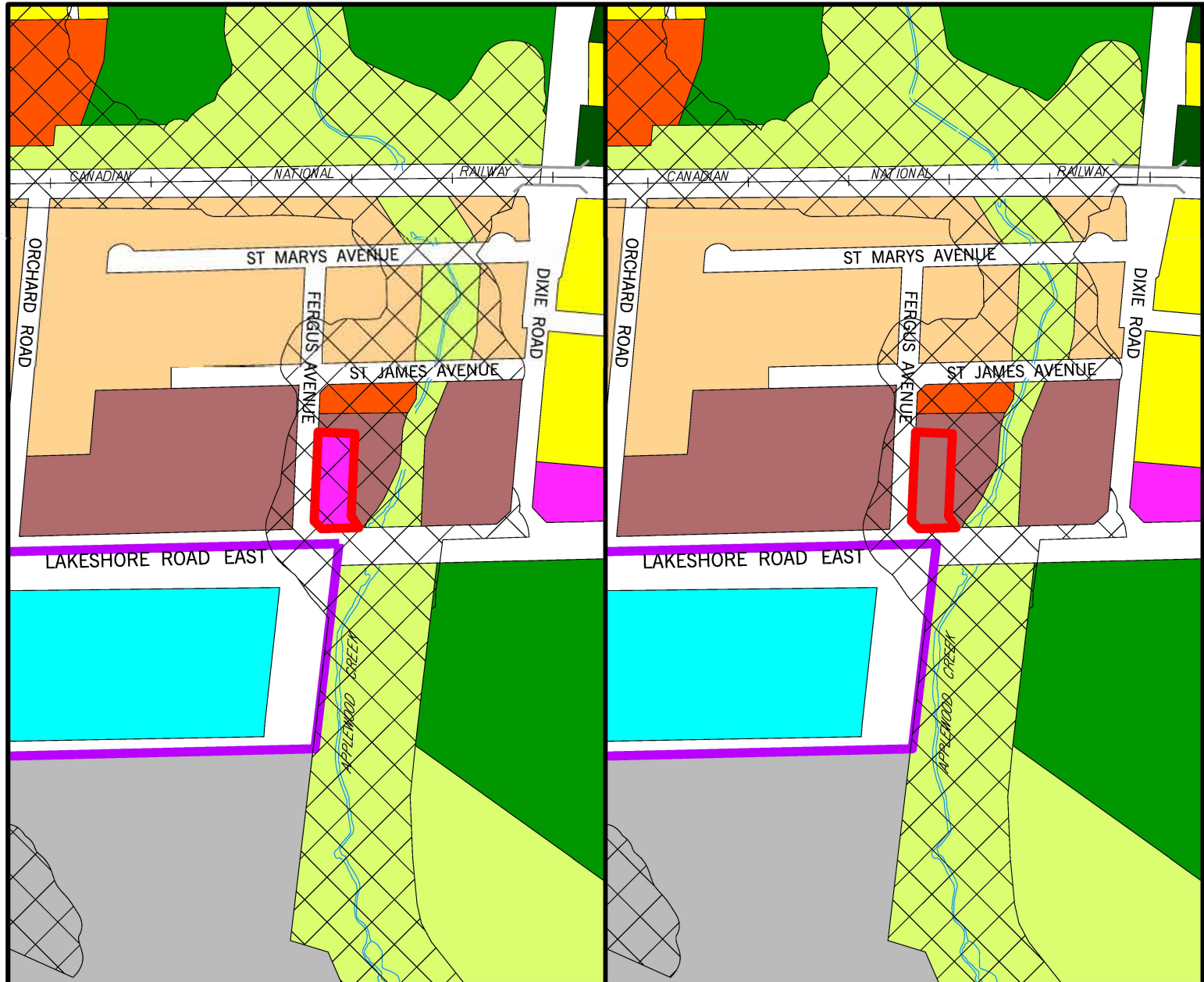
1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The limits of the Natural Hazards shown on this Schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.



**MAP 'C'**

**Part of Schedule 3  
Natural System  
of Mississauga Official Plan**





EXISTING LAND USE DESIGNATION

AMENDED LAND USE DESIGNATION

LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Downtown Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Airport
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- 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
- Catholic School
- Hospital
- Community Facilities
- Natural Hazards

City Structure

- Downtown
- Corporate Centre
- Major Node
- Employment Area
- Community Node
- Special Purpose Area
- Neighbourhood

AREA OF AMENDMENT

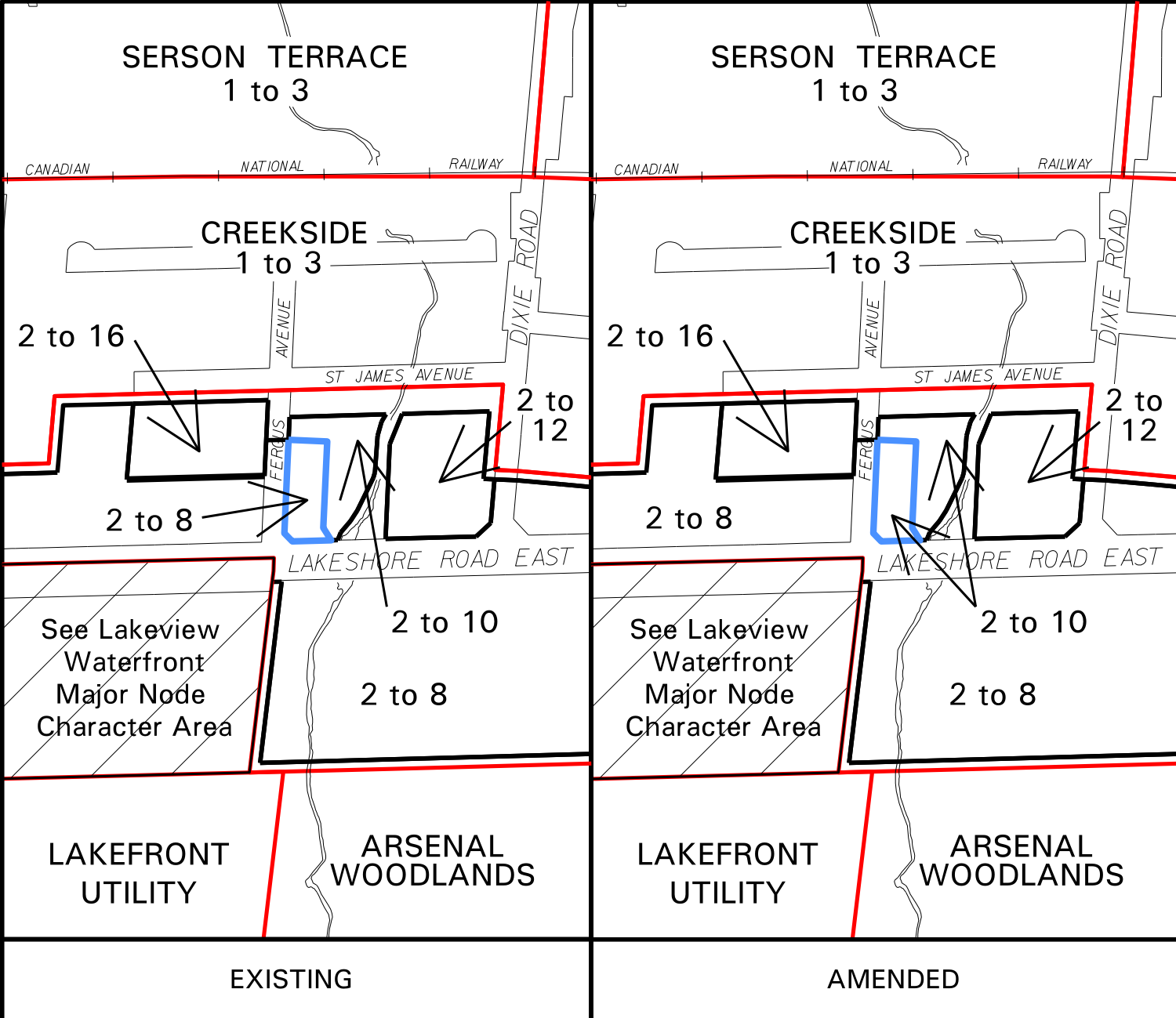
FROM:  
 MIXED USE

TO:  
 RESIDENTIAL HIGH DENSITY



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



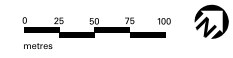


- Legend
- Sub-Area Boundary
  - Area of Amendment
  - ..... Local Area Plan Boundary

APPEALED

- Note:
1. Height limits represent the minimum and maximum number of storeys permitted.
  2. Appeal has been scoped to be site-specific.

MAP 'E'  
 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 May 30, 2022 in connection with this proposed Amendment.

One member of the public made a deputation. The main concerns were regarding the height and design of the apartment dwelling. The concerns have been addressed in the Planning and Building Department report dated June 2, 2023, attached to this Amendment as Appendix II.

City of Mississauga  
**Corporate Report**



<p>Date: June 2, 2023</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: OZ/OPA 21-20 W1</p>
	<p>Meeting date: June 26, 2023</p>

## Subject

### PUBLIC MEETING RECOMMENDATION REPORT (WARD 1)

**Official Plan Amendment and Rezoning applications to permit a 10 storey rental apartment building**

**1303 Lakeshore Road East, east side of Fergus Avenue, north of Lakeshore Road East**

**Owner: 1303 Lakeshore Road E GP Inc.**

**File: OZ/OPA 21-20 W1**

**Pre-Bill 109**

## Recommendation

1. That the applications under File OZ/OPA 21-20 W1, 1303 Lakeshore Road E GP Inc., 1303 Lakeshore Road East to amend Mississauga Official Plan to **Residential High Density**; to change the zoning to **H-RA3-39** (Apartments – Exception) to permit a 10 storey rental apartment building, be approved in conformity with the provisions outlined in Appendix 2 of the staff report dated June 2, 2023 from the Commissioner of Planning and Building.
2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.
4. That the "H" holding provision is to be removed from the **H-RA3-39** (Apartments – Exception) 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

June 2, 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 change the zoning by-law to allow for a 10 storey rental apartment building
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including setbacks, parking, unit types, amenity space and adding an additional stepback above the 8<sup>th</sup> storey fronting onto Lakeshore Road East
- The Lakeview Corridor Study permits heights of 2 to 8 storeys. However, a height of 30 m (98.43 ft.) is permitted for lots that have a depth greater than 60 m (196.85 ft.). The application proposes a height of 34 m (112 ft.) measured to the top of the parapet on a site that has a depth of 90 m (295 ft.), allowing for greater separation to the lower density neighbourhood to the north
- It has been concluded that the proposed development is supportable from a planning perspective
- Staff are satisfied with the changes to the proposal and find them to be acceptable from a planning standpoint, and recommend that the applications be approved

## Background

A public meeting was held by the Planning and Development Committee on May 30, 2022, at which time an Information Report

<https://pub-mississauga.escribemeetings.com/FileStream.ashx?DocumentId=26367>

Recommendation PDC-0050-2022 was then adopted by Council on June 8, 2022.

1. That the report dated May 6, 2022, from the Commissioner of Planning and Building regarding the applications by 1303 Lakeshore Road E Limited to permit a 10 storey rental apartment building, under File OZ/OPA 21-20 W1, 1303 Lakeshore Road East, be received for information.
2. That one oral submission 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 1303 Lakeshore Road East

## Comments

### REVISED DEVELOPMENT PROPOSAL

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

- Total number of units has decreased from 169 to 153 to provide more two and three bedroom units
- Parking has increased from 174 spaces to 195 spaces, exceeding the zoning by-law requirement
- Amenity area has increased from 2.61 m<sup>2</sup> (28.1 ft<sup>2</sup>) to 3.82 m<sup>2</sup> (41.1 ft<sup>2</sup>) per unit
- The front yard setback has decreased from 5.25 m (17.2 ft.) to 3 m (9.84 ft.)
- The exterior side yard setback has increased from 2.5 m (8.2 ft.) to 4 m (13.1 ft.) while the interior side yard setback has decreased from 4.30 m (14.1 ft.) to 3.54 m (11.6 ft.)
- The rear yard setback measured to the apartment building has increased from 19.5 m (64 ft.) to 21.1 m (69.3 ft.)
- The 9<sup>th</sup> and 10<sup>th</sup> storey have been stepped back fronting Lakeshore Road East

### COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. A community meeting was held by Ward 1 Councillor, Stephen Dasko, on September 8, 2021. Approximately 10 people attended the meeting and 1 written submission was received. All property owners within 120 m (393 ft.) were notified of the applications on May 5, 2022 for the information meeting which was held on May 30, 2022. Supporting studies

were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

One member of the public made a deputation regarding the applications. 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 height schedule within the Lakeview Local Area Plan to permit 10 storeys. A zoning by-law amendment is required to change the zoning from **C4** (Mainstreet Commercial) to **H-RA3-39** (Apartments – Exception) to permit the proposal. The zoning requires an "H" Holding Provision that can be removed once a number of technical details have been resolved and are deemed satisfactory by staff.

The applications have been found to be acceptable based upon the following:

- The proposal is sensitive to and compatible with the surrounding area and represents appropriate growth within a neighbourhood that is located on a Higher Order Transit Corridor and within a Major Transit Station Area (MTSA)
- The building and site design and the proposed setbacks ensure that there is an appropriate transition in height and built form to the adjacent properties

- The proposal adds to the range of housing in the Lakeview Neighbourhood Character Area and makes more efficient use of the subject property, aligning with the goals and objectives of the *Provincial Policy Statement, Growth Plan*, as well as Mississauga Official Plan

## Strategic Plan

The applications are consistent with the Connect pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

## 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 is directing growth to a higher order transit corridor and to a site that is located within an MTSA. The proposal is compatible in built form to the surrounding neighbourhood and maintains the existing and planned context of the 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: Lucas Petricca, Development Planner

City of Mississauga  
**Corporate Report**



<p>Date: May 6, 2022</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: OZ/OPA 21-20 W1</p>
	<p>Meeting date: May 30, 2022</p>

## Subject

### PUBLIC MEETING INFORMATION REPORT (WARD 1)

**Official Plan Amendment and Rezoning applications to permit a 10 storey rental apartment building**

**1303 Lakeshore Road East, northeast corner of Fergus Avenue and Lakeshore Road East**

**Owner: 1303 Lakeshore Road E Limited**

**File: OZ/OPA 21-20 W1**

## Recommendation

That the report dated May 6, 2022, from the Commissioner of Planning and Building regarding the applications by 1303 Lakeshore Road E Limited to permit a 10 storey rental apartment building, under File OZ/OPA 21-20 W1, 1303 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 10 storey rental apartment building with 169 dwelling units. The applicant is proposing to amend the Official Plan from **Mixed Use** to **Residential High Density** to permit the residential only rental apartment building. The zoning by-law will also need to be amended from **C4** (Maintstreet Commercial) to **RA3- Exception** (Apartments - Exception) 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 on the east side of Fergus Avenue, north of Lakeshore Road East within the Lakeview Neighbourhood Character Area. The site is currently occupied by a two storey motel with surface parking. There are existing 7 to 16 storey apartment buildings, east and west of the property and low rise residential uses to the north with some industrial/commercial uses backing onto the railway corridor. The south side of Lakeshore Road East also contains manufacturing and commercial uses.



Aerial image of 1303 Lakeshore Road East



Applicant's rendering of the 10 storey rental 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**

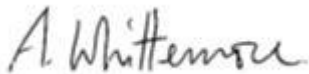
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

## **Conclusion**

All 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 and setbacks, ensuring compatibility of new buildings and community consultation and input.

## **Attachments**

Appendix 1: Detailed Information and Preliminary Planning Analysis



---

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

Prepared by: Lucas Petricca, Development Planner

## Detailed Information and Preliminary Planning Analysis

**Owner: 1303 Lakeshore Road E Limited**

**1303 Lakeshore Road East**

### Table of Contents

1. Proposed Development.....	2
2. Site Description.....	6
3. Site Context .....	7
4. Summary of Applicable Policies, Regulations and Proposed Amendments.....	11
5. School Accommodation .....	25
6. Community Questions and Comments.....	26
7. Development Issues .....	27
8. Section 37 Community Benefits (Bonus Zoning) .....	30
9. Next Steps .....	31

## 1. Proposed Development

The applicant proposes to develop the property with a 10 storey, 169 unit, rental apartment building. 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		
Application submitted:	Received: December 6, 2021 Deemed complete: January 7, 2022	
Developer/ Owner:	1303 Lakeshore Road E Limited	
Applicant:	High Street Capital Partners	
Number of units:	169 units	
Proposed Gross Floor Area:	13 263.29 m <sup>2</sup> (142,765 ft <sup>2</sup> )	
Height:	10 storeys / 31.7 m (100 ft.)	
Lot Coverage:	45.32%	
Floor Space Index:	4.18	
Landscaped Area:	27.46%	
Anticipated Population:	370* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	210	174
visitor spaces	33	26
Total	243	200

### 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>:

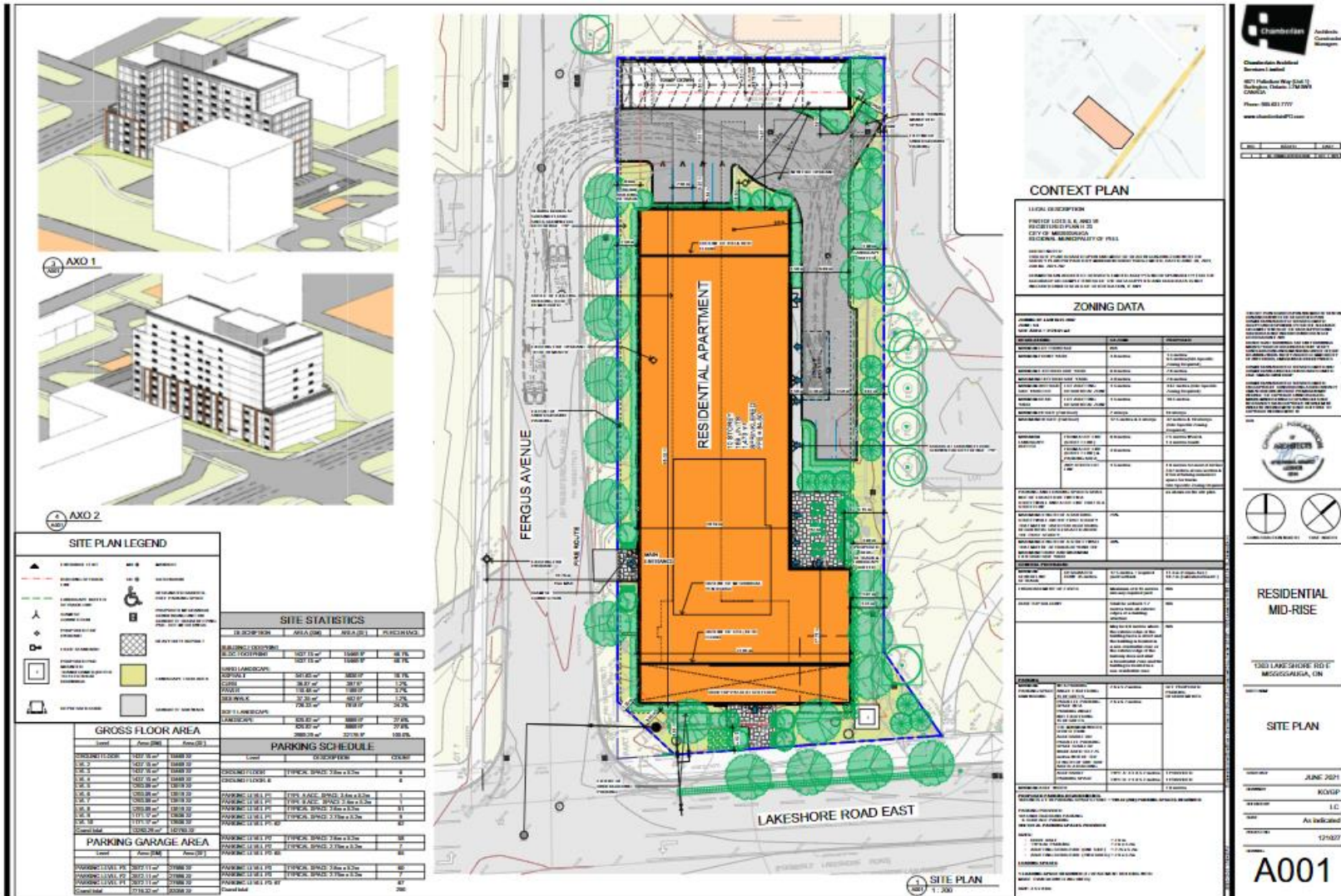
- Planning Justification Report
- Site Plan and Elevations
- Noise Study
- Shadow Study
- Draft Official Plan and Zoning By-law Amendments
- Functional Servicing Report
- Phase I Environmental Site Assessment
- Wind Study
- Landscape Arborist Report
- Landscape Plan
- Geotechnical and Slope Stability Study
- Floor Plans
- Hydrogeology Assessment
- Landscape Tree and Preservation Plan
- Transportation and Parking Study
- Urban Design Brief

### 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 pre-application community meeting was held by Ward 1 Councillor, Stephen Dasko, on September 8, 2021. 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 and Renderings



Site Plan



**Chamberlain** Residential Construction Manager

Chamberlain Architect  
 2000 Lakeshore Blvd. E.  
 Suite 1000, Oakville, ON L6M 0B5  
 Canada  
 Phone: 905.421.7777  
 www.chamberlainpc.com

RESIDENTIAL MID-RISE

1000 LAKESHORE RD E  
 MISSISSAUGA, ON

EXTERIOR ELEVATION I

JUNE 2021  
 Author  
 Checker  
 As Indicated  
 121827

**A201**

Elevations



**1- INTERSECTION AT LAKESHORE ROAD EAST & FERGUS AVENUE**



**2- WEST ELEVATION, FERGUS AVENUE**



**3- FRONT ENTRANCE ON LAKESHORE ROAD EAST**

Applicants Rendering

## 2. Site Description

### Site Information

The property is located at on the east side of Fergus Avenue, north of Lakeshore Road East, within the Lakeview Neighbourhood Character Area. The site is currently occupied by a 2 storey motel known as the Green Acres Motel and contains some vegetation lining the perimeter of the property. The site currently has an access off Lakeshore Road East and Fergus Avenue with surface parking interior to the motel.



Aerial Photo of 1303 Lakeshore Road East

Property Size and Use	
Frontages:	+/- 36 m (118.11 ft.)
Depth:	+/- 90 m (295.27 ft.)
Gross Lot Area:	0.31 ha (0.78 ac.)
Existing Uses:	A 2 storey motel known as the Green Acres Motel



Photo from Lakeshore Road East facing north

### Site History

- 1963 – A motel on the site was constructed
- May 2, 1989 – Official Plan and Zoning By-law Amendment submitted for the expansion of the existing motel under file OZ 89-051, which was approved on December 24, 1990

- November 13, 1990 – Site Plan application received for a second storey on the motel, which was approved on April 6, 1991
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **C4** (Mainstreet Commercial)
- November 14, 2012 – Mississauga Official Plan came into force. The subject property is designated **Mixed Use** in the Lakeview Neighbourhood Character Area
- December 6, 2021 – Official Plan and Zoning By-law Amendment applications received to permit a 10 storey rental apartment building containing 169 units

### 3. Site Context

#### Surrounding Land Uses

The surrounding area is characterized by mostly residential uses. There are also industrial and commercial uses within the vicinity of the site. Immediately north and east of the subject property are two blocks of townhouses, a 10 storey apartment building and Applewood Creek. The lands to the west contain 7 and 16 storey apartment buildings with below and above grade parking. On the south side of Lakeshore Road East are manufacturing uses and a waterfront trail connecting to Lakeshore Park.

The surrounding land uses are:

North: Townhouses, detached dwellings, industrial and commercial uses and the railway corridor

East: A 10 storey apartment building, Applewood Creek, vacant land that received approval for 2 mixed use condominiums that are 8 and 12 storeys

South: Manufacturing/commercial uses, Lakeshore Park, Lakeview Village Master Plan, and Lakeview Wastewater Treatment Plant

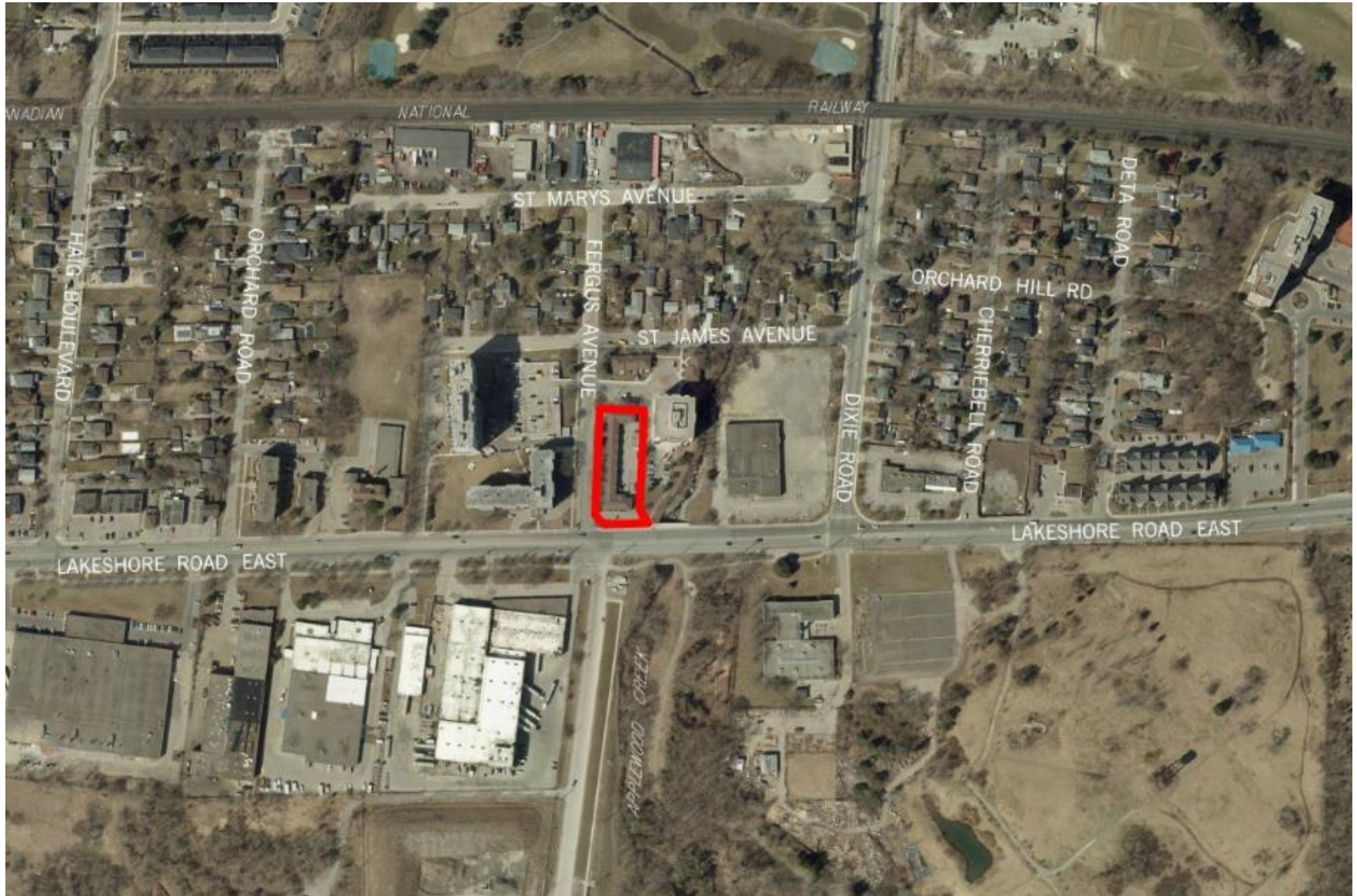
West: 7 and 16 storey apartment buildings, detached dwellings and the Hydro Corridor

#### Neighbourhood Context

The subject property is located within the Lakeview Neighbourhood Character Area, a well-established neighbourhood containing a mix of original one storey dwellings and newer two storey dwellings. There are also two existing apartment buildings to the west of the property, developed in the late 1960s and an apartment building to the east that was developed in the late 1980s/ early 1990s. The lands north of Lakeshore Road East mostly consist of residential uses with some industrial/commercial uses backing onto the railway corridor, south of Lakeshore Road East contains manufacturing and commercial uses. Also, a waterfront trail connects to Lakeshore Park and Marie Curtis Park.

Lakeshore Road East is identified as a Higher Order Transit Corridor in the Mississauga Official Plan (MOP). Council recently adopted the Lakeshore Road Corridor Study on April 20, 2022, which re-examined the building heights and urban

design policies appropriate for Lakeshore Road East that are applicable to the area. The City of Mississauga is also undertaking the Transit Project Assessment Process (TPAP) and preliminary design for the Lakeshore Bus Rapid Transit (BRT) Project. The Lakeshore BRT is planned to extend 2 km (1.24 mi) from East Avenue to Etobicoke Creek on Lakeshore Road East. Furthermore, southwest of the subject property is Lakeview Village, a partially approved mixed use community that will consist of mid to high rise apartments, townhouses, office, institutional and commercial uses as well as open space parkland connecting to the waterfront.



Aerial Photo of 1303 Lakeshore Road East

## Demographics

Based on the 2016 census, the existing population of the Lakeview Neighbourhood area is 21,520 with a median age of this area being 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). By 2031 and 2041, the population for this area is forecasted to be 26,600 and 27,900 respectively. 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%\*. In addition, the number of jobs within this Character Area is 3,010. Total employment combined with the population results in a PPJ for Lakeview Neighbourhood of 24 persons plus jobs per ha.

\*Please note that vacancy rate data does not come from the census. This information comes from CMHC which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). This specific Character Area is located within the South geography. Please also note that the vacancy rate published by CMHC is only for apartments.

## Other Development Applications

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

- OZ 18/009 and SP 21/143 W1 – 1345 Lakeshore Road East – development proposal for 8 and 12 storey mixed use condominiums, subject to 'H' holding zone provisions in November 2021
- 21T-M 19/001 – 800 Hydro Road – development proposal for a mixed use and multi-phase project creating a waterfront community consisting of residential, institutional, employment, retail and park uses, currently under appeal to the Ontario Land Tribunal (OLT)
- OZ 20/18 W1 – 1381 Lakeshore Road East – development proposal for a 15 storey residential apartment building, currently under appeal to the OLT

These applications are within the anticipated population forecasted for the Character Area.

## Community and Transportation Services

This application will have minimal impact on existing services in the community.

Orchard Hill Park is located approximately 600 m (1,968.5 ft.) northeast of the site, within a 7 minute walk. This is a community park that contains a play site. Carmen Corbasson Community Centre is located approximately 3.1 km (1.92 mi) from the subject property, within a 5 minute car ride / 25 minute bus ride. The subject property is also served by Lakeview Library which is located 1.9 km (1.18 mi) away, which is a 3 minute car ride or 10 minute bus ride. Additionally, Lakeview Golf Course is within 1 km (0.62 mi) of the subject property, which is a 2 minute car ride / 11 minute bus ride. Future parks and community facilities

are also planned within Lakeview Village.

The following major MiWay bus route currently services the site:

- Route 5 – Dixie
- Route 23 – Lakeshore

#### 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
<b>Provincial Policy Statement (PPS)</b>	<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>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>A land use pattern, density and mix of uses should be promoted that minimize support current and future use of transit and active transportation. (PPS 1.6.7.4)</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 negative impacts on and from the corridor and transportation facilities. (PPS 1.6.8.3)</p> <p>The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans. (PPS 4.6)</p>
<p><b><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></b></p>	<p>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>	<p>Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households (Growth Plan, 1.2.1)</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 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas (MTSAs) on priority transit corridors, including zoning in a manner that implements the policies of this Plan. (Growth Plan 2.2.4.1)</p> <p>For MTSAs on priority transit corridors, upper-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station. (Growth Plan 2.2.4.2)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>MTSAs on priority transit corridors will be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit. (Growth Plan 2.2.4.3)</p> <p>Within MTSAs on priority transit corridors, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited. (Growth Plan 2.2.4.6)</p> <p>Within all MTSAs, development will be supported by planning for a diverse mix of uses to support existing and planned transit service levels and providing alternative development standards, such as reduced parking standards. (Growth Plan 2.2.4.9)</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>
<p><b>Region of Peel Official Plan (ROP)</b></p>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed 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>The ROP identifies the subject lands as being located within Peel's Urban System.</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, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</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 residential in conjunction with other permitted uses.

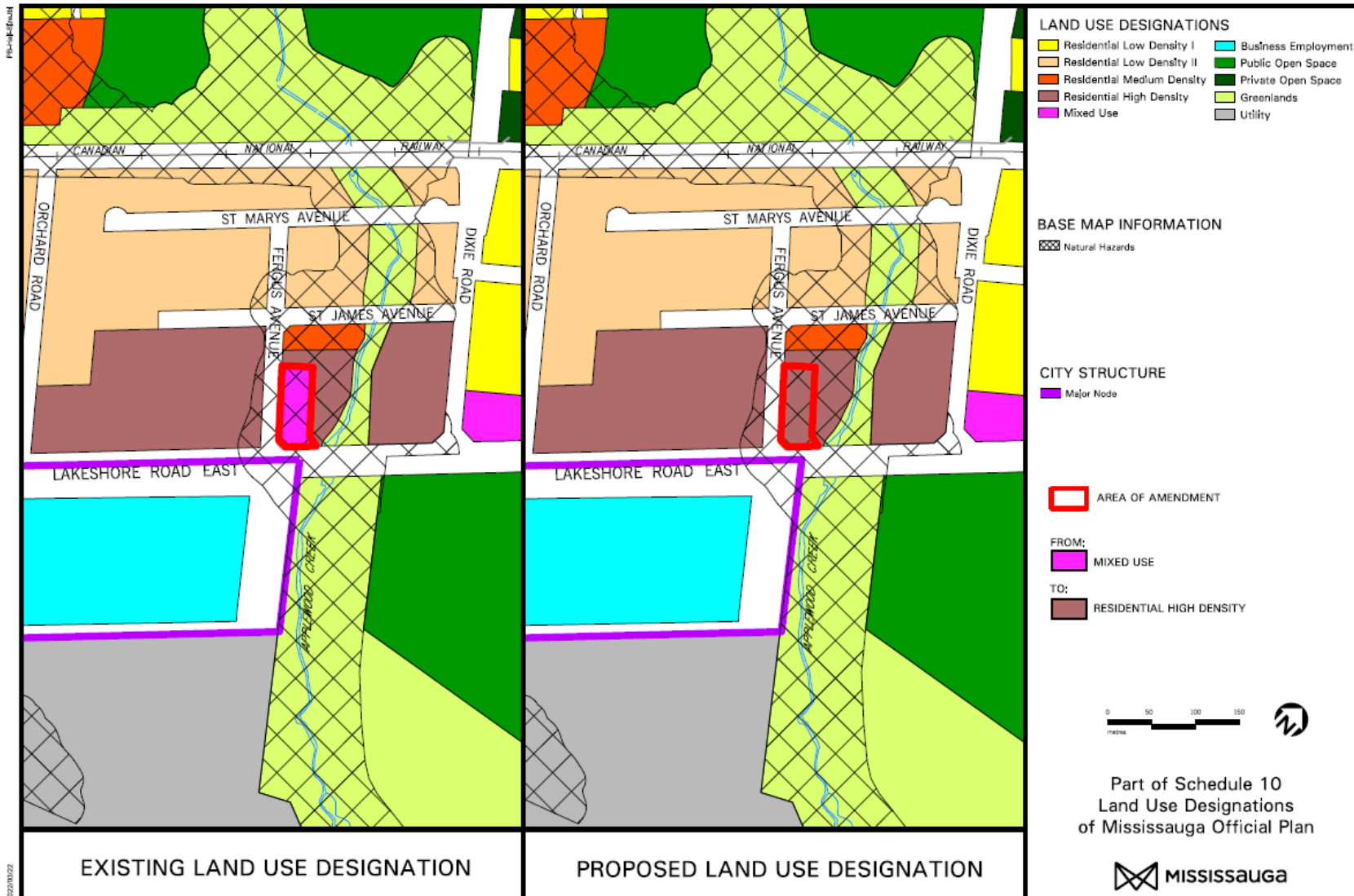
The subject property is located within the planned Dixie Lakeshore Major Transit Station Area (MTSA).

## **Proposed Designation**

The applicant is proposing to change the designation to **Residential High Density** to permit a 10 storey rental apartment building with 169 units. 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.



2022/05/06  
 s10

\\sag\Projects\ReportMaps\217246 OZ OPA 21-20 W1\_RPT\Vector\21020 - Existing and Proposed Landuse.dgn

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.

	<b>General Intent</b>
<p><b>Chapter 5 Direct Growth</b></p>	<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>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>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas. (Section 5.3.5.2)</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 the Character Area policies specify alternative building height requirements. (Section 5.4.8)</p> <p>Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. (Section 5.5.3)</p>
<p><b>Chapter 6 Value The</b></p>	<p>To ensure that contaminated sites are identified and appropriately addressed by the proponent of development, the following will be required:</p>

	<b>General Intent</b>
<b>Environment</b>	<ul style="list-style-type: none"> <li>a. the owners of lands proposed for development will submit information as required by the City to identify the potential for contamination;</li> <li>c. the development approval or approval of amendments to this Plan for known or potentially contaminated sites will be deferred until the proponent of development undertakes a study assessing the potential for contamination in accordance with the Provincial Government regulations and standards and City policies.</li> <li>d. If the study indicates potential for soil or ground water contamination, an assessment of the soil and groundwater conditions will be required. If contamination is confirmed, a remedial action plan in accordance with Provincial Government regulations and standards appropriately addressing contaminated sites will be required. Recommendations contained within the plan will be implemented by way of conditions to development approval. (Section 6.7.1)</li> </ul>
<b>Chapter 7 Complete Communities</b>	<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"> <li>a. the development of a range of housing choices in terms of type, tenure and price;</li> <li>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> <li>c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2)</li> </ul> <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>
<b>Chapter 9 Build A Desirable Urban Form</b>	<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>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> <li>a. Respect existing lotting patterns;</li> <li>b. Respect the continuity of front, rear and side yard setbacks;</li> <li>c. Respect the scale and character of the surrounding area;</li> <li>d. Minimize overshadowing and overlook on adjacent neighbours;</li> <li>e. Incorporate stormwater best management practices;</li> </ul>

	<p><b>General Intent</b></p> <ul style="list-style-type: none"> <li>f. Preserve mature high quality trees and ensure replacement of the tree canopy; and</li> <li>g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3)</li> </ul> <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> <li>a. Assemble small land parcels to create efficient development parcels;</li> <li>b. Face the street, except where predominate development patterns dictate otherwise;</li> <li>c. Not locate parking between the building and the street;</li> <li>d. Site buildings to frame the street;</li> <li>f. Support transit and active transportation modes;</li> <li>h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6)</li> </ul> <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> <p>Development proponents will be required to demonstrate the successful application of universal design principles and compliance with legislated standards. (Section 9.5.2.6)</p> <p>Street facing facades should have the highest design quality. Materials used for the front façade should be carried around the building where any facades are exposed to the public view at the side or rear. (Section 9.5.3.6)</p>
<p><b>Chapter 11          General Land Use          Designations</b></p>	<p>In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:</p> <ul style="list-style-type: none"> <li>j. residential, in conjunction with other permitted uses (Section 11.2.6.1)</li> </ul> <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>Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation. (Section 11.2.6.3)</p> <p>Residential uses will be permitted in the same building with another permitted use but dwelling units will not be permitted on the ground floor. (Section 11.2.6.4)</p>
<p><b>Chapter 16          Neighbourhoods</b></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:</p>

	<b>General Intent</b>
	<p>a. an appropriate transition in heights that respects the surrounding context will be achieved;</p> <p>b. the development proposal enhances the existing or planned development;</p> <p>c. the City Structure hierarchy is maintained; and</p> <p>d. the development proposal is consistent with the policies of this Plan. (Section 16.1.1.2)</p>
<b>Chapter 19 Implementation</b>	<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"> <li>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;</li> <li>that a municipal comprehensive review of the land use designation or a five year review is not required;</li> <li>the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>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)</li> </ul>

**Relevant Lakeview Local Area Plan Policies**

	<b>General Intent</b>
<b>Section 5.0 Vision</b>	<p>Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development. (Section 5.1.2)</p> <p>Support complete communities through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities. (Section 5.1.3)</p> <p>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>
<b>Section 6.0 Direct Growth</b>	<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 the 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:</p>

	<b>General Intent</b>
	<ul style="list-style-type: none"> <li>a. contribution to a complete community;</li> <li>b. contribution to the mainstreet character; (Section 6.2.3)</li> </ul>
<b>Section 8 Complete Communities</b>	<p>The Lakeshore Corridor is encouraged to develop using a range of housing choices in terms of type, tenure and price. (Section 8.1.2)</p> <p>Mississauga will encourage the provision of affordable housing, including rental housing and seniors' housing within the Lakeshore Corridor. (Section 8.1.3)</p>
<b>Section 9.0 Multi-Modal City</b>	<p>The City may acquire lands for a public transit right-of-way along Lakeshore Road East where the creation of a public transit right-of-way separate from, adjacent to, or in addition to, a road right-of way is deemed appropriate. (Section 9.1.2)</p> <p>The City will, through the review of development applications, eliminate and/or consolidate vehicular turning movements to and from Lakeshore Road East and direct traffic towards signalized intersections, where appropriate. Vehicle access to redevelopment opportunities should be considered from existing north-south side streets or existing or proposed laneways parallel to Lakeshore Road East. (Section 9.1.3)</p> <p>Development applications will be accompanied by transportation and traffic studies. Studies will address, among other things, strategies for limiting impacts on the transportation network, where appropriate, including measures such as:</p> <ul style="list-style-type: none"> <li>• reduced parking standards;</li> <li>• transportation demand management;</li> <li>• transit oriented development;</li> <li>• pedestrian/cycling connections; and</li> <li>• access management plan (Section 9.2.5)</li> </ul>
<b>Section 10 Desirable Urban Form</b>	<p>Development will be encouraged to locate parking to the rear of buildings or underground. (Section 10.2.3)</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. (Section 10.2.4)</p> <p>Appropriate transition to adjacent low density residential will be required. (Section 10.2.5)</p> <p>Criteria for apartment development will include, among other things:</p> <ul style="list-style-type: none"> <li>a. a minimum separation distance to ensure light and permeability;</li> <li>b. a maximum floor plate to ensure minimal impact on residential areas; and</li> <li>c. transition to adjacent lower built forms.</li> </ul>

## Mississauga Zoning By-law

### Existing Zoning

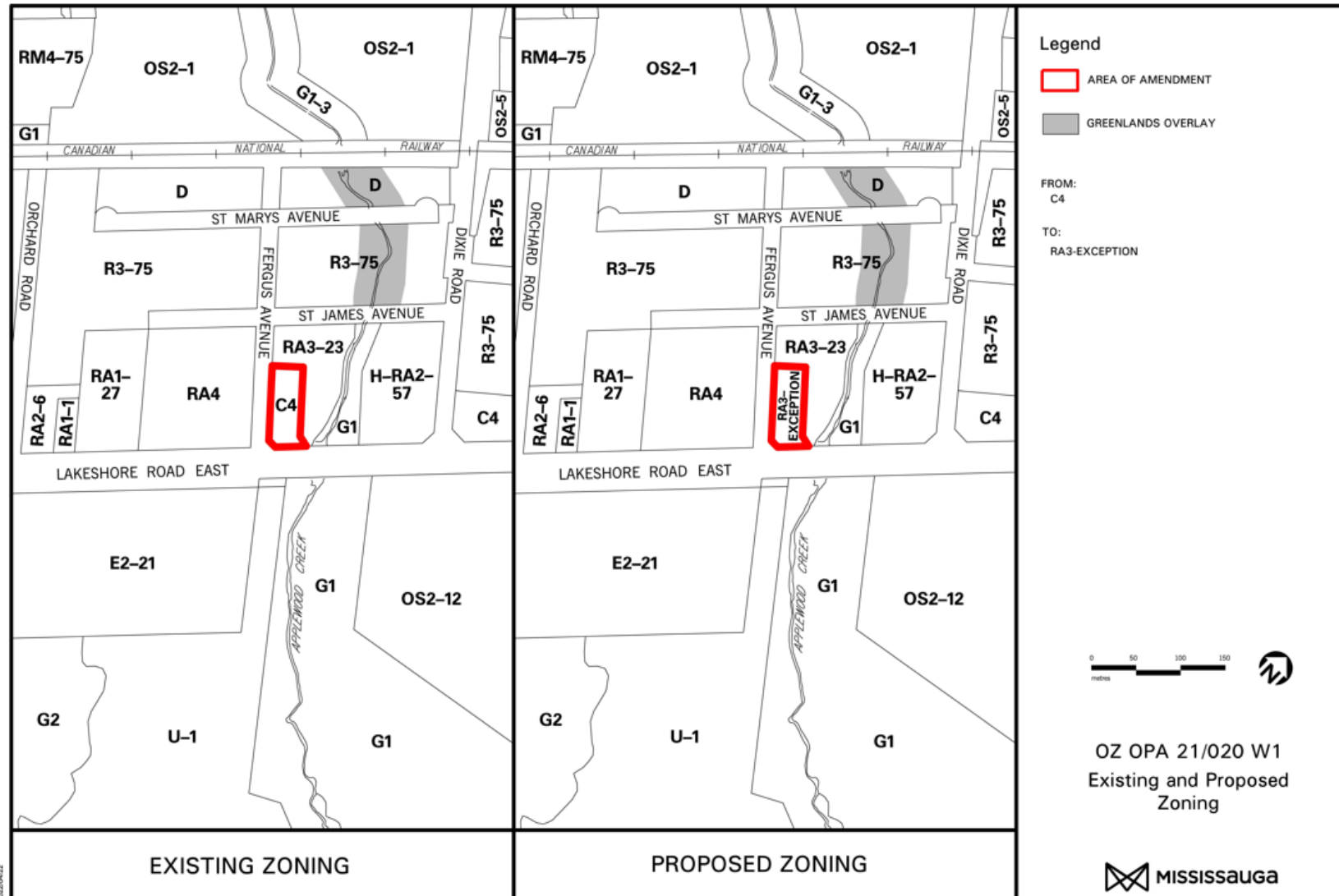
The subject property is currently zoned **C4** (Mainstreet Commercial), which permits a 3 storey apartment building with a sloped roof and 2 storey apartment building with a flat roof. An apartment building within a **C4** zone is required to contain commercial uses on the ground floor with residential above. The **C4** zone also permits retail, restaurants and commercial schools, among other uses.

### Proposed Zoning

The applicant is proposing to zone the property **RA3 – Exception** (Apartments – Exception) to permit a 10 storey rental apartment building.

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

04/20/2022

I:\oadf\Projects\Archived Projects\2021\ReportMaps\217246 OZ OPA 21-20 W1\_RPT\Vector\21020 - Existing and Proposed Zoning.dgn

**Proposed Zoning Regulations**

<b>Zone Regulations</b>	<b>Existing RA3 Zone Regulations</b>	<b>Proposed RA3 – Exception Zone Regulations</b>
Maximum <b>Front Yard</b>	3 m (9.84 ft.)	7 m (22.96 ft.)
Maximum <b>Floor Space Index – Apartment Zone</b>	1.0	4.18
Maximum <b>Height</b>	38 m (124.67 ft.) and 12 <b>storeys</b>	32 m (104.98 ft.) and 10 <b>storeys</b>
Minimum <b>Front Yard</b>	10.5 m (34.45 ft.)	1.3 m (4.27 ft.) and 6.5 m (21.33 ft.)
Minimum <b>Exterior Side Yard</b>	10.5 m (34.45 ft.)	2.50 m (8.2 ft.)
Minimum <b>Rear Yard</b>	4.5 m (14.76 ft.)	0.25 m (0.82 ft.)
Minimum depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> and/or abutting lands Open Space, Greenlands and/or a Residential Zone with the exception of an <b>Apartment Zone</b>	4.5 m (14.76 ft.)	2.50 m (8.2 ft.)
Minimum depth of a <b>Landscaped Buffer</b> measured from any other <b>lot line</b>	4.5 m (14.76 ft.)	0.5 m (1.64 ft.) and 1.3 m (4.27 ft.)
Maximum projection of a <b>balcony</b> located above the <b>first storey</b> measured from the outermost face of faces of the <b>building</b> from which the <b>balcony</b> projects	1 m (3.28 ft.)	5.18 m (17 ft.)
Minimum setback from a	3 m (9.84 ft.)	0.25 (0.82 ft.) and 0.39

Zone Regulations	Existing RA3 Zone Regulations	Proposed RA3 – Exception Zone Regulations
<b>parking structure</b> completely below finished grade, inclusive of external access stairwells, to any <b>lot line</b>		(1.28 ft.)
Minimum <b>landscaped area</b>	40%	27.6%
Minimum <b>amenity area</b>	946.4 m <sup>2</sup> (10,187 ft <sup>2</sup> )	Approx. 441.54 m <sup>2</sup> (4,753 ft <sup>2</sup> )
Minimum number of residential <b>parking spaces</b> ratio per unit	1 resident space per studio unit 1.18 resident spaces per one-bedroom unit 1.36 resident spaces per two-bedroom unit 1.50 resident spaces per three-bedroom unit	0.8 spaces per unit
Minimum number of visitor <b>parking spaces</b> ratio per unit	0.2 visitor spaces per unit	0.15 spaces per unit
<p>Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications 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>		

## 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>.

## 5. School Accommodation

### The Peel District School Board

Student Yield	School Accommodation		
1 Kindergarten to Grade 5	Janet I. McDougald Public School	Alan A. Martin Senior Public School	Cawthra Park Secondary School
5 Grade 6 to Grade 8			
7 Grade 9 to Grade 12	Enrolment: 496 Capacity: 552 Portables: 0	Enrolment: 448 Capacity: 583 Portables: 2	Enrolment: 1,285 Capacity: 1,044 Portables: 5

**The Dufferin-Peel Catholic District School Board**

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

**6. Community Questions and Comments**

A pre-application community meeting was held on September 8, 2021 by Ward 1 Councillor, Stephen Dasko. Approximately 10 residents attended with 1 resident making a written submission.

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.

- There should be more variation in the design of the building
- Have sun/shadow impacts be taken into account and will they affect the dwellings to the north?
- Are there any commercial uses that can be incorporated to make the community more walkable?
- The existing apartment buildings do not have enough parking, which impacts the surrounding streets with parked

cars. There is also paid visitor parking which produces more cars on the streets. Will this development have enough parking for the units and what will the traffic impacts be?

## 7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (March 4, 2022)	<p>The Functional Servicing Report (FSR) submitted has been deemed satisfactory and requires no additional revisions at this time. It should be noted that the FSR review fee is still outstanding.</p> <p>Additionally, a waste management plan is required and will need to meet standards for a waste collection vehicle access route, show a sufficient waste collection point and sufficient setbacks to all bins, etc.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (February 4, 2022)	<p>Dufferin-Peel Catholic District School Board and the Peel District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by the City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions to be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
City Community Services Department – Park Planning Section (April 21, 2022)	<p>Community Services Department notes that the proposed residential development and its future residents will be serviced by Orchard Hill Park (P-145) which is approximately 600 m (1,968.5 ft) from the subject site. This is a Community Park, zoned <b>OS1</b> (Open Space – Community Park) and contains a play site. The site is also located 7 m (23 ft.) from Appledale Park (P-329) which is a hazardous inaccessible Greenlands area with no trail or park amenities.</p> <p>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>
Economic Development Office (March 3, 2022)	<p>There are no comments or concerns from an economic development perspective.</p>
City Transportation and Works Department (March 11, 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>

Agency / Comment Date	Comments
	<p><b><u>Stormwater</u></b></p> <p>A Functional Servicing and Stormwater Management Report dated October, 2021, and prepared by C.F. Crozier &amp; Associates Inc. 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 internal storm sewer to service the development lands, with an outlet to the City's storm sewer infrastructure on Lakeshore Road East, as well as on-site stormwater management controls for the post-development discharge.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> <li>• demonstrate the feasibility of the proposed storm sewer; and</li> <li>• demonstrate that the 5 mm (0.19 in) water balance through Low Impact Development (LID) will be achieved; and</li> <li>• demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site.</li> </ul> <p><b><u>Traffic</u></b></p> <p>A traffic impact study (TIS), prepared by C.F. Crozier &amp; Associates Inc. dated October 2021, 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 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"> <li>• Provide an updated Traffic Impact Study addressing all staff comments;</li> <li>• Provide turning movement diagrams to evaluate the internal site circulation and access points;</li> <li>• Review the driveway access to ensure Fergus Avenue and the internal driveway can operate efficiently;</li> </ul>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> <li>• Provide the future property line due to the required daylight triangle and any right-of-way as may be required through the Lakeshore Bus Rapid Transit (BRT) study; and,</li> <li>• Address any traffic concerns from the Community related to the proposed development.</li> </ul> <p><b><u>Environmental Compliance</u></b></p> <p>A Phase I Environmental Site Assessment (ESA) report, November 25, 2020, and prepared by Pinchin Ltd., was submitted in support of the proposed development. The report indicates no potential for contamination on the subject property. The following is to be submitted for further review:</p> <ul style="list-style-type: none"> <li>• A letter of reliance for the Phase I ESA report;</li> <li>• A Temporary Discharge to Storm Sewer Commitment Letter; and</li> <li>• A letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use.</li> </ul> <p>As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the rezoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks.</p> <p><b><u>Noise</u></b></p> <p>The Noise Study evaluates the potential impact 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 traffic and noise mitigation will be required. The applicant is required to update the report should the building massing or configuration change with additional information to further evaluate the feasibility of any proposed mitigation measures to address noise in accordance with City and MOECC Standards. The details of mitigation measures will be confirmed through the Site Plan and building permit process.</p> <p><b><u>Engineering Plans/Drawings</u></b></p> <p>The applicant has submitted a number of technical plans/drawings (i.e. Grading Plan with City benchmark, Servicing Plan, FSR, etc.), which need to be revised in accordance with City Standards and as part of subsequent submissions.</p>

Agency / Comment Date	Comments
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"> <li>- Alectra</li> <li>- City of Mississauga, Arborist – City and Private Property</li> <li>- Canada Post Corporation</li> <li>- Enbridge</li> <li>- City of Mississauga, Fire Department</li> <li>- Metrolinx</li> <li>- Greater Toronto Airport Authority</li> <li>- City of Mississauga, Heritage</li> <li>- Rogers</li> <li>- City of Mississauga, Public Art</li> <li>- City of Mississauga, Heritage</li> <li>- Credit Valley Conservation Authority</li> </ul>

**Development Requirements**

There are engineering matters including grading, environmental, 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. Section 37 Community Benefits (Bonus Zoning)**

Bill 197, an amendment to the *Planning Act*, has replaced the Section 37 Bonus provisions with a new Community Benefit Charge (CBC), which will be applied to certain high density developments whether or not there is an increase in permitted height or density. The City will be implementing a new CBC by-law to meet the provincial implementation timeline of September 2022. If a section 37 agreement or requirement in an "H" holding provision for one has not been obtained by the time the CBC by-law comes into effect, the latter will apply.

## 9. Next Steps

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

- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, building height, and lotting pattern?
- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Are the proposed zoning by-law exception standards appropriate?

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: 1303 Lakeshore Road E GP Inc.**

**1303 Lakeshore Road East**

### Table of Contents

1.	Community Comments.....	2
2.	Updated Agency and City Department Comments .....	2
3.	<i>Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)</i> .....	5
4.	Consistency with PPS .....	5
5.	Conformity with Growth Plan.....	6
6.	Region of Peel Official Plan.....	7
7.	Mississauga Official Plan (MOP).....	7
8.	Revised Site Plan and Elevations.....	12
9.	Zoning.....	13
10.	Community Benefits Charge .....	14
11.	"H" Holding Provision .....	15
12.	Site Plan .....	15
13.	Conclusions .....	15

## 1. Community Comments

Comments from the public at the community and public meeting were generally directed towards height, design, shadowing and parking. Below is a summary and response to the specific comments heard.

### Comment

Existing buildings within the area do not have enough parking, which contributes to cars parked on area streets. How will this development affect parking in the area?

### Response

A traffic impact study was prepared by C.F. Crozier and Associates Inc. and reviewed by the City's Transportation and Works Department. It has been determined that the additional trips generated by the development will not impact the operations of the existing road network and intersections. Further, the applications will have a parking rate that exceeds zoning by-law requirements by proposing 195 parking spaces whereas 169 parking spaces are required. This includes 34 visitor parking spaces, whereas 31 visitor spaces are required.

### Comment

The building is too tall and goes above the requirements of the Lakeview Local Area Plan and Lakeview Corridor Study and will have shadowing impacts to the low density residential neighbourhood to the north.

### Response

The proposed height was evaluated against the policies in Mississauga Official Plan (MOP) and found to be appropriate. The context of the neighbourhood includes a variety of building heights, including apartment buildings with heights of 7, 10 and 16 storeys. The proposed 10 storey building would front onto Lakeshore Road East, which is a higher order transit corridor and is within a Major Transit Station Area (MTSA). The proposal also includes a step back on the rear of the building to help mitigate the impact of shadowing to the residential neighbourhood to the north.

The Lakeview Corridor Study permits heights of 2 to 8 storeys. However, a height of 30 m (98.43 ft.) is permitted for sites that contain a depth greater than 60 m (196.85 ft.). The subject site has a depth of approximately 90 m (295.28 ft.) and the height of the 10 storey apartment building is approximately 34 m (111.45 ft.) measured to the top of the parapet.

## 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 January 12, 2021. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

## **Transportation and Works Department**

Technical reports and drawings have been reviewed 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.

Should the application be approved by Council, the owner will be required to address additional environmental and engineering requirements through an "H" Holding Zone Removal application and Development Agreement.

### *Stormwater*

The Functional Servicing and Stormwater Management Report, prepared by C.F. Crozier & Associates Inc., dated February 2023, indicates that an increase in stormwater runoff will occur within 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, onsite stormwater management controls for the post-development discharge are required.

The applicant has demonstrated a satisfactory stormwater servicing concept, including an onsite storage tank and private internal storm system with an outlet to the City's existing storm sewer on Lakeshore Road East. Onsite water reuse is also being pursued through low impact development (LID) design features, including rainwater harvesting for irrigation. Further details related to LID strategies, groundwater dewatering and

any potential groundwater quality treatment that may be required can be addressed through the site plan application process.

### *Traffic*

Three transportation impact studies (TIS) were submitted by C.F. Crozier and Associates in support of the proposed development. 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 45 (12 in, 33 out) and 54 (32 in, 22 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 the proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Staff acknowledge that on May 12<sup>th</sup>, 2023, the Ministry of Municipal Affairs and Housing issued a Minister's Zoning Order (MZO) for the property to the south-west 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 15<sup>th</sup>, 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 on the Lakeview Village site will further exacerbate the concern with respect to traffic capacity.

While the subject proposal fronts onto Lakeshore Road East and represents an increase in density, the proposed 10 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 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), dated February 2, 2022, and a Phase Two ESA, dated October 11, 2022, both prepared by Terraprobe Inc., were submitted in support of the proposed development. The results of the investigation indicate the presence of localized soil contamination in the fill material, and additional investigation and remediation of the contamination was recommended.

As the land use is changing from a less sensitive to a more sensitive land use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the zoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of Environment, Conservation and Parks.

In order to address the outstanding environmental requirements and outstanding documentation, including the additional investigation and remediation, an "H" Holding Zone is required.

#### *Noise*

A Preliminary Environmental Noise Report prepared by Jade Acoustics, dated October 2021, 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 traffic.

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

The final details related to noise mitigation requirements will be addressed through the site plan and building permit application processes.

#### *Engineering Plans/Drawings*

Staff are satisfied with the plans and drawings submitted to date. Any additional engineering matters can be addressed through the "H" Holding Zone Removal application, development agreement and/or future site plan application process.

## Region of Peel

The revised proposal meets the Region of Peel waste collection guidelines. Through the site plan process, site servicing drawings will be required for review.

### **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 May 6, 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 1.1.3.1 of the PPS states that settlement areas shall be the focus of growth and development.

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.

Section 1.4.3 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area.

Section 1.6.8.3 of the PPS states that 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 negative impacts on and from the corridor and transportation facilities.

The proposal is compatible with the surrounding neighbourhood and minimizes impacts on adjacent residential uses. The applications increase the range of housing within the area that is located on a corridor and within a Major Transit Station Area (MTSA), fulfilling the long term purpose of the corridor and meeting the needs of current and future needs of residents. The proposed development represents an efficient land use pattern that avoids environmental health and safety concerns. As outlined in this report, 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 new 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 1.2.1 supports a range and mix of housing options, including additional residential units and affordable housing

to serve all sizes, incomes and ages of households.

- Section 2.2.1.4 supports a diverse mix of land uses that also provides a range and mix of housing options that has convenient access to transportation options, public services facilities, open spaces, park, etc.
- 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 2.2.4.2 directs municipalities to delineate the boundaries of MTSA's in a transit supportive manner that maximizes the size of the area and number of potential transit users that are within walking distance of the station.

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 (1,640 – 2,625 ft.) 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 planned stop at Dixie Road, located approximately 200 m (656.17 ft.) east of 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".

The proposal conforms to the Growth Plan as it supports a mix of housing options that will have access to a transit corridor and is compatible with the surrounding neighbourhood. The proposed development also intensifies an underutilized site, promoting appropriate residential intensification within an area that is located on a corridor and MTSA.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

## 6. Region of Peel Official Plan

As summarized in the public meeting report dated May 6, 2022 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is located within the Urban System of the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.3.2 direct development and redevelopment to the Urban System to achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land,

services, infrastructure and public finances while taking into account the characteristics of existing communities and services.

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.

## 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 10 storey rental apartment building. 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 designated **Mixed Use**, which permits residential uses in conjunction with other permitted uses. Although the proposed **Residential High Density** designation will allow residential units to be located on the ground floor, the Lakeview Local Area Plan permits this for sites located within the Lakeview Corridor Precinct – Outer Core.

While neighbourhoods are not intended to accommodate significant intensification, the policies within MOP direct growth to corridors and MTSA's.

- 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

- 7.2.2 a - Mississauga will provide opportunities for:
  - a. the development of a range of housing choices in terms of type, tenure and price
- 9.1.5 - Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.

When intensification occurs within these areas, it should be sensitive to the existing and planned character of the neighbourhood and maintain compatibility in built form and density that is sensitive to the context of the area. The proposed development is adjacent to 7, 10 and 16 storey apartment buildings. There are also townhomes located north of the site and low density residential dwellings, further north. The proposal maintains the eclectic nature of the immediate neighbourhood and is compatible in built form and scale to the surrounding development. The policies within MOP also direct the City to provide for a range of housing choices in terms of unit type, tenure and price. The application proposes a rental apartment building that consists of a mix of one, two and three bedroom units, adding to the range of housing within Lakeview Neighbourhood Character Area.

*Lakeview Local Area Plan – Neighbourhoods & Lakeshore Road Corridor*

The subject site is located within the Lakeview Neighbourhood Character Area, which contains a mix of uses in the immediate area such as townhouses, detached dwellings, industrial and

commercial uses north of the site. To the east and west are three apartment buildings ranging from 7 to 16 storeys and south of the site contains manufacturing/commercial uses and the planned Lakeview Village Master Plan.

The Lakeview Local Area Plan (LLAP) directs intensification to the Lakeshore Corridor, which is also identified as a Higher Order Transit Corridor.

- 6.1.1 - Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites.
- 6.2.2 - Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses.
- 10.2.6 - Appropriate transition to adjacent low density residential will be required.

Similar to MOP, the LLAP states that development is to be sensitive to the existing low rise context and reinforce the planned character of the area. The built form will be compatible and maintain appropriate transitions in height, adjacent to neighbourhoods. Further, the criteria that guides the development of apartment buildings, requires minimal impact on residential areas and appropriate transitions to lower built forms. The neighbourhood generally consists of a varied mix of residential land use designations, including **Residential High Density**, **Residential Medium Density** and **Residential Low Density II** – all of which permit apartment buildings, townhouses, detached, semi-detached, duplex and triplex dwellings. The proposal maintains appropriate setbacks to adjacent properties and the design of the apartment building

includes step backs to the front and rear of the building, minimizing impacts to Lakeshore Road East and the lower density neighbourhood to the north.

#### *Lakeshore Corridor Study*

Council 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. This review resulted in policies permitting building heights of 2 to 8 storeys in this section of the corridor.

Further, for lots that are greater than 60 m (196.85 ft.) in depth, a maximum height of 30 m (98.43 ft.) is permitted. In this instance, the height of the 10 storey building is 34 m (112 ft.) measured to the top of the parapet. While the overall height is marginally greater than the permitted 30 m (98 ft.), the property has a depth of approximately 90 m (295 ft.) which allows for greater separation to neighbouring properties and also ensures that there is an appropriate transition to lower built forms.

#### *Lakeview Built Form Standards – Transition to lower built forms*

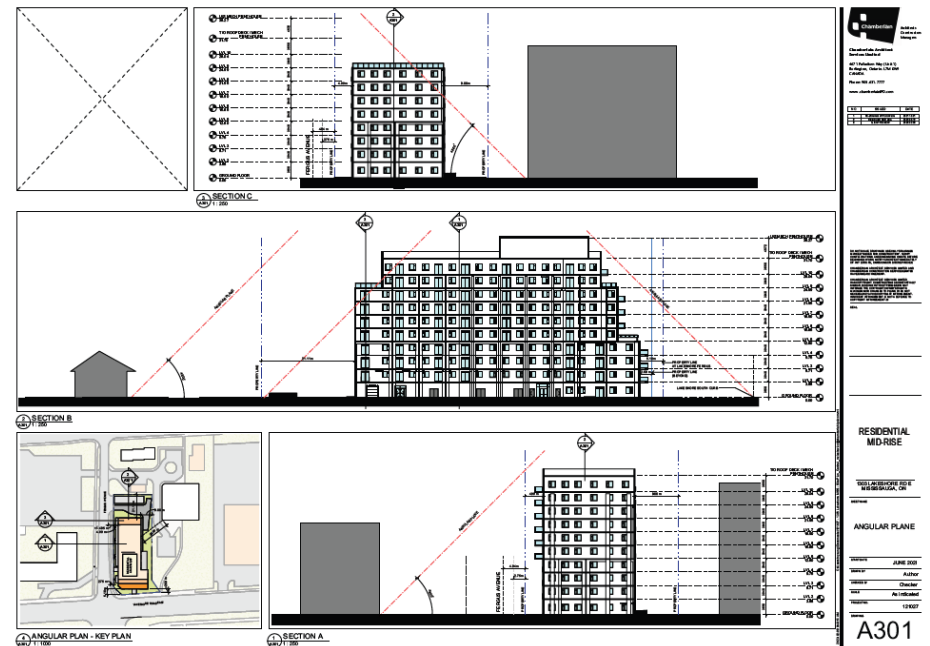
The LLAP contains built form standards that guides new development to ensure that it is appropriate and reflects the existing and planned context of the area. It also establishes and illustrates general requirements to achieve a high quality urban form, site development and public realm.

The built form standards state that, "taller buildings should be sited and organized in a way that provides desirable transition to adjacent lower built form buildings and open space to ensure appropriate spatial separation between buildings." This can include:

- a. The use of an angular plane of 45 degrees from the closest property line of sites with lower scaled building or open space will be used to determine the minimum setback and height of a building within a development;
- b. To increase the building setback from a low rise development to ensure that the impact of the larger development is minimal; and
- c. The use of building step backs to ensure minimal impact from overshadowing and from a new building overwhelming the site.

The proposal generally meets the angular plane to each adjacent parcel except for a portion to the neighbouring 10 storey apartment building. A minor portion of the 9<sup>th</sup> and 10<sup>th</sup> storey is included in the angular plane, however, it is not significant nor expected to have any additional undue impact. The angular plane requirement is met when measured to the townhomes to the north, the 7 storey apartment building on the west side of Fergus Avenue and the opposing boulevard on Lakeshore Road East. A shadow study was submitted with the application, which maintained appropriate standards in limiting the shadow impacts to the neighbouring townhomes. Additionally, the 9<sup>th</sup> and 10<sup>th</sup> storey of the apartment building is step backed from the rear, lessening the overall massing to the northerly property. The proposed building is also setback approximately 47 m (154 ft.) to the townhomes, providing an

appropriate transition and further reducing the impact of the apartment building to the townhomes. The immediate area includes apartment buildings ranging from 7 to 16 storeys in height, as such, the proposed 10 storey apartment building would not be out of context with the surrounding area and maintains compatibility in built form to the existing character of the area.



- First image shows the angular plane taken from the apartment building to the east
- The second image shows the angular plane from the rear lot line, townhomes, and the opposing boulevard.
- The last image shows the angular plane from the apartment building on the west side of Fergus Avenue.

### *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 Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The site is currently serviced by the following MiWay Transit routes:

- Number 5 on Dixie Road having direct access to Dixie Outlet Mall
- Number 23 on Lakeshore Road East having direct access to Port Credit GO Station and Long Branch GO Station in Etobicoke

There is a transit stop at the intersection of Lakeshore Road East and Dixie Road, within 350 m (1,148 ft.) of the site.

A range of community infrastructure and facilities including Orchard Hill Park, Carmen Corbasson Community Centre, Lakeview Library and Lakeview Golf Course serve the area. Additionally, there are commercial uses such as restaurants and personal service establishments that serve the area further west of the subject site. Future parks, community facilities and commercial uses are also planned within Lakeview Village.

For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.



## 9. Zoning

The proposed **H-RA3-39** (Apartments - Exception) is appropriate to accommodate the proposal, which has an FSI of 4.2. There will also be an exception schedule proposed which includes the requirements for the landscaped buffers and encroachments that will be permitted within these buffers.

Below is an updated summary of the proposed site-specific zoning provisions:

### Proposed Zoning Regulations

Zone Regulations	RA3 Zone Regulations	Proposed H-RA3-39 Exception Zone Regulations
Maximum <b>Floor Space Index - Apartment Zone</b>	1.0 FSI	4.2 FSI
Maximum <b>Height</b>	38 m (124.67 ft.) & 12 storeys	34 m (111.55 ft.) & 10 storeys
Minimum <b>Front Yard</b> for that portion of the dwelling with a <b>height</b> greater than 26 m (85.3 ft.)	10.5 m (34.45 ft.)	3 m (9.84 ft.)
Minimum <b>Exterior Side Yard</b> for that portion of the dwelling with a	10.5 m (34.45 ft.)	3.9 m (12.8 ft.)

Zone Regulations	RA3 Zone Regulations	Proposed H-RA3-39 Exception Zone Regulations
<b>height</b> greater than 26 m (85.3 ft.)		
Minimum <b>Interior Side Yard</b> for that portion of the dwelling with a <b>height</b> greater than 26 m (85.3 ft.)	4.5 m (14.76 ft.)	3.2 m (10.5 ft.)
Minimum <b>Rear Yard</b> where a <b>rear lot line</b> , or any portion thereof, abuts an Apartment zone	4.5 m (14.76 ft.)	1.5 m (4.92 ft.)
Maximum projection of a <b>balcony</b> located above the <b>first storey</b> into a required <b>yard</b>	1 m (3.28 ft.)	6.2 m (20.34 ft.)
Minimum setback from a <b>parking structure</b> completely below finished grade, inclusive of external access stairwells, to any <b>lot line</b>	3 m (9.84 ft.)	0.5 m (1.64 ft.)
Minimum <b>landscaped area</b>	40% of lot area	27% of <b>lot area</b>
Minimum <b>amenity area</b>	856.8 m <sup>2</sup> (9,222.52 ft <sup>2</sup> )	585 m <sup>2</sup> (6,296.89 ft <sup>2</sup> )

Zone Regulations	RA3 Zone Regulations	Proposed H-RA3-39 Exception Zone Regulations
Minimum centreline setback	31 m (101.7 ft.)	18.5 m (60.7 ft.)
Minimum setback of a rooftop <b>balcony</b> from all exterior edges of a <b>building</b> or <b>structure</b>	1.2 m (3.94 ft.)	0.3 m (0.98 ft.)
N/A	N/A	Bike racks and benches shall be permitted within a landscaped buffer abutting Lakeshore Road East
Maximum <b>Gross Floor Area – Apartment Zone</b>	N/A	13,640 m <sup>2</sup> (146,798.21 ft <sup>2</sup> .)
N/A	N/A	Notwithstanding Schedule RA3-39, walkways with a maximum width of 2.0 m are permitted to traverse a <b>landscaped buffer</b> at an angle at least 60°E but not greater than 120°E measured from the <b>exterior side lot line</b>
N/A	N/A	Notwithstanding Schedule RA3-39, walkways with a maximum width of 2.2 m

Zone Regulations	RA3 Zone Regulations	Proposed H-RA3-39 Exception Zone Regulations
		are permitted to encroach within a <b>landscaped buffer</b> on the <b>exterior side yard</b>
N/A	N/A	Notwithstanding Schedule RA3-39, <b>driveways</b> are permitted to traverse a <b>landscaped buffer</b> from the <b>exterior side lot line</b>
N/A	N/A	Notwithstanding Schedule RA3-39, walkways are permitted to traverse a <b>landscaped buffer</b> at an angle at least 60°E but not greater than 120°E measured from the <b>front lot line</b>
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.		

## 10. 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 applications propose a building more than 5 storeys with 10 or more residential units, the CBC is applicable and will be payable prior to the issuance of building permit.

## 11. "H" Holding Provision

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

- Completion and filing of a Record of Site Condition (RSC);
- Remedial Action Plan and clean up reports submitted with a reliance letter that also captures the Phase One and

Phase Two Environmental Assessment to the satisfaction of the Transportation and Works Department;

- Completion of the Storm Sewer Use By-law Acknowledgement form that is to be submitted to the Transportation and Works Department;
- Signed letter by a qualified professional regarding the suitability of fill materials and decommissioning of wells.

## 12. 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 technical matters as part of the site plan approval process.

## 13. Conclusions

In conclusion, City staff has evaluated the applications to permit a 10 storey rental apartment building 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 directing growth to a higher order transit corridor and a site that is located within an MTSA. The Provincial policies as well as the official plan, anticipate growth within these areas. The proposed apartment building intensifies

the site while maintaining appropriate design standards such as adequate setbacks, generally meeting the angular plane and providing an appropriate transition to the adjacent residential uses. This includes a step back on the 9<sup>th</sup> and 10<sup>th</sup> storeys to the rear, while fronting Lakeshore Road East. The proposed building will also contain step backs above the 4<sup>th</sup> storey as well as the 9<sup>th</sup> and 10<sup>th</sup> storey, maintaining a human scale in relation to the street. The proposal is compatible in built form to the neighbourhood and maintains the current context of the existing Character Area. Further, the proposal contributes to the range of housing within the Lakeview Neighbourhood Character Area providing rental apartment units with a mix of one, two and three bedroom units.

Therefore, staff is of the opinion that the applications conform to and maintain the goals and general objectives of the *Provincial Policy Statement, Growth Plan*, and Mississauga Official Plan.