

PLANNING RATIONALE

900 Lakeshore Road West
City of Mississauga

Prepared for:
1000570027 ONTARIO INC.

November 2024



KFA ARCHITECTS + PLANNERS INC.

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1.0 INTRODUCTION

KFA Architects + Planners Inc. is the planning consultant for 1000570027 ONTARIO Inc., the owner of the property located at 900 Lakeshore Road West in the City of Mississauga, herein referred to as “the subject property” or “the site”. This Planning Justification Report (“PJR”) has been provided in support of combined Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) applications for the subject property. The applications are required for the redevelopment of the site to accommodate a 10-storey residential apartment dwelling. The site is currently occupied by a single multi-occupancy residential dwelling.

A pre-application meeting request has been submitted to the City of Mississauga and the first meeting with the Development Application Review Committee (DARC) was attended. This report has been prepared as a requirement for the formal *Planning Act* combined OPA/ZBA application.

This Planning Justification Report provides the following:

- ❖ An overview of the subject property, and the surrounding area;
- ❖ A description of the Proposed Development;
- ❖ A description of the planning process thus far;
- ❖ An urban design analysis;
- ❖ A detailed review of relevant policies applicable to the site;
- ❖ Summaries of supporting studies and other materials;
- ❖ A housing report;
- ❖ A community engagement discussion; and,
- ❖ A conclusion which addresses key planning, policy and urban design matters.

This report demonstrates that the proposed apartment dwelling is supportive of Provincial, Regional and Municipal planning, development, and design policy objectives, and is appropriate and represents good planning.

This Planning Justification Report should be read in conjunction with the Architectural Package prepared by KFA Architects + Planners Inc., as well as other materials which have been submitted with this application.

1.1 Development Objectives

Increased Housing Options and Variety

Provincial, Regional, and Municipal planning policy all support the development of a greater variety of housing options and types. The proposed development aims to introduce into this area of Mississauga a missing typology of housing and to provide both current and future residents with greater choice in how and where they live.

Older residents who wish to age-in-place and may need to downsize their homes, new families looking for larger condominiums, and young working professionals getting a start on home ownership will all be served through this proposed housing development. Through careful consideration of how this building integrates into the surrounding environment, a greater amount of residential options will be provided in a way that is both attractive and accessible, while being compatible with the local neighbourhood character.

Public Realm and Pedestrian Experience

The subject property is the only site with a main frontage along Lakeshore Road West for approximately 500 metres in either direction. As such, this development will set an important precedent for how the streetscape of this area develops. Active streetscapes which are accessible and promote alternative forms of transportation are a key component of successful and safe communities. The proposed development will feature a streetscape that integrates it into the public realm through street-facing ground floor units, landscaping, and pedestrian and cycling facilities.

The proposed development will also promote a high-quality pedestrian experience for residents of the property walking within and through the site. Pedestrian access is proposed at all three “corners” of the triangular-shaped site, which will allow residents to greater access to the subject property and encourage interaction with that natural system preserved to the rear and public parkland to the east.

Built Form as Visual Landmark

Just as the streetscape development is an opportunity to set the standard for the pedestrian experience along Lakeshore Road West, the built form of the proposed development has a unique potential to provide a high-quality landmark building that defines a visual identity for this length of Lakeshore Road West. The proposed design aims to provide an attractive mid-rise form placed within its existing context, with a materiality that respects the character of the area in a contemporary fashion.

This landmark will not only set the stage for future development of its kind, but will also provide a wayfinding tool for pedestrians and cyclists making use of the extensive network of Mississauga's bike and walking trails, as well as the Great Lakes Waterfront Trail. Combined with streetscape improvements along Lakeshore Road West, the site could also serve as a place of rest before travelling further along Mississauga's parks network, toward the Lake Ontario Shoreline, or along Lakeshore Road West toward Clarkson Village or Port Credit.

Integrating Environmental Factors

The subject property is uniquely sited between a public park to the east and a natural heritage feature to the west. As such, much care has been taken to ensure the proposal is considerate of, protective of, and enhances the surrounding natural features and open spaces. Respectful buffers and thoughtful interfacing between the built form and the natural environment will create a development that integrates well into Mississauga's Green System. Low impact development measures, ample landscaping and renaturalization, and green roofs will all contribute to reducing the impact of the development on the natural system at large.

We are excited to continue to work with City of Mississauga staff, conservation authorities, and environmental consultants to create a development application rooted in environmental stewardship. Both formal and informal connections between the subject property and the surrounding environment, including through the parks system toward the Lake Ontario shoreline, will be designed in coordination with City staff, and implemented where appropriate throughout the development application process.

1.2 Proposed Development

The owner's of the property municipally known as 900 Lakeshore Road West in the City of Mississauga are proposing to redevelop the site with a 10-storey residential mid-rise building that will feature a total gross floor area ("GFA") of 17,098.0 square metres and a floor space index ("FSI") of 3.64 times the site area.

There are 188 residential units being proposed, split between ground level townhouse-style dwellings and 1, 2, and 3 bedroom condominium apartments. Indoor amenity space is provided on the ground floor, in areas facing both the street frontage and the landscaped rear of the site. Outdoor amenity space will be featured at-grade and on the rooftop for a total combined amenity space area of 1,505 square metres or 8.0 square metres per dwelling unit.

The proposed development will include 205 parking spaces for residents and visitors, for a total parking rate of 1.09 spaces per unit, located in pick up/drop off spaces at-grade and within 3 levels of underground parking structure. 122 bicycle parking spaces are being provided, with the majority of these located at-grade.



Figure 1 - Rendering of the Proposed Building

Site Development Statistics	
Site Statistics	
Site Area (m2)	4,702.9
Lot Frontage (m)	123.0
Developments Statistics	
Building Height (m2 / storeys)	32.2 / 10
Building Footprint (m2)	2,393.0
Lot Coverage (%)	51.0
Total Gross Floor Area (m2)	17,098.0
Floor Space Index	3.64
Front Yard Setback (m)	0.5
East Side Yard Setback (m)	4.0
West Side Yard Setback (m)	9.6
Total Units	188
Total Indoor Amenity (m2 / rate)	430.0 / 2.3
Total Outdoor Amenity (m2 / rate)	1,075.0 / 5.7
Total Vehicle Parking (amount / rate)	205 / 1.09
Total Bicycle Parking (amount / rate)	122 / 0.65

Table 1 - Site Development Statistics

1.3 Planning History & Process

Planning History

The subject property has no other active development applications associated with it at the time of this submission. This development application represents the only recent planning history for the site.

Planning Process

This submission package is being prepared for a combined OPA and ZBA development application. This application file has undergone the initial DARC-1 meeting, and in response to staff comments and requirements, is being submitted for a combined OPA/ZBA application.

The request for a pre-application meeting was made on May 12th, 2023. After receiving initial requirements to schedule the meeting, the application was submitted on June 21st, 2023. The meeting was subsequently held on July 12th, 2023. Following the receipt of the pre-application checklist and a full suite of comments from city and regional staff, the sub-consultant team was engaged to produce the required materials and studies, and to revise the project concept.

As required, a Community Engagement meeting was held on December 19th in conjunction with Ward 2 Councillor Alvin Tedjo. An application was also made for a Mississauga Urban Design Advisory Panel ("MUDAP") meeting, in accordance with the requirements received following DARC-1. The MUDAP meeting was held on February 27th, 2024.

Following feedback obtained from the Community Engagement Meeting and the MUDAP meeting, the proposed development has been revised and, supported by the sub-consultant team materials, this application is being submitted as a combined OPA/ZBA application. Although initially a DARC-2 meeting was required in response to the DARC-1 meeting, Bill 185, which received Royal Assent on June 6, 2024, removed the requirement for mandatory pre-consultation meetings. Subsequently, the proponents were informed by planning staff that they could proceed directly to the formal *Planning Act* application.



Figure 2 - Development Application Timeline

2.0 SITE & SURROUNDING CONTEXT

2.1 Subject Property

The subject property is located on the south side of Lakeshore Road West in the Clarkson-Lorne Park neighbourhood of Mississauga. It is triangular in shape, has an area of approximately 4,700 square metres (1.16 acres), with a frontage of approximately 129 metres along Lakeshore Road West.

The legal description of the subject property is as follows:

PART OF LOT 1, REGISTERED PLAN C89 AND PART LOT 22, CONCESSION
3 SOUTH OF DUNDAS STREET, CITY OF MISSISSAUGA

The subject property is currently occupied by a single detached residential dwelling, two ancillary structures, and an inground swimming pool. Figure 3 provides a key map for the site photos shown on the pages to follow (see Figures 4-9 below)

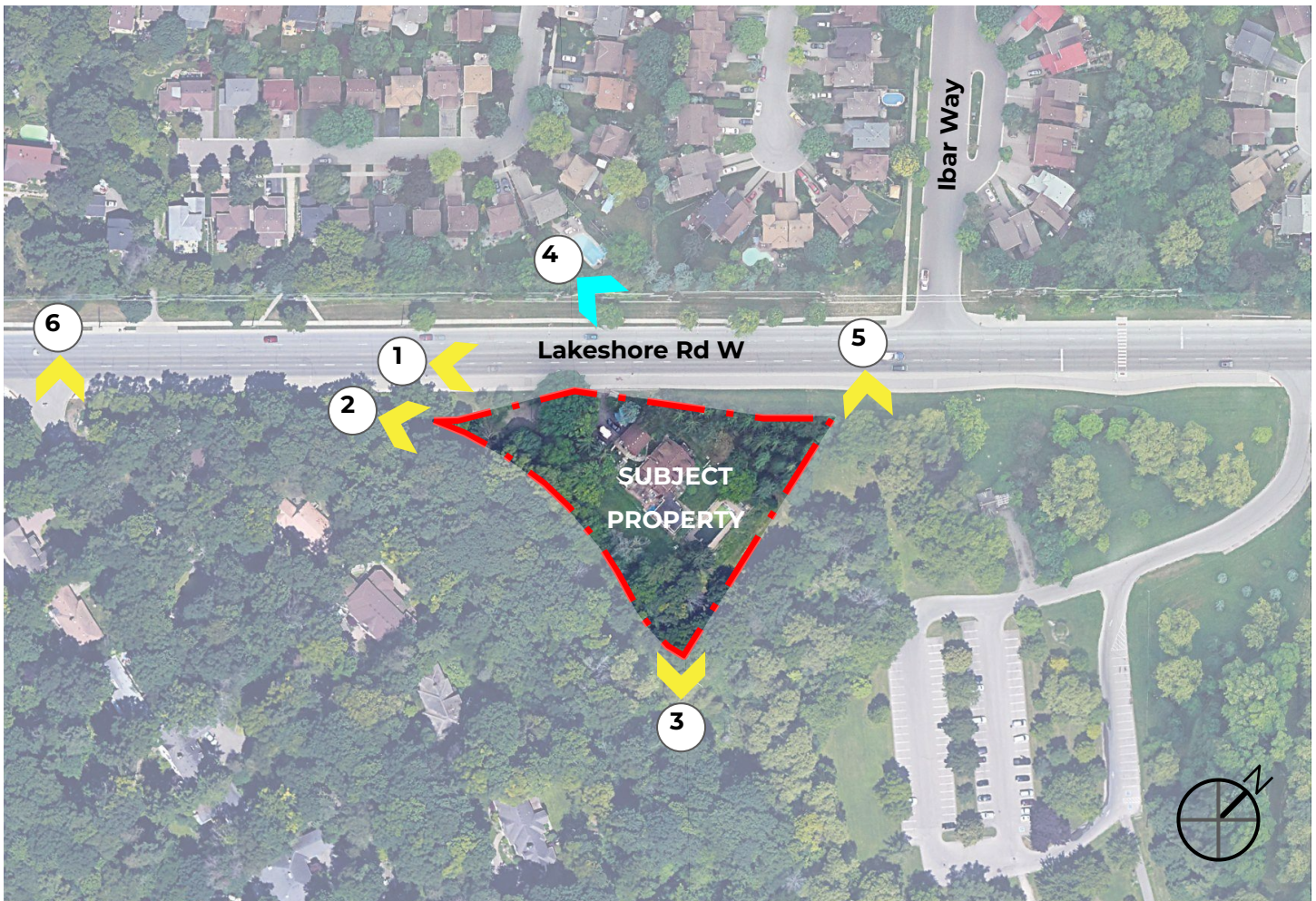


Figure 3 - Key Map of Site Photos * Based on: Google Earth



Figures 4-6 - Property Frontage * Source: Google Maps (top), Accessory Structure and Ravine Interface (middle), and Grade Change at Southeast Corner (bottom)



Figure 7 - Aerial View of the Subject Property



Figure 8 - Shared Lot Line with Richard's Memorial Park (park on the left)



Figure 9 - Entry to Whittier Crescent * Source: Google Maps

2.2 Area Context

Directly to the east is Richard's Memorial Park, which is part of the Mississauga waterfront parks network. To the west is a “*natural heritage feature*” area composed of a ravine and “residential woodlands” that runs from Lakeshore Road West to Lake Ontario. West of that are the rear yards of single detached homes along Whittier Crescent, part of the Lorne Park Estates community. Across Lakeshore Road West to the northwest are rear yards of the single-detached and semi-detached dwellings along Maramis Court and Serdica Court.

Streetscape Context

900 Lakeshore Road West is the only lot with a frontage onto Lakeshore Road West for approximately 500 metres in either direction. As a result, the existing streetscape is mostly rear-yard conditions characterized predominantly by grassy verges and tree cover separating the right-of-way from residential lots (See Figures 10-11).



Figures 10-11 - Lakeshore Road West Streetscape Eastward * Source: Google Maps (top), and Lakeshore Road West Streetscape Westward * Source: Google Maps (bottom)

Land Use Context

The area surrounding 900 Lakeshore Road West is predominantly occupied with low density residential, parks, and natural heritage areas (see Figure 12). There are also many medium density residential pockets containing townhouse developments nearby to the subject property.

High density residential uses are found along Lakeshore Road West, east of the site toward the Port Credit neighbourhood. Commercial and mixed-use land uses are also found here, as well as west of the site along Lorne Park Road. The site is located between two Major Transit Station Areas (“MTSAs”) which require minimum density targets. These are situated in proximity to the Clarkson GO Station to the west and the Port Credit GO Station to the east. There is one institutional land use nearby, occupied by the Brian J. Fleming Catholic Adult Learning Centre.

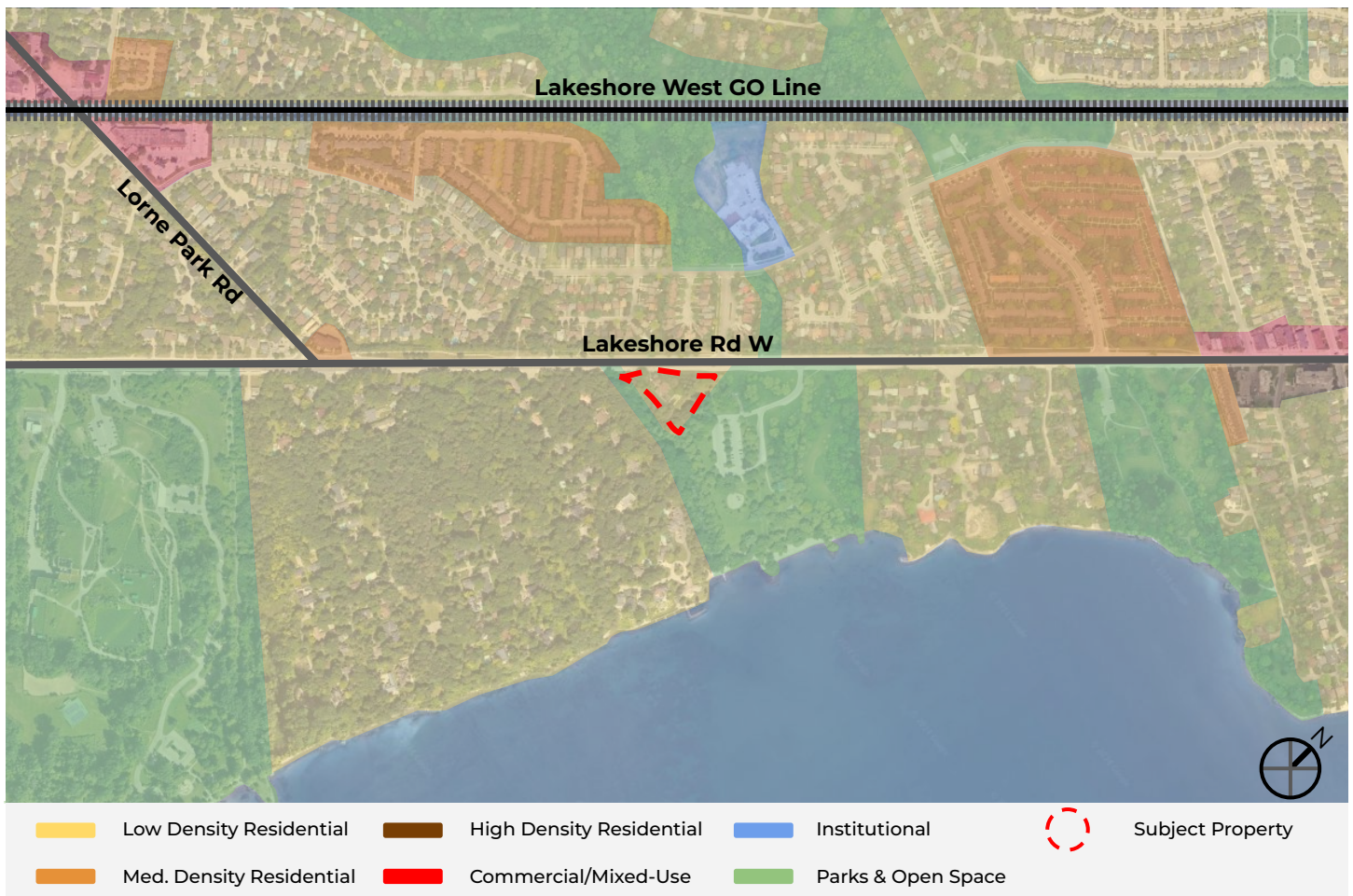


Figure 12 - Land Use Context Map * Based on: Google Earth

Transit and Mobility Context

The subject property is well served by existing vehicular, transit, and active transportation systems (see Figure 13). Lakeshore Road itself is an east-west arterial that features two lanes of traffic in either direction. There is a pedestrian sidewalk on the north side and a multi-use trail on the south side, which is shared between pedestrians, cyclists, and other forms of active transportation. This multi-use trail shapes part of The Great Lakes Waterfront Trail system, a signed route that stretches over 3,600 kilometres along the shorelines of the Great Lakes region. Other cycling routes connected to Lakeshore Road West in the vicinity of the site include signed routes along Lorne Park Road and Queen Street West (via Ibar Way) and park trails throughout the adjacent Waterfront Parks system. Lakeshore Road West is also served by the MiWay bus route #23, which connects the Clarkson Village GO station to the west with the Port Credit GO station to the east and the Long Branch GO station beyond that.

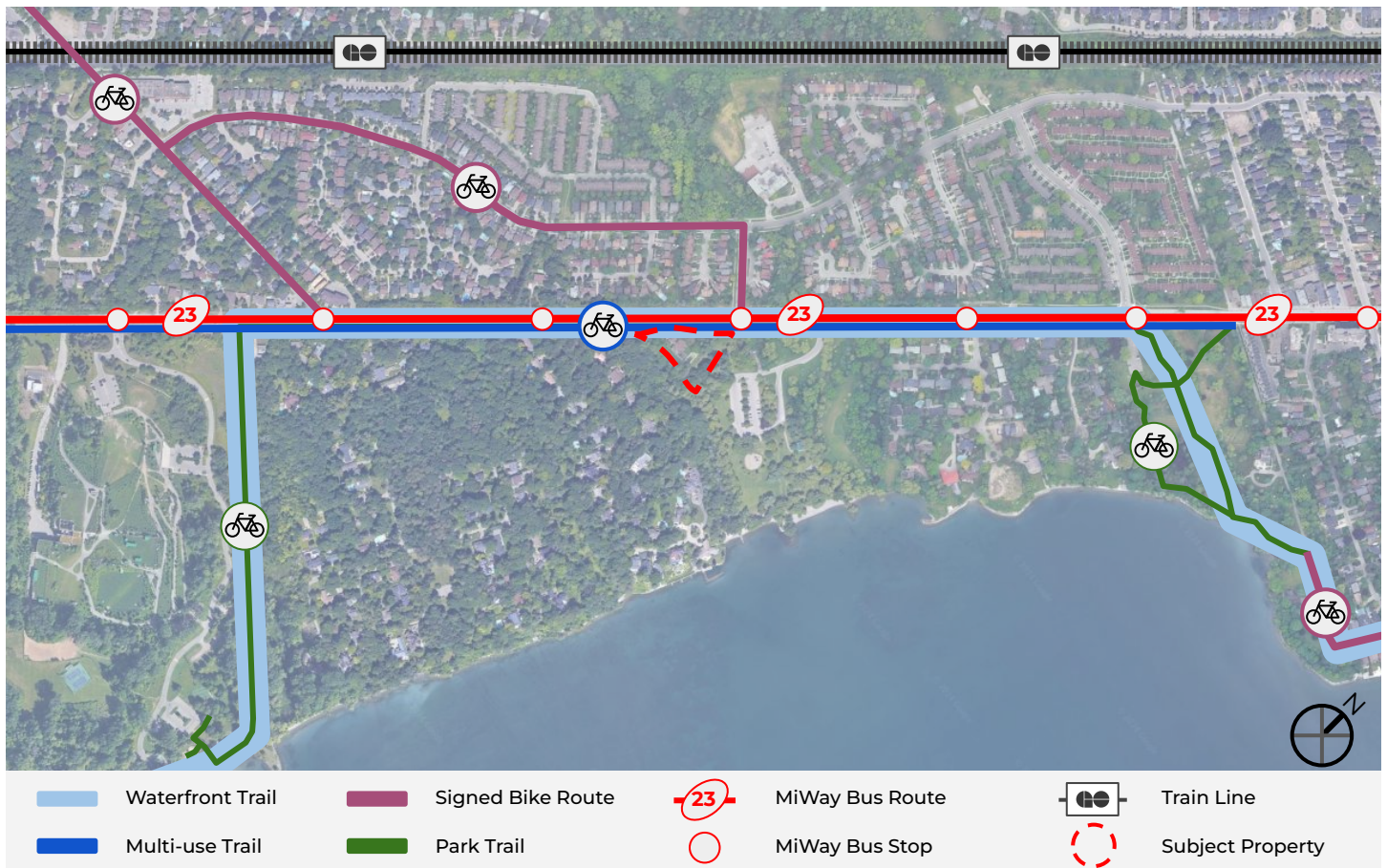


Figure 13 - Transportation Context Map * Based on: Google Earth

Parks and Community Services Context

The major community resource in the vicinity of the subject property is Mississauga's extensive parks and open spaces network. Shown in Figure 14 below are the waterfront parks network, as well as any nearby parks that feature public amenity spaces. Many more open spaces and natural features are present in the area. Together, these elements provide a safe and healthy source of activity and recreation for current and future residents.

Overall, the public is well served by community services. Essential public facilities are located within approximately 2 kilometres from the subject property. Community recreation centres, a library, schools, places of worship, and child care facilities are all located within the study area.

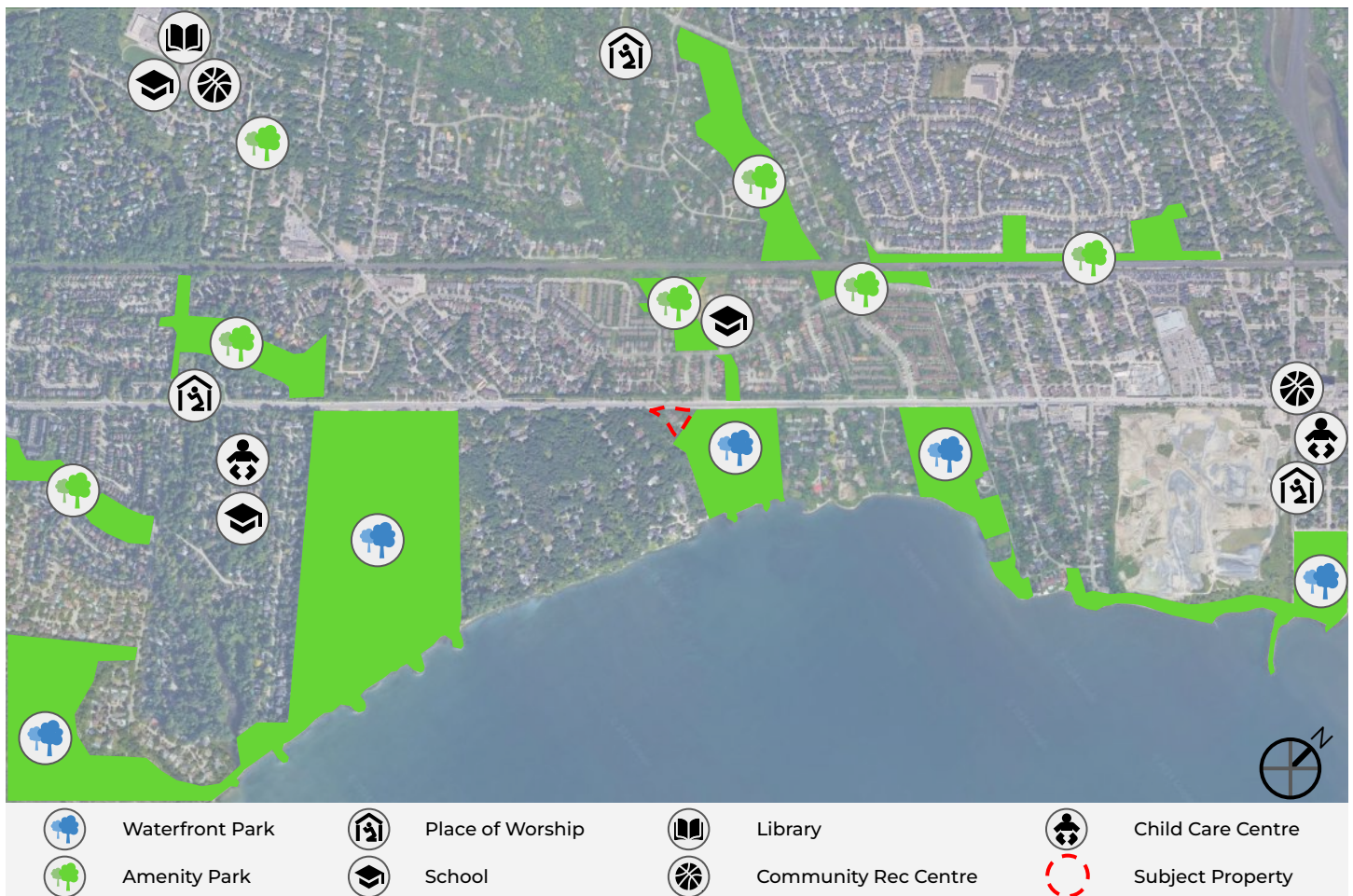


Figure 14 - Parks and Community Services Context Map * Based on: Google Earth

2.3 Nearby Development Context

Although there are no other development applications within a 750 metre radius surrounding the subject property, there are many high-density residential development applications in the districts centred around Clarkson Village, Port Credit, and the future Brightwater redevelopment (see Figure 24 below).

A - 2077-2105 Royal Windsor Drive

This proposal contemplates four apartment buildings of 29-, 27-, 25-, and 23-storeys on lands in proximity to the Clarkson GO Station (see Figure 15). The land use is mixed between 1,237 residential dwellings and 2,386 square metres of commercial and live/work area (see Figure 15).

The proposal was submitted in December 2022 and is undergoing review.

B - 1035 Southdown Road

This application proposed a 20-storey residential building featuring 242 residential dwellings and 2 guest units (see Figure 16).

The Site Plan application was approved in 2022. According to the Mississauga Development Applications Map the Condominium application is still in process.

C - 1101-1125 Clarkson Road North

This application proposed 176 stacked back-to-back townhouses in five 4-storey blocks, along with two 2- to 3-storey blocks of non-residential uses (see Figure 17).

The application was approved in 2020 and is currently under construction.



Figure 15 (A) 2077-2105 Royal Windsor Drive
* Source: City of Mississauga - Ward 2 Development Applications Webpage



Figure 16 (B) 1035 Southdown Road *
Source: City of Mississauga Development Projects Map



Figure 17 (C) 1101-1125 Clarkson Road North *
Source: KFA Architects + Planners Inc.



Figure 18 (D) Brightwater Redevelopment: The Mason * Source: experiencebrightwater.ca

D - Brightwater Redevelopment

This master planned community has been approved to develop apartment dwellings from 5- to 19-storeys in height, along with multiple 3- to 4-storey townhouse blocks, for a total of approximately 2,500 residential dwelling units (see Figure 18).

The Brightwater site is in various stages of construction. The first buildings were occupied in October 2023.



Figure 19 (E) 170 Lakeshore Road East * Source: City of Mississauga - Ward 1 Development Applications Webpage

E - 170 Lakeshore Road East

This proposal contemplates one 15-storey apartment building. The land use is mixed between 147 residential dwellings and ground floor commercial (see Figure 19).

The proposal was submitted in December 2021 and according to the Mississauga Development Applications Map is undergoing appeal.



Figure 20 (F) 128 Lakeshore Road East * Source: City of Mississauga - Ward 1 Development Applications Webpage

F - 128 Lakeshore Road East

This proposal contemplates one 11-storey apartment building. The land use is mixed between 42 residential dwellings and ground floor commercial (see Figure 20).

The proposal was submitted in January 2022 and according to the Mississauga Development Applications Map is undergoing appeal.



Figure 21 (G) 42 Port Street East & 99 Lakeshore Road East * Source: City of Mississauga - Ward 1 Development Applications Webpage

G - 42 Port Street East & 99 Lakeshore Road East

This proposal contemplates one 11-storey apartment building. The land use is mixed between 221 residential dwellings and 1,719 square metres of ground floor commercial (see Figure 21).

The proposal was submitted in December 2022 and is undergoing review.

H - 55 Port Street East

This application proposed 35 residential dwelling units in a 9-storey apartment building (see Figure 22).

The application received zoning approval in September 2019. According to the Mississauga Development Applications Map the Condominium application is still in process.



Figure 22 (H) 55 Port Street East * Source: urbantoronto.ca

I - 17 and 19 Ann Street, 84 and 90 High Street & 91 Park Street East

This proposal contemplates one 22-storey apartment building. The land use is mixed between 359 residential dwellings and ground floor commercial (see Figure 23).

The proposal was submitted in February 2022 and is undergoing review.



Figure 23 (I) 17 and 19 Ann Street, 84 and 90 High Street & 91 Park Street East * Source: City of Mississauga - Ward 1 Development Applications Webpage

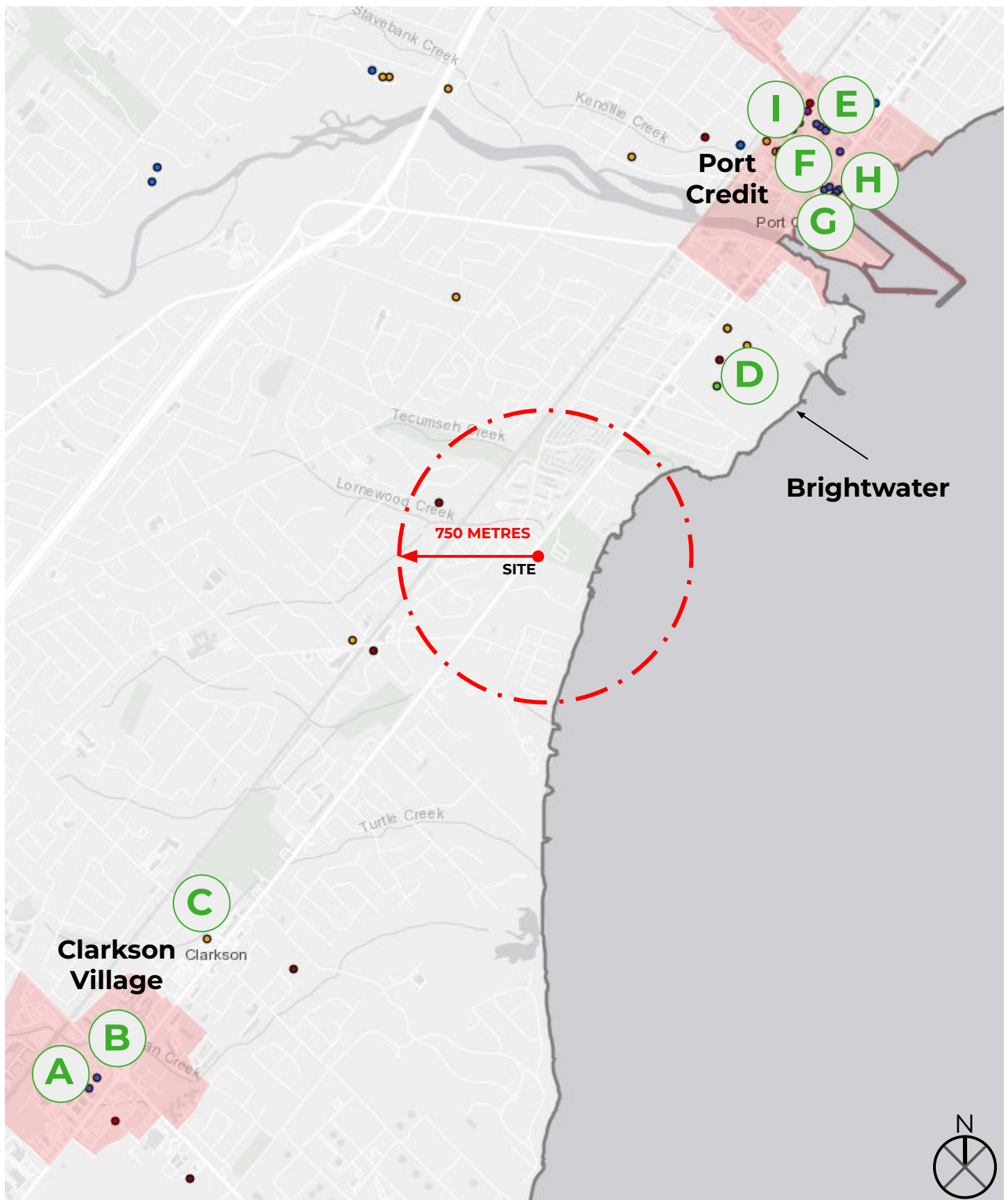


Figure 24 - Development Context Map (MTSAs highlighted in red) * Based on: City of Mississauga Planning & Building Development Applications map

2.4 Spatial Planning Analysis

A Spatial Planning approach is used in our architectural and urban design development to better understand the site's position within Mississauga's urban structure, and to ensure that the proposal is synchronous with the strategic and statutory planning policies provided by the City. The following sections show our analysis and development of the Spatial Planning guidelines which we used to enable a design proposal which meets the City of Mississauga's direction for a desirable neighbourhood growth model.

Strategic Plan

Mississauga's Strategic Plan document resulted from a large-scale community engagement process and was finalized in 2009. It guides decision-making and sets priorities for the City through five strategic pillars: Move, Belong, Connect, Prosper, and Green. The proposed development considers all of these pillars and contributes to many of the objectives outlined in the Strategic Plan.

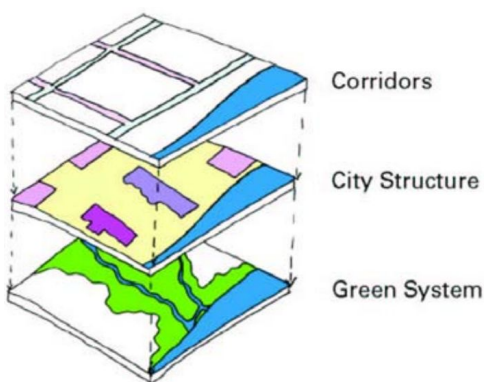


Figure 25 - MOP Figure 5.2 - The Urban System * Source: Mississauga Official Plan

Mississauga's urban structure is composed of three distinct yet interconnected systems: corridors, city structure, and the green system (see Figure 25). The subject property is situated at an axis of all three of these systems, being a residential development located along a corridor and adjacent to both public parks and natural heritage features. Residential intensification in this area would serve to propel the goals of Mississauga's key strategic policies and master plans by providing improvements and promoting further investment in public infrastructure and the City's network of open space and natural systems.

Greater connectivity and enhancement of the public realm are supported by Mississauga's Draft Complete Streets Guide, Transportation Master Plan, Pedestrian Master Plan, and Cycling Master Plan. This connectivity would occur along Lakeshore Road West, but would also include potential improved access to the adjacent public parks as well as to nearby natural heritage features. Promoting better access to the green network through active transportation is supported by Mississauga's Parks and Forestry Master Plan, Waterfront Parks Strategy, and again the Cycling and Pedestrian Master Plans.

Spatial Planning Themes

The analysis observes two major spatial planning themes, visualized in Figure 26 below:

- 1 An east-west axis along Lakeshore Road West, which should integrate existing built form and planned development with the current and future modes of transportation along that corridor. This axis is bookended by two development nodes and historic villages: Port Credit to the east, and Clarkson Village to the west.
- 2 A north-south axis connecting public shoreline along Lake Ontario in the south with Mississauga's "Natural System" coming from the north and running adjacent to the subject property. This axis consists of links made up of waterfront parks, fragmented ravine paths, green spaces, and the Great Lakes Waterfront Trail.

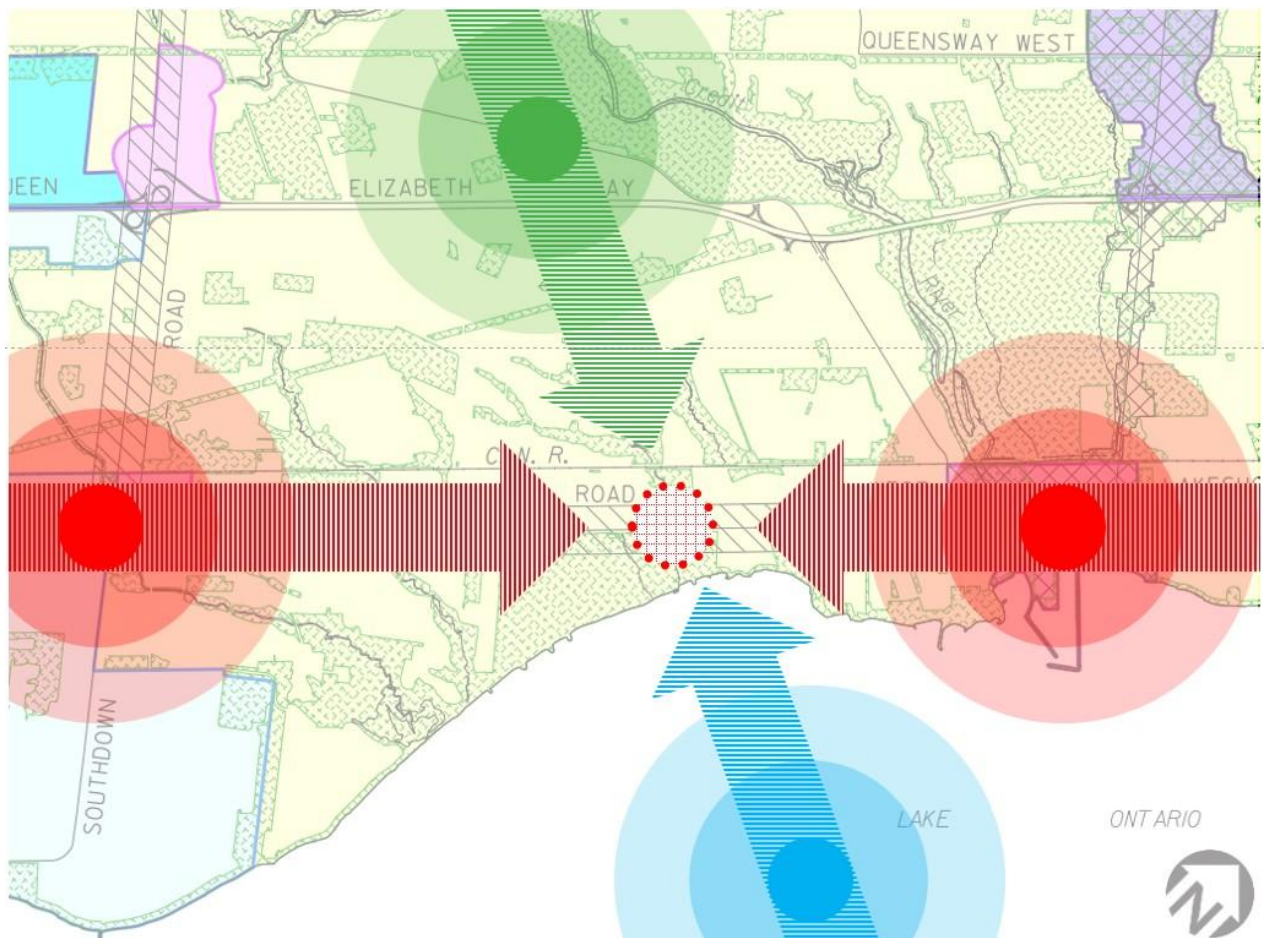


Figure 26 - Strategic Framework for Integrated Spatial Planning * Based on: Mississauga Official Plan

Built Form and Connectivity

The subject property is located between two urban nodes in the historical villages of Clarkson and Port Credit. These areas are focal points of existing residential and mixed-use development intensity, as they both are classified as MTSAs. The axis between these two nodes provides an understanding of current development patterns and the directional development pressure currently being seen within the surrounding context (see Figure 27).

A variety of low-density housing currently exists, lowering in intensity from the nodes towards the subject property. This condition creates the prospect of introducing a greater variety of housing options that are not available in the area.

Furthermore, from the connectivity perspective, the ongoing Lakeshore Complete Street Study involves a Schedule C Class Environmental Assessment study and aims to improve the experience for those travelling along Lakeshore Road and Royal Windsor Drive.

Given the growth targets for the MTSAs, the development pressures radiating from the nodes, and the planned transit and active transportation upgrades along Lakeshore Road West, our analysis has determined that the proposed development should:

- ❖ Engage with the Lakeshore Road West corridor through the use of complete street principles (as per the draft Changing Lanes: Complete Streets Guide dated March 2022) along the built form frontages and existing and planned bicycle infrastructure. This can be achieved by orienting the building towards the street and by providing for streetscape improvements that create a more welcoming and accessible pedestrian environment.
- ❖ Encourage the use of active transportation and reduce residents' reliance on automobiles through on-site bicycle infrastructure and by taking advantage of the existing bus line as well as future transit improvements connecting with the GO stations to the east and west.

Figure 27 below represents the spatial planning analysis of the built environment mapped to visualize the urban qualities, land uses, built form typologies, density patterns, and connectivity within the study area. This

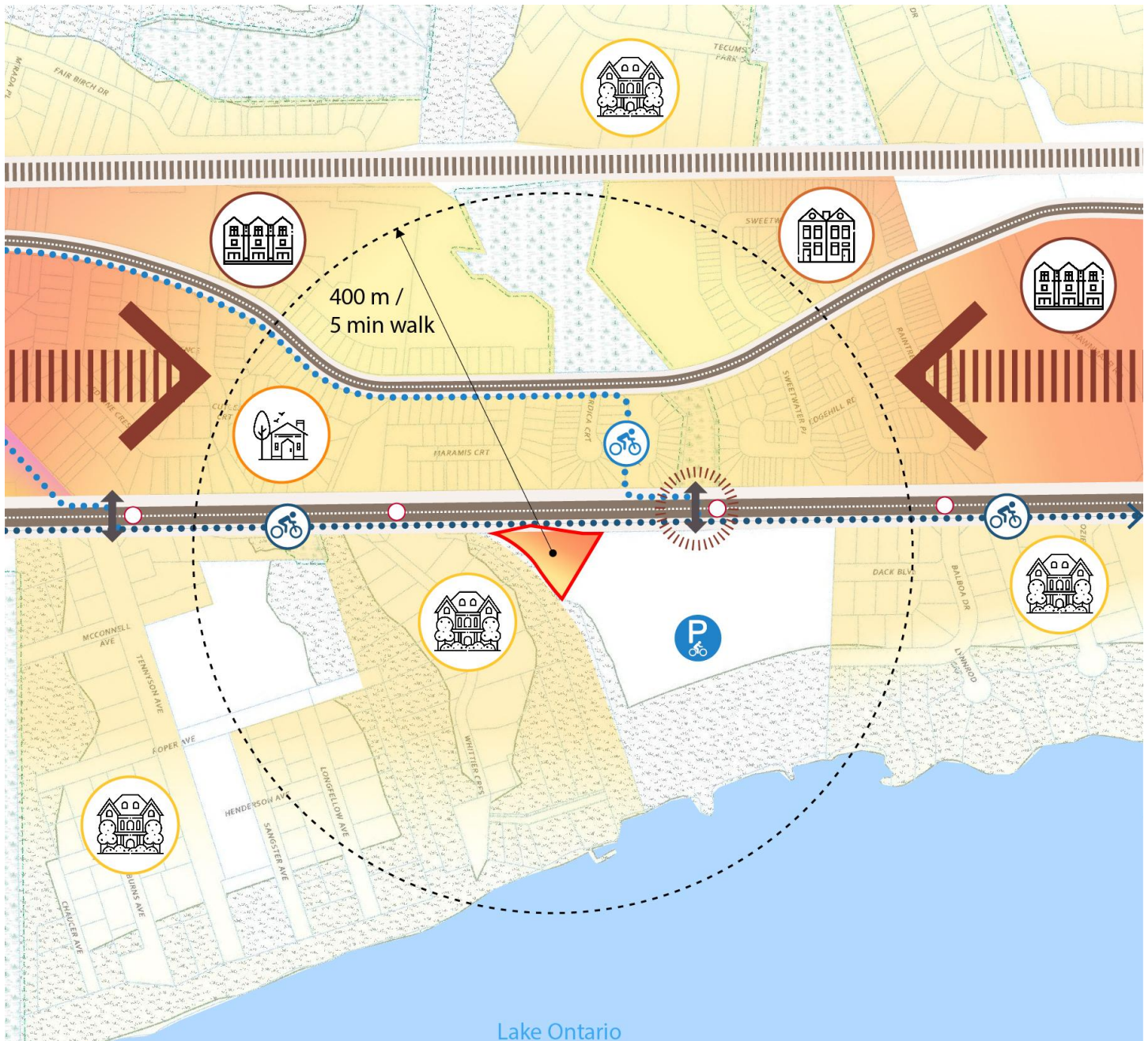


Figure 27 - Built Form and Connectivity Spatial Mapping

Natural Environment and Connectivity

There is also potential at the north-south axis that connects Mississauga's natural system with the Lake Ontario shoreline. The subject property is also located between two large waterfront parks: the Richard's Memorial park to the east and the Jack Darling Memorial Park to the west (see Figure 28).

The proposed development should take advantage of and enhance the features of the Natural System within the waterfront parklands, the Great Lakes Waterfront Trail, and the surrounding path system to optimize movement, environmental conservation, active transportation and recreation within these natural assets.

- ❖ Given these environmental attributes, the proposal should also integrate the existing natural features with improved transportation modes. These include connections from the rear of the subject property with the existing path system within Richard's Memorial Park, as well as wayfinding properties, inherent to the site as a landmark feature, that will provide better directional qualities to pedestrians in the area.
- ❖ The proposed development may also encourage further enhancements to the surrounding network by improving linkages within the park and ravine systems, providing for a better crossing infrastructure on Lakeshore Road West, and additional pedestrian facilities along the street frontage.

Ultimately, the proposed development should enhance pedestrian infrastructure and develop safe and accessible trail linkages to connect the community both visually and physically to the waterfront and the surrounding natural features.

The analysis of the natural environment has been mapped in order to identify the active transportation systems, parklands and natural heritage features, and the directional flow of Mississauga's "Natural System".



Figure 28 - Natural Environment and Connectivity Spatial Mapping

Spatial Planning Guidelines

As a result of the conducted analysis, four spatial planning guidelines were identified to shape the development of the subject property:

1. Innovative Housing Typology

Provide necessary and enhanced residential options that articulate the high-quality character of the neighbourhood, while providing a greater variety of housing (see Figure 29). This includes developing dwellings appropriate for new families, young professionals, and for existing residents who wish to age-in-place.

2. Building a Visual and Physical Landmark

Develop a visual and physical landmark that can serve to direct community movement through the parks and natural system networks, both to and from the waterfront (see Figure 34). This development would also be a pioneer building for this area and could set new standards for architectural practices at this scale in the area.

3. Pedestrian-friendly and Transit-supportive Urban Design

Incorporate pedestrian-friendly and transit-supportive urban design elements that promote transit, active transportation, and recreational opportunities (see Figures 31, 33-34). This could potentially include wayfinding signage, streetscape improvements, pedestrian crossings, and new trail paths.

4. Environmentally Responsive Solutions

Provide an environmentally responsible built form that integrates thoughtfully into and enhances the surrounding natural systems. This potentially includes renaturalizing portions of the site and providing pedestrian connections along the natural heritage features to connect Lakeshore Road West with the parkland and Lake Ontario.

A spatial planning synthesis plan, shown in Figure 32 below, was developed from the findings of the analysis and presents a holistic view of the surrounding context and development potential of the subject property.



Figure 29 - Transit-oriented development * Source: Ward 2 Development Applications Webpage

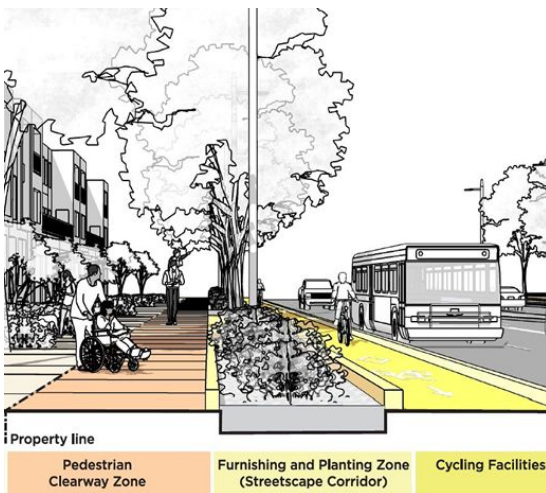


Figure 30 - Complete Streets Design * Source: Draft Complete Streets Guide



Figure 31 - Multi-modal Transportation Options * Source: Mississauga Official Plan



Figure 32 - Spatial Planning Synthesis Map



Figure 33 - Active Transportation System * Source: Mississauga Official Plan



Figure 34 - Enhanced Parkland & Natural Environment Connectivity



Figure 35 - Safe and Accessible Public Realm Design * Source: Draft Complete Streets Guide

3.0 URBAN DESIGN STUDY

3.1 Urban Design Analysis

The development objectives of the proposal have been described in Section 1.1 above. A summary of the objectives as they relate to urban design is provided below:

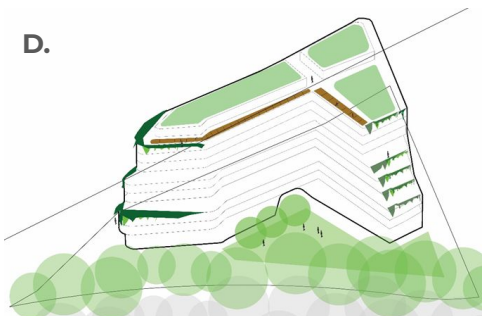
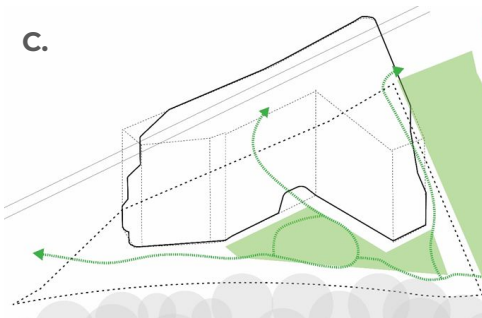
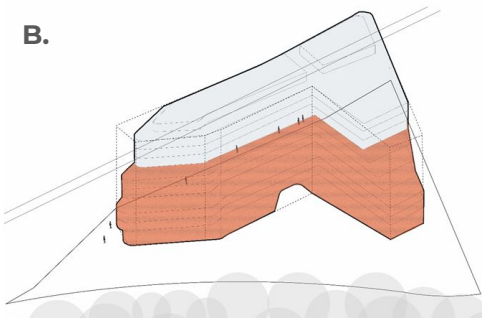
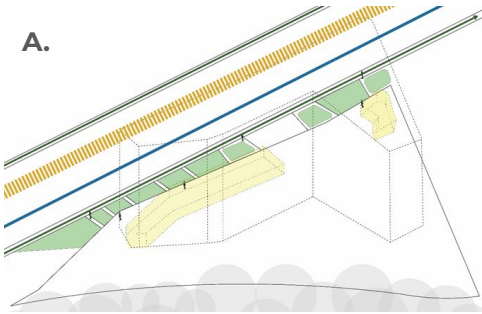


Figure 36 - Key Urban Design Moves

- **Public Realm:** To provide an active and accessible streetscape which integrates the function of the building into the public right-of-way;
- **High-quality Architectural Form:** To create a visual landmark that sets a visual identity for this form of development in the area; and,
- **Environmental Connectivity:** To introduce a development that is meaningfully integrated with the surrounding natural environment.

This Urban Design Study Section should be read in conjunction with the architectural drawings set prepared by KFA Architects + Planners Inc., dated October 10, 2024 and submitted under separate cover as part of this application.

Key Urban Design Considerations

Schematic urban design moves were developed early in the design process in order to ensure that the development objectives for the site and building were being met (see Figure 36). This allowed for the visualization of the objectives listed above, and guided the development of key urban design considerations which could be implemented as early as possible.

These key design considerations include:

- An activated building frontage, complete with private entrances, shared amenity space within the building, landscaped frontage between the building and the right-of-way, and integration with the transit and active transportation networks;
- A landmark built form that grounds itself within the pedestrian perspective to create a comfortable and consistent streetwall condition while alleviating the visual impact of the increased height of the upper levels;

- C. Connectivity within and without the site that creates pedestrian access from three locations along Lakeshore Road West through the site to the ravine feature and the adjacent public parkland. These linkages serve to maintain a visual and physical relationship between the public realm and the “*Natural System*”; and,
- D. Greening the building and integrating with the surrounding natural environment and public parks in a context-sensitive way through the provision of outdoor amenity in the rear courtyard and through renaturalization efforts to expand the ravine feature south of the site.

By developing these key considerations the design of the site and building was guided by the development objectives, site and context analysis, and policy examination through these specific principles. The impact of these key considerations on the proposal are explored further in Sections 3.2, 3.3, and 3.4 below.

Urban Design Guidelines

Mississauga provides a large number of urban design guidelines, organized into “City-wide”, “Area-specific”, and “Building Type” categories. Although the subject property and proposed development type do not have relevant guidelines within the “Area-specific” or “Building Type” categories, this section will explore the Crime Prevention Through Environmental Design (“CPTED”) guidelines from the “City-wide” category and urban design directions as they are outlined in the Mississauga Official Plan. The results of the Shadow Study as well as the mandatory MUDAP meeting held on February 6th, 2024 will be explored further below in Sections 3.5 and 3.6, respectively.

Crime Prevention Through Environmental Design Guidelines

CPTED is based on the principle that the design of a physical space, when considered in the context of its use and users, can provide a safe environment, reduce fear and incidences of crime, and improve the quality of life. CPTED design strategies involve a combination of both natural and mechanical forms of surveillance and access control, as well as territorial reinforcement through the built environment.

The proposed development abides by principles of CPTED by promoting an “eyes-on-the-street” approach to protecting the streetscape and the adjacent parkland, as well as the open spaces to the sides and rear of the building. Windows, terracing, and balconies from the storeys above will provide observation onto the street frontage and the green spaces flanking the building, and amenity spaces and lobbies with large glazed exteriors are located at both the front and rear of the development. These areas are also located adjacent to the main entrances of the building, creating safely observed and controlled accesses to the building, supported by seating and landscaped areas on the exterior of the main resident access. The courtyard amenity feature at the rear of the building will also provide natural, passive surveillance.

Territorial reinforcement is achieved along the street frontage through the implementation of planters and private walkways that distinguish between the public space and the private entrances. The eastern border of the site will include fencing/screening that will identify the distinction between the private property and the adjacent public park, as well as work as an integrated wind mitigation measure. A potential accessway to the public park is proposed at the southeastern corner to the site. The feasibility of this access will be explored with city staff, and will be designed to align with CPTED design principles. The southern border of the site falls within environmental feature buffers from the adjacent woodland and creek, and therefore there is no physical barrier proposed along this edge. Instead, the naturalized space and grade change towards the creek will act as a visual distinction between the subject property and the adjoining natural features.

Mississauga Official Plan - Chapter 9

Chapter 9 - Build A Desirable Urban Form of Mississauga’s Official Plan dictates that developments provide high-quality urban design and a strong sense of place based on the established “*Urban System*” and “*City Structure*”. Most growth will be directed to “*Intensification Areas*”, whereas “*Non-intensification Areas*” will focus on infill and redevelopment compatible with the existing character of the neighbourhood. “*Corridors*”, however, will receive growth “compatible with their planned vision.” Policy 9.1.5 states:

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

Additional policies that relate to the specific context of the proposed development are:

“9.1.6 The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment and quality of life.”

“9.1.8 Mississauga will transform the public realm to create a strong sense of place and civic pride.”

“9.1.12 An urban form will be developed to take advantage of the Lake Ontario waterfront through connections, views and access.”

Subchapter 9.2.2 Non-Intensification Areas contains policies that relate to how development shall be coordinated in areas such as “*Neighbourhoods*” and “*Corridors*”, which the subject property is designated. Although the proposed building is not a “*tall building*” as per the MOP definition (a building having a height greater than the width of the street on which they front), policy 9.2.2.1 requires developments in excess of four storeys to demonstrate an appropriate transition to the surrounding context. This rationale is provided in Sections 3.2, 3.3, and 3.5 below.

Where increases in density are considered in “*Non-intensification Areas*”, they shall be directed toward “*Corridors*”. Policy 9.2.2.6 encourages this development to:

“b. face the street, except where predominate development patterns dictate otherwise;

c. not locate parking between the building and the street;

d. site buildings to frame the street and where nonresidential uses are proposed to create a continuous street wall;”

“f. support transit and **active transportation** modes;

g. consolidate access points and encourage shared parking, service areas and driveway entrances;”

The proposed development conforms to the urban design policies in the Official Plan which direct growth toward “*Corridors*” within “*Neighbourhoods*”. The policies above related to site design are being met through implementation of a street-facing built form that will define the streetwall for the adjacent area. Parking has been consolidated below ground, with a shared access that will limit interactions between vehicles and pedestrians. The development will also support active transportation and transit by locating residential intensification along a transit route and supplying bicycle facilities along established cycling routes.

Subchapter 9.3 Public Realm contains guidance on the design principles behind public streets and open spaces. The proposed development will incorporate streetscape upgrades that, through collaboration with municipal staff, will conform to the policies of the Official Plan. This includes providing safe, accessible, and attractive streetscapes.

Subchapter 9.5 Site Development and Buildings covers policies as they relate more specifically to the site design and building massings for new developments. Essential to this section is that developments transition to and are appropriately compatible with the surrounding uses. Policy 9.5.1.2 states that appropriate transitions will have regard for elements such as: the Natural Heritage System; continuity and enhancement of streetscapes; the orientation of buildings and landscape on the property; and sunlight, wind, overlook, and privacy. Policy 9.5.1.7 requires development adjacent to public parks to “complement the open space and minimize negative impacts”, while 9.5.1.9 requires development proposals to demonstrate compatibility with adjacent land uses and the public realm. Further policies state that buildings shall create a “sense of enclosure” along street edges (9.5.1.3) and that developments will be sited to encourage safe and comfortable pedestrian environment (9.5.2.2).

The proposed development conforms to the Official Plan policies as they relate to site design by orienting the building to frame the public street frontage and providing clear and distinct access to the main entrance and private townhome entrances of the building. The site design also aims to enhance the surrounding environment by creating additional green space toward the rear where the property abuts the “*Natural Heritage System*”, thereby expanding the existing ravine system. The

building has also been sited and designed to mitigate shadow impacts on the adjacent residences, as well as to limit overlook and privacy concerns to the lots, which back onto the north side of Lakeshore Road West, and those further west along Whittier Crescent. Impacts on the public realm and adjacent public parkland have also been mitigated, as demonstrated in Section 3.5 below.

Subchapter 9.5.3 covers design guidelines specific to the massing and orientation of the building aspect of site design, with a particular emphasis on the pedestrian experience. Buildings should be designed to create a “sense of identity” (9.5.3.1), clearly address the street frontage with pedestrian-oriented scale, texture, and rhythm (9.5.3.2 & 9.5.3.7), and provide entrances with weather-protected features (9.5.3.4). Additional policies recommend integrating mechanical equipment into the building design (9.5.3.17 & 9.5.3.18), consolidating vehicular and servicing access (9.5.3.16), and incorporating sustainable design features (9.5.3.14).

The proposed building is designed to create a distinct visual identity through the articulation of the podium levels, materiality, and landmark siting along Lakeshore Road West. The building will front along the public right-of-way and provide a pedestrian-scaled experience, while the upper levels will be “lightened” and set back to mitigate the visual impact of the total height (see Figure 37). Main entrances will be covered to protect pedestrian activities and articulated to visually identify them as important features of the building façade. Mechanical equipment,



Figure 37 - Proposed Front Elevation

and other functional aspects, have been integrated into the design and the vehicular access has been consolidated between pick-up/drop-off, parking, and servicing functions. Although it is early in the design stage, sustainable measures such as the building materiality, rooftop landscaping, and stormwater mitigation are all being considered and implemented through the architectural design and supporting studies.

We look forward to further opportunities to coordinate with municipal and conservation authority staff to discuss further sustainable features, especially as we approach the anticipated date for the updates to Mississauga's Green Developments Standards, expected to come into force March 1st, 2025.

Mississauga Official Plan - Chapter 16

Subchapter 16.5 covers additional urban design policies specifically for the Clarkson-Lorne Park neighbourhood area. Although most policies relate specifically to the development of infill detached dwellings, there is, as above, an emphasis on compatibility and transition of new developments (16.5.1.1).

The proposal contemplates a purely residential building, which is a compatible use to the surrounding residential land designations while providing additional housing variety to the area. Transition has been considered through analysis of shadow, overlook and privacy, and pedestrian perspective from the right-of-way. Design features that angle views away from nearby residences have been incorporated into the building design. Stepping back and "lightening" the upper levels of the building reduce the visual impact of the proposed height and emphasizes the warm, grounded masonry levels of the podium. These mitigation measures are explored further in Sections 3.2 and 3.5.

3.2 Site Design

Building Siting



Figure 38 - Approximate Existing Developed Area of the Subject Property *
Based on Topographical Survey by TMK Surveyors, dated November 8, 2023

The proposed development has been sited on the property to take advantage of the generous length of the front lot line along Lakeshore Road West, while orienting the structure away from the natural heritage features present along the southern lot line toward the southeastern corner of the site (see Figure 39). This siting also generally overlaps with the existing buildings, retaining walls, and accessory structures in order to limit the impact the new development will have on the undeveloped portions of the property (see Figure 38). This orientation also facilitates a strong distinction between the developed area of the site and the areas that are to remain open/green space or naturalized areas. The majority of the built form and pedestrian activity will be focused toward the streetscape, with potential secondary pedestrian areas toward the rear, connected from Lakeshore Road West and the public park to the east.

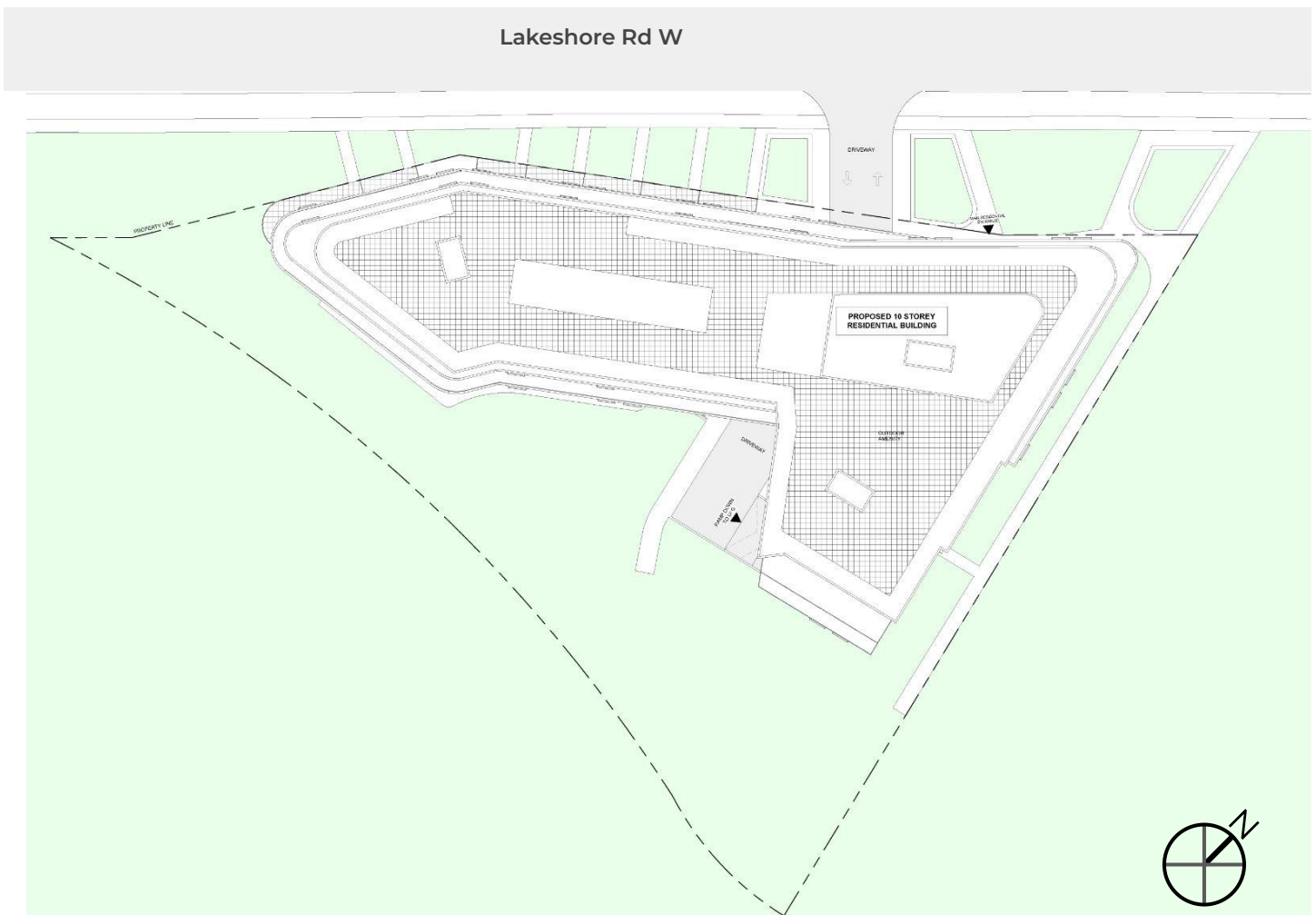


Figure 39 - Simplified Site Plan

Streetscape Section

An integral component of the site design is the interface between the built form and the public realm. As demonstrated in the urban design policy analysis above, buildings should frame the street and be designed to create active and safe pedestrian environments (see Figures 40-41). This location in particular provides a unique opportunity to develop a successful public interface, considering that very few lots in the immediate location front onto Lakeshore Road West. This means that this development will set the standard for public realm improvements for future developments in the area.

The proposed development will enhance the existing streetscape, which already features a multi-use trail along the southern edge of Lakeshore

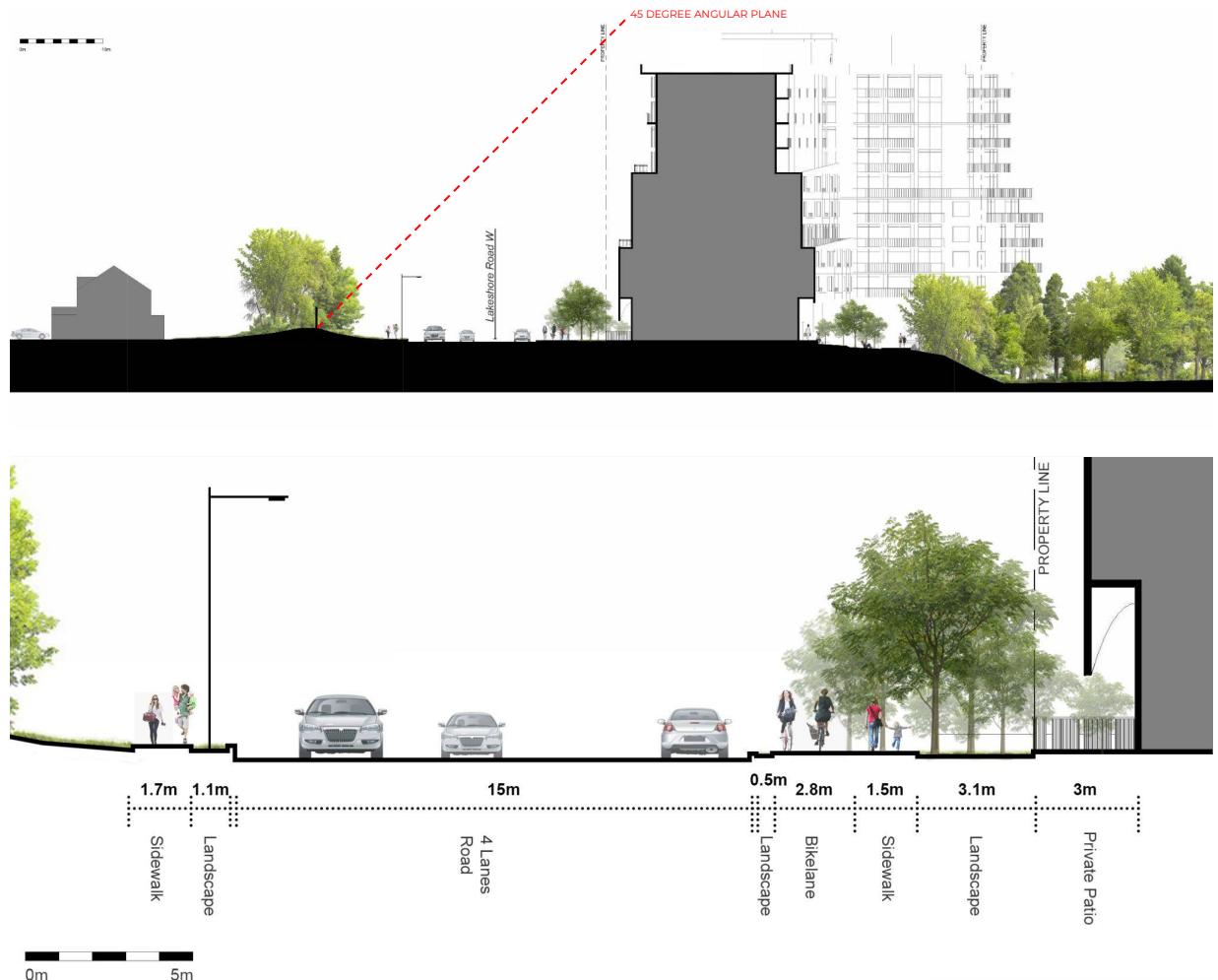


Figure 40-41 - Site Section (top) and Streetscape Section (bottom)

Road West, by providing additional landscaping and pedestrian/bicycle facilities along the length of the property (see Figure 42). Planters and pedestrian seating open to both residents and passers-by will unite the functions of the private building and the public realm. We have been informed by Municipal staff that a Concept Landscape Plan is not a requirement for this stage of the application. When it becomes a requirement we will ensure to develop along with it a streetscape plan which conforms to the requirements of the appropriate policies and guidelines.

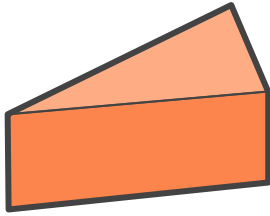


Figure 42 - Rendering of the Proposed Streetscape

3.3 Built Form & Uses

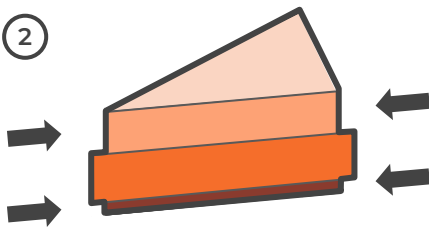
Massing & Height

①



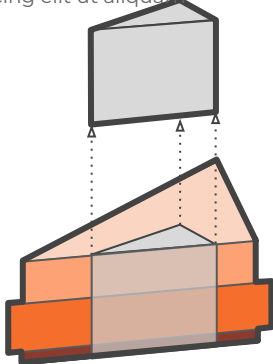
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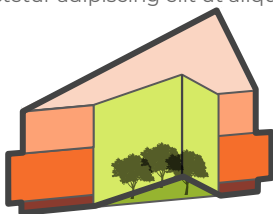
Establishing Human Scale — Lorem ipsum dolor sit amet consectetur adipiscing elit ut aliquam

③



Creating Outdoor Amenity Space — Lorem ipsum dolor sit amet consectetur adipiscing elit ut aliquam

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Integrating with Nature — Lorem ipsum dolor sit amet consectetur adipiscing elit ut aliquam

The development of the building design is based on a number of factors and began, as described above, by defining the potential development area overtop the existing built area while remaining generally outside of the natural heritage buffers present on site. This massing was then articulated with stepbacks at various levels to define the different components of the massing: the animated ground level; the streetwall podium; and the upper levels. A void was removed from the centre of the mass to create a more efficient floor plate and to develop a courtyard style component for the use of future residents. This area will be used as an open/green space to bridge the landscaped amenity space with the naturalized areas toward the southern site extent (see Figure 43).

The total building height will be 10-storeys at 32.2 metres tall, with a ground floor height 5.2 metres tall. This will accommodate the required servicing height and the ground floor townhomes. The total podium/streetwall height will be 6-storeys at 20.2 metres tall. The 7-10 storeys constitute the upper levels (see Figure 44).

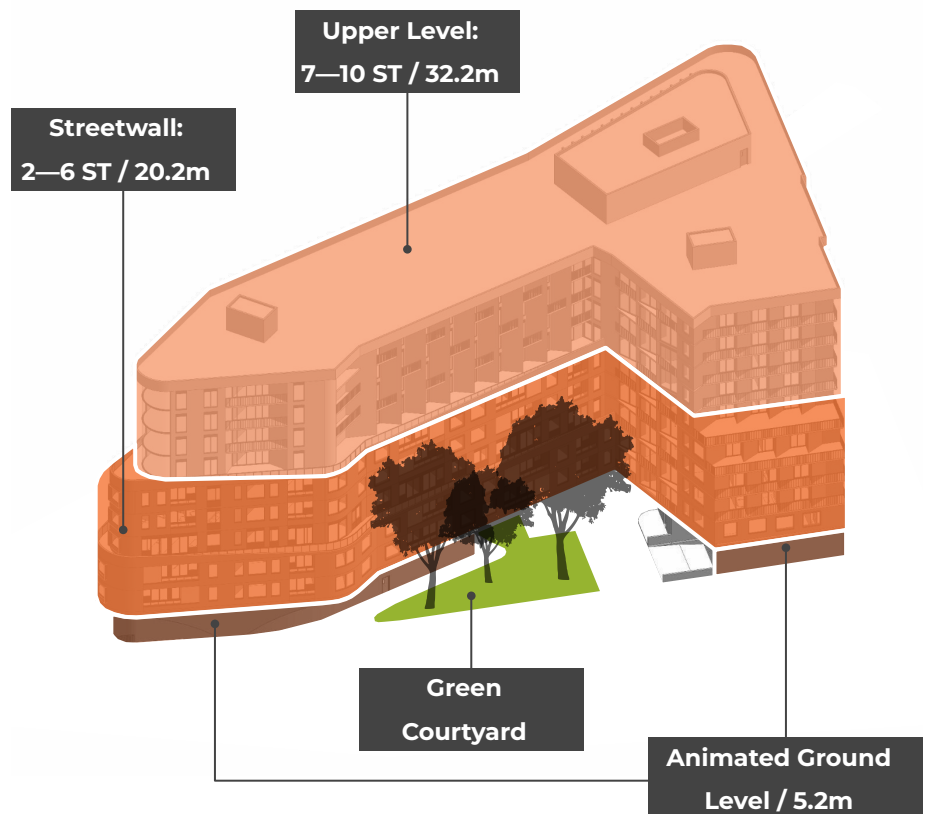


Figure 43 - Preliminary Development of the Building Massing

Figure 44 - Building Height and Massing Components

Floor Plate Sizes & Stepbacks

The proposed building features a number of floor plate sizes and is articulated with varying stepbacks throughout the 3rd to 7th floors (see Figure 45). The areas outlined in white in the diagram below represent the location of the stepbacks where the building form has been pushed inward to mitigate the impact of the height and provide visual interest.

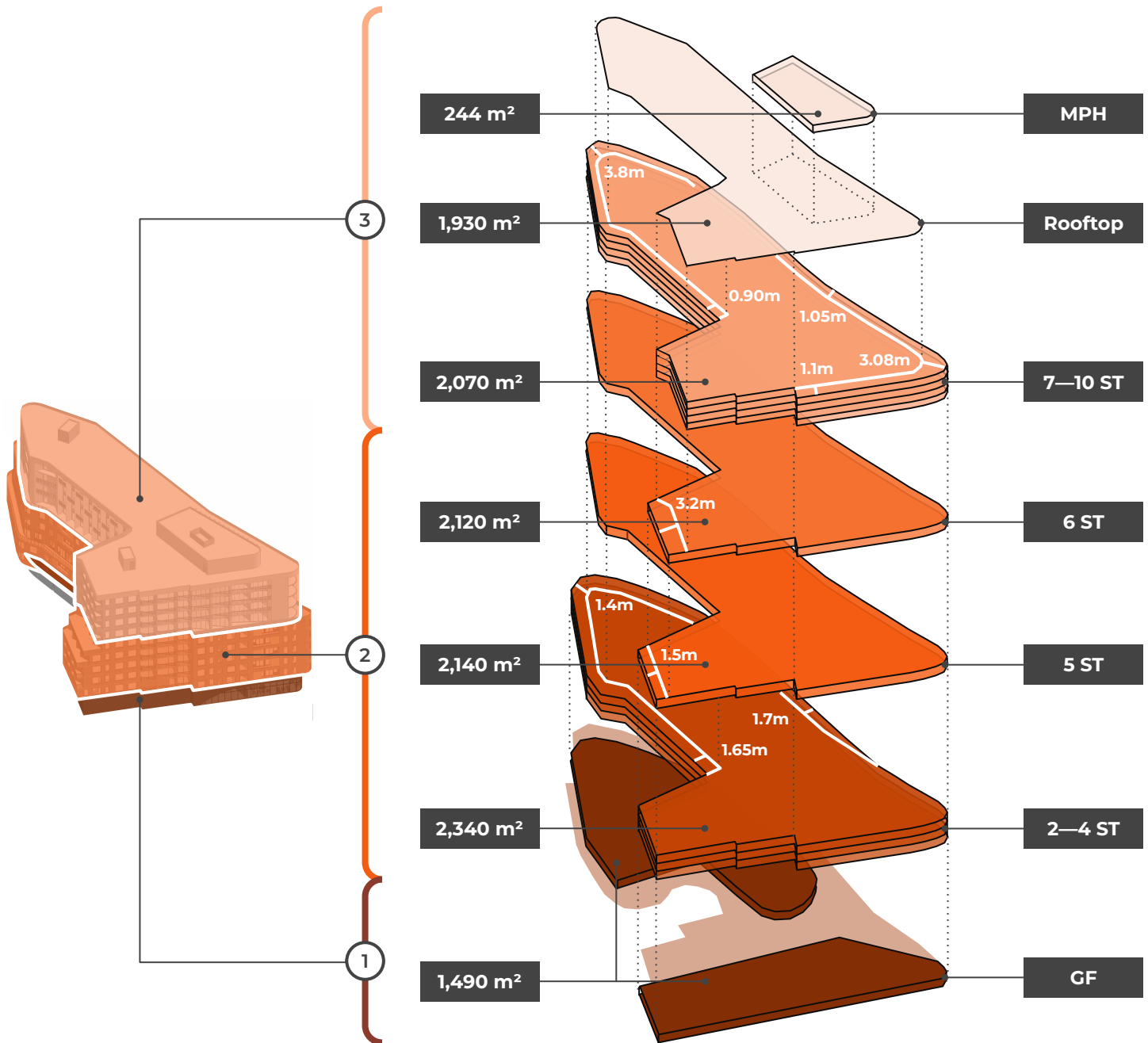


Figure 45 - Exploded Floor Plate and Stepbacks Diagram

Programming

The programming at the ground level is split between private townhouse unit entrances, shared access to the main lobby and secondary entrances, bicycle facilities, and shared amenity spaces (see Figure 46). The two-storey townhouse units along the western frontage of the building will have private entrances and will ensure that the streetscape sees consistent pedestrian activity with eyes on the street. The main lobby and the bicycle parking have been located centrally within the massing to provide the greatest level of access. Indoor amenity spaces have been provided at the eastern corner on Lakeshore Road West, to further activate the streetscape, as well as to the rear facing the ravine feature. The amenity space at the rear will connect directly with the exterior of the site and, through the application of glazing, will provide views into the surrounding natural heritage system.

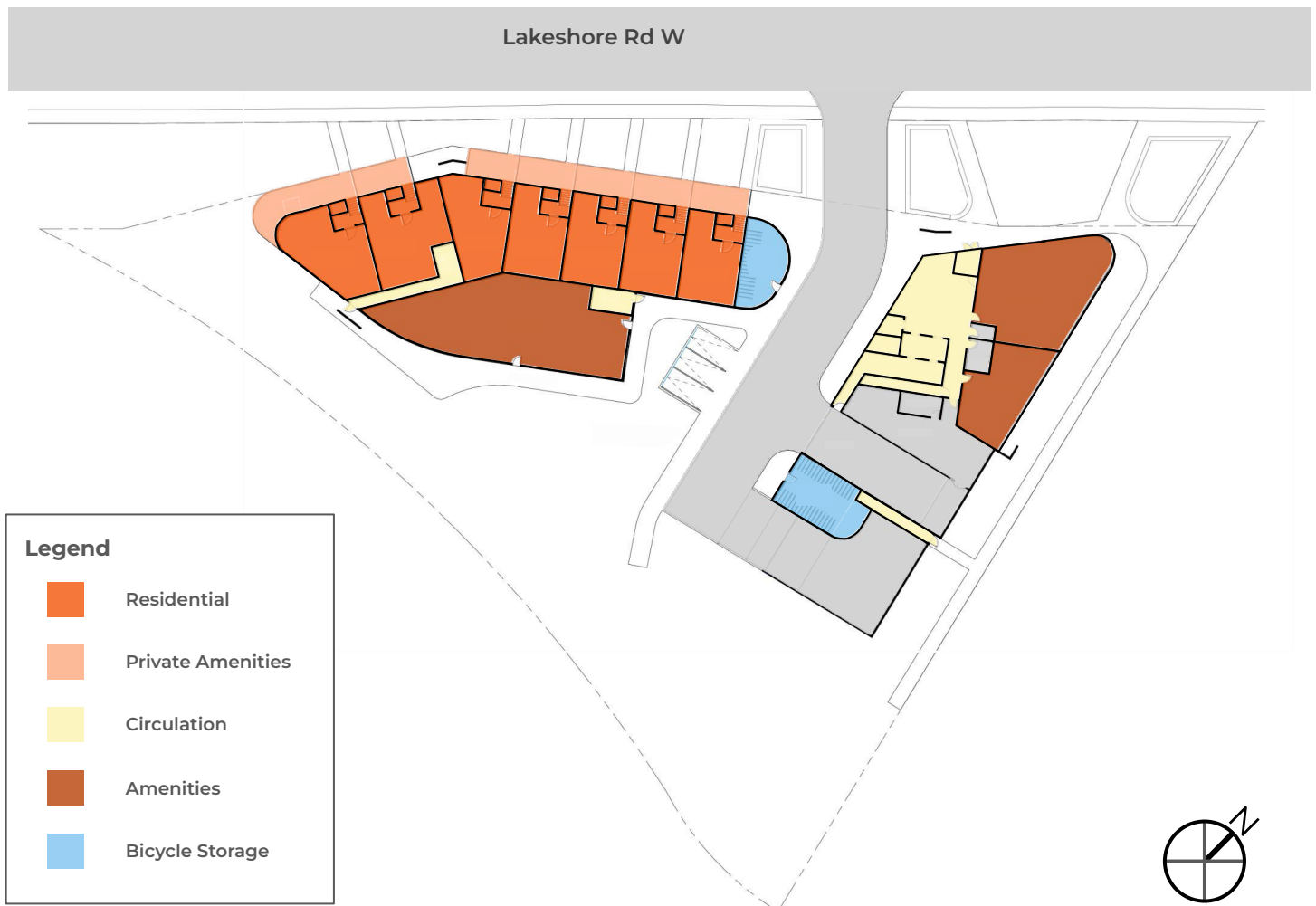


Figure 46 - Ground Floor Building Programming

The typical residential levels will be comprised of dwelling units connected through corridors to a centrally located elevator lobby. Terraces surround the building providing private amenity space to each of the units (see Figure 47). The rooftop is proposed to be primarily outdoor amenity space. This will take advantage of the views south/southeast toward Lake Ontario. The exterior will be ringed with a landscaping strip with a central landscaping planter to mitigate wind impact on users of the rooftop and to assist with stormwater retention. The mechanical penthouse has interior and exterior portions, and has been reduced in area as per the MUDAP response comments (see Figure 48).



Figure 47-48 - Typical Residential Level Programming (top) and Rooftop Programming (bottom)

3.4 Access, Circulation, Parking & Services

Pedestrian Circulation and Entrances

Pedestrian circulation into and within the site has two major purposes, and has been designed to accommodate each of these (see Figure 49). The first purpose is to integrate the building with the public realm and create an activated street frontage. This is achieved through private entrances to the townhouse units at ground level to the west of the vehicle access, and through the centrally located main shared entrance and landscaped area to the east of the vehicle access. The second purpose is to provide permeability through the site to the natural features at the rear of the building. The main pedestrian access, which bisects through the building massing, maintains a visual and physical connection to these features, while the eastern pathway follows the edge of the adjacent parkland. A connection from the western corner of the

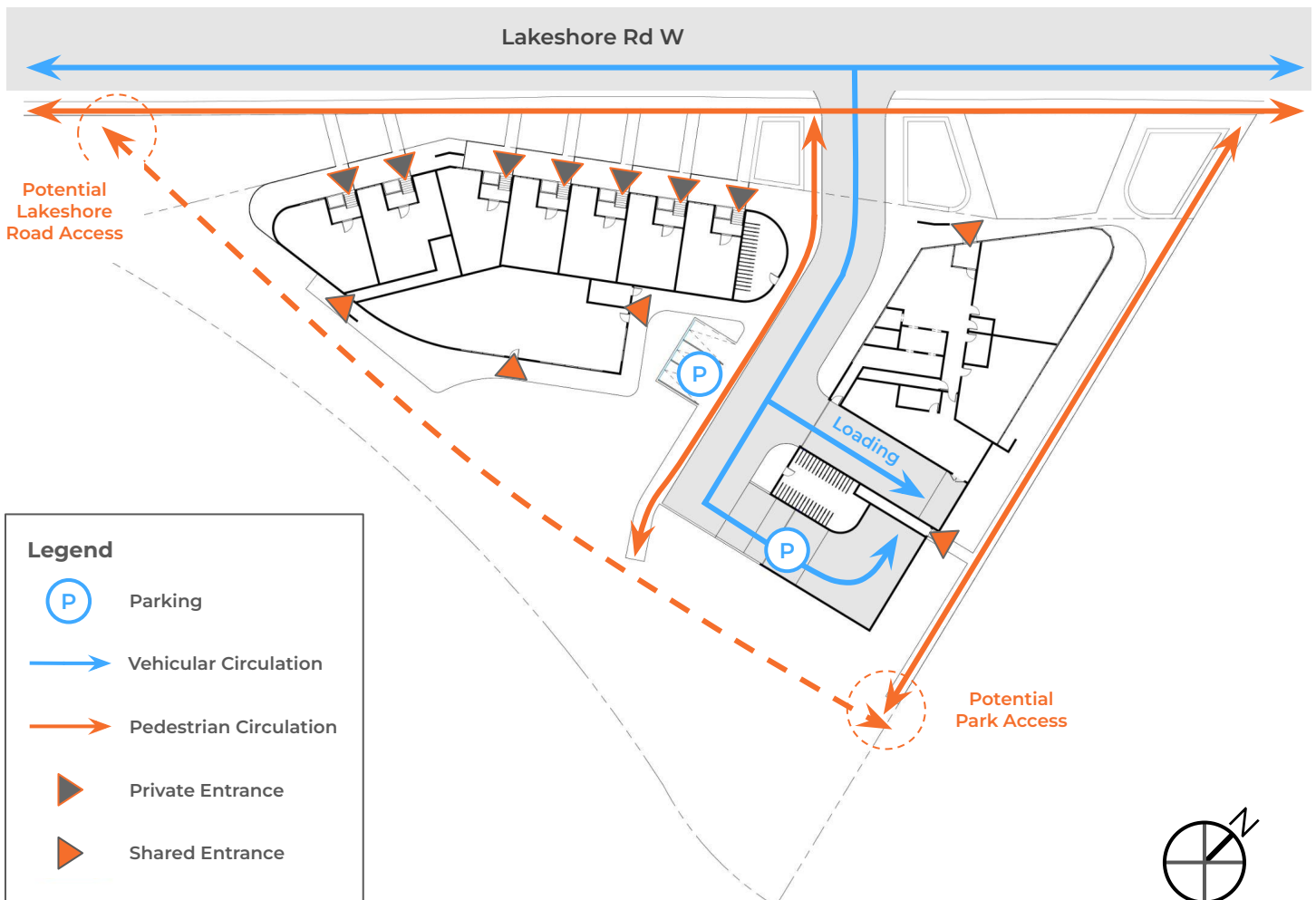


Figure 49 - Pedestrian and Vehicle Circulation

Vehicular Access and Parking

This architectural floor plan illustrates the 1st floor of the 'Pavilion of the Future'. The building is situated on a triangular plot, with the surrounding area marked as 'LANDSCAPE' and 'PARKING'. The plan features a central 'PLAZA' area, a 'RECEPTION' area, and a 'RESTAURANT' area. The 'RECEPTION' area is located on the left side, and the 'RESTAURANT' is on the right. The 'PLAZA' is a large, open space in the center. The plan also shows various rooms, including 'OFFICES', 'STORES', and 'BATHS'. The building is surrounded by a 'LANDSCAPE' area, and there is a 'PARKING' area on the right side. The plan is oriented with a north arrow pointing towards the top right.

50

3.5 Development Impact

Shadow Impact

A Shadow Study has been performed for the proposed development in accordance with Mississauga's Standards for Shadow Studies, dated July, 2024. The impact criteria are discussed below and the shadow study drawings are provided as part of the architectural drawing set submitted under separate cover, as well as included in Appendix C at the end of this report.

The shadow drawings were prepared at a latitude of 43.5354 and a longitude of -79.6026. Astronomic north was determined through the base plan, which is a survey drafted by OLS Tarasick McMillan Kubicki Limited and dated November 8th, 2023.

Residential Private Outdoor Amenity Spaces

The impact being assessed for this criterion is of the shadow impact on the rear yards of the residences located north and northwest of the site across Lakeshore Road West.

June 21st Shadow Patterns:

On the date of June 21st there will not be more than two consecutive hourly test times impacting the "No Impact Zone" of the private residential outdoor amenity spaces of the surrounding residential dwellings.

September 21st Shadow Patterns:

On the date of September 21st there will be a minor impact on the surrounding dwelling units beyond the two consecutive hourly test time limit. The shadow impact is most prevalent at 8:35 AM (1.5 hours after sunrise) and at the 9:12 AM hourly test time. However, two residences will also experience slight encroachment into the "No Impact Zone" at the 10:12 AM hourly test time (see Figure 51).

We believe this encroachment to be minor. All three of these lots are bordered to the rear by significant tree cover, and shadows cast by the proposed building is expected to fall within the existing impact from

coverage. Additionally, all three of the residences will experience zero impact by the 11:12 AM hourly test time, which will maintain eight consecutive hourly test times free of any shadow impact from 11:12 AM through to 5:48 PM (1.5 hours before sunset).



Figure 51 - September 21, 10:12 AM Test Time Impact

Communal Outdoor Amenity Areas

The impact being assessed for this criterion is of the shadow impact on the public park to the east of the subject property. Richard's Memorial Park features several communal amenity areas: a playground, a picnic area, and an unsupervised beach (see Figure 52).

June 21st Shadow Patterns:

There is no impact on the communal outdoor amenity areas at any of the hourly test times on this date.

September 21st Shadow Patterns:

There is no impact on the communal outdoor amenity areas at any of the hourly test times on this date.

December 21st Shadow Patterns:

There is no impact on the communal outdoor amenity areas at any of the hourly test times on this date.



Figure 52 - Communal Outdoor Amenity Areas * Based on: Google Earth

Public Realm - High Density Residential Street

The impact being assessed for this criterion is of the shadow impact on the opposite side of the right of way on a high density residential street, as the proposal contemplates this typology.

September 21st Shadow Patterns:

On the date of September 21st there will be only a marginal impact at the opposite curb at 12:12PM, and no shadow impact during the consecutive hours of 1:12 PM, 2:12 PM, 3:12 PM, 4:12 PM, and 5:12 PM.

Additionally, the proposed development fits within the recommended 48.9 degree angular plane from the opposite curb for a street with an equivalent orientation to Eglinton Avenue, as per Mississauga's Standards for Shadow Studies (see Figure 53). The only encroachment is a portion of the rooftop overhang, which is minor and should not be considered a hindrance to approval.

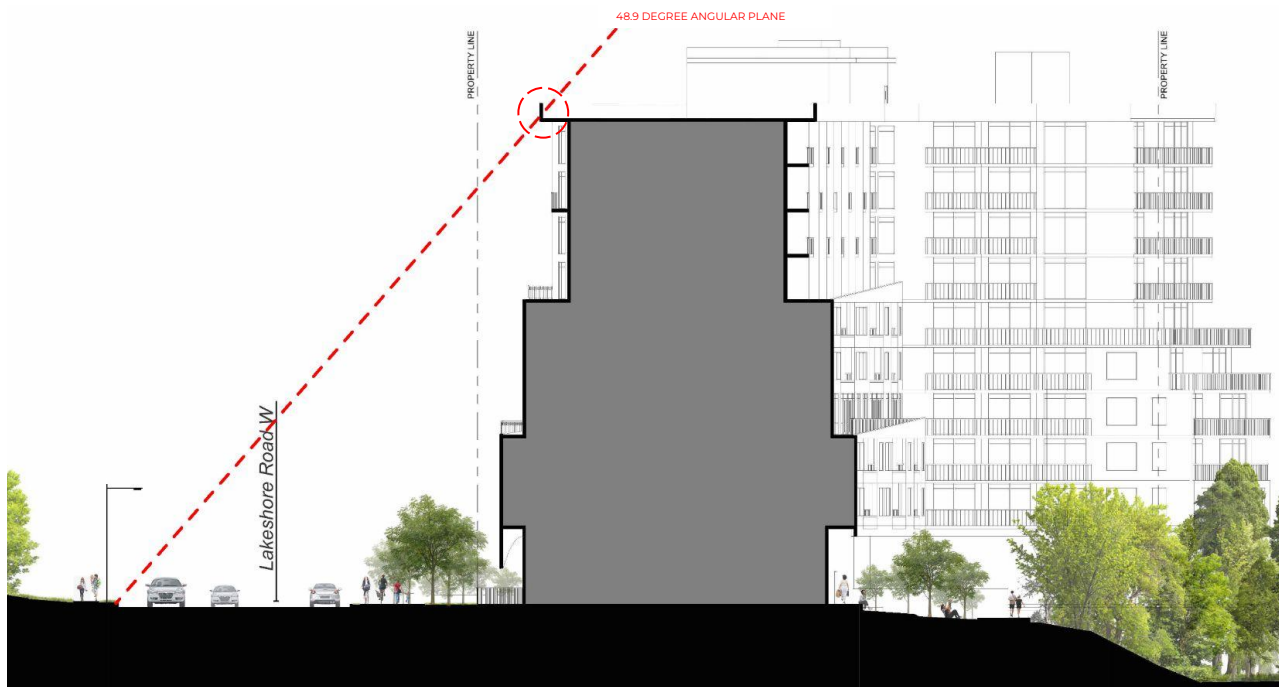


Figure 53 - Angular Plan as per the Standards for Shadow Studies

Public Realm - Public Open Spaces

The impact being assessed for this criterion is the shadow impact on the public park to the east of the subject property.

September 21st Shadow Patterns:

On the date of September 21st there will be a sun access factor of greater than 50% on Richard's Memorial Park, the public open space adjacent to the subject property.

Richard's Memorial Park is approximately 75,500 square metres, with a minimal amount of existing shadow impact. The Average Area in Sunshine for this feature is 74,148.15 square metres, which results in a Sun Access Factor of 0.98 or 98% (see Table 2).

Sun Access Calculation	
Open Space	Total Area (AT)
Richard's Memorial Park	75,500.00 sqm
Test Time	Area in Sunshine (AS)
8:35 AM	75,500.00 sqm
9:12 AM	75,500.00 sqm
10:12 AM	75,500.00 sqm
11:12 AM	75,500.00 sqm
12:12 PM	75,500.00 sqm
1:12 PM	75,351.20 sqm
2:12 PM	74,780.40 sqm
3:12 PM	74,007.51 sqm
4:12 PM	73,116.06 sqm
5:12 PM	71,519.32 sqm
5:48 PM	69,355.12 sqm
Average Area in Sunshine (AS (ave))	
74,148.15 sqm	
Sun Access Factor (AS (ave)) / AT)	
0.98 (98%)	

Table 2 - Sun Access Factor Calculations

Turf and Flower Gardens in Public Parks

The impact being assessed for this criterion is of the shadow impact on the public park to the east of the subject property. Richard's Memorial Park features the Richard's Memorial Garden.

September 21st Shadow Patterns:

There is no impact on the Richard's Memorial Garden, as the garden is located at the opposite end of the park from the subject property, approximately 240 metres away (see Figure 52).

Building Faces for the Possibility of Using Solar Energy

The impact being assessed for this criterion is of the shadow impact on the roofs and exterior walls of the residences located north and northwest of the site across Lakeshore Road West.

September 21st Shadow Patterns:

This criterion is met, as there are no more than two consecutive test times where there is a shadow impact within No Impact Zone of the surrounding residential dwellings. The test times of 8:35 AM (1.5 hours after sunrise) and the 9:12 AM hourly test time will see some shadow impact. However, by the 10:12 AM hourly test time there will be no impact at all.

Visual Impact & Views

The appropriate transition from the proposed development to the surrounding neighbourhood is vitally important to the success of this proposal. It is our belief that the building is an appropriate scale for the site which, due to its island-like location in relation to other developable parcels, can accommodate a larger landmark building. Views to and from the building are of primary concern to local residents and park goers. As such, a series of preliminary visual impact studies are shown below to assess how the proposal will fit into the immediate context (see Figures 55-58). The views of the proposed building from either direction on Lakeshore Road West (shown below) reveal that a significant portion of the massing will be obscured by the tree line present along the corridor. Additionally, the visual impact of the building height will be mitigated, with only the upper levels appearing above the tree canopy.

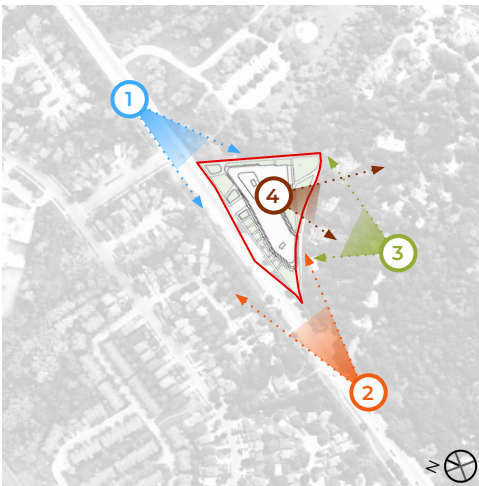
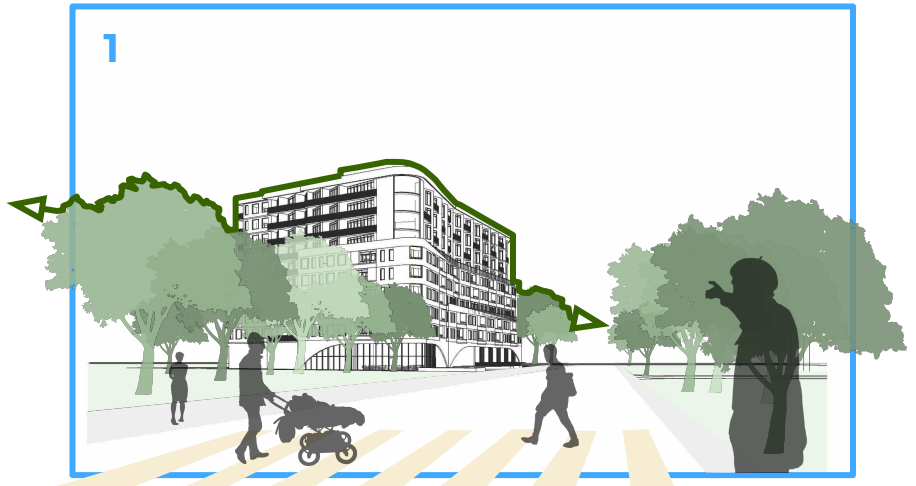


Figure 54 - Key Map: Views to/from the Development * Based on Google Earth



Figures 55-56 - Views to the Proposed Building from the Northeast (above) and Views to the Proposed Building from the Southwest (below)

Views to and from the adjacent residences on Whittier Crescent have also been identified as an area of concern. As shown below, due to the significant woodland tree cover to the south/southwest of the site, the visual impact of the proposed building will be minor from those directions. Overlook has been mitigated with angled terraces that limit the views toward the nearest adjacent homes, while still maintaining exemplary views toward Lake Ontario. A Heritage Impact Assessment has also been performed in support of this proposal, which concludes that because of the physical distance and dense ecological boundaries there will be no significant impact on the designated heritage landscape of Lorne Park Estates.

For the reasons above, we can conclude that the visual impact of the proposed development, as well as the impact on privacy due to overlook from the upper levels, will be minor.



Figures 57-58 - Views to the Proposed Building from the South (top) and Views from the Building Terraces to the South (bottom)

3.6 MUDAP Meeting

In accordance with the comments received by city staff following the DARC-1 application the proponent team scheduled a meeting with the Mississauga Urban Design Advisory Panel ('MUDAP'). This meeting was held on February 27th, 2024.

The meeting was attended by 11 members of the Advisory Panel and 9 members of city staff. 5 members of the proponent team attended to present to proposed design and answer questions and clarifications from the Panel members. The official meeting minutes issued by city staff containing all comments and a full list of attendees is included in Appendix C at the end of this report.

MUDAP Comments and Responses

The comments provided by the members of the panel were addressed under three areas of consideration: landscape & streetscape; transportation & circulation; and architecture & urban design. Table 3 below summarizes our responses to each of these comments.

Urban Design Advisory Panel Comment Response Matrix

Landscape & Streetscape	
Comments:	Response:
The mature tree canopy along Lakeshore Road West should be maintained and enhanced through the streetscape design.	The proposed building is setback 0.5 metres from the front lot line, and as such will precipitate the removal of trees along the front property line. There is a large area between the property line and the multi-use path which will be redesigned and include trees and other landscaping treatments. A Concept Landscape Plan is not a requirement at this stage of application, and will be provided, including a comprehensive streetscape design, at the appropriate stage.
Provide a sensitive integration with the natural setting at all interfaces.	Integration with the natural environment is a major objective of the proposed development. An Environmental Impact Study ("EIS") has been prepared in support of this application which explores the impact on the natural environment and the proposed mitigation measures that will ensure this development is successful in this regard.
Provide 3D views and elevations to demonstrate how the proposed building integrates with the grade drop toward the ravine, toward the houses to the south, and toward Richard's Memorial Park. Provide a larger setback to the ravine to help with the integration.	A grading plan is provided as part of this application that outlines the interaction between the proposed construction area and the existing topography.
Explore ways to break up the massing and provide greenery along Lakeshore Road West.	The podium massing is broken up through articulation of the fenestration and balcony screening of the front façade. When a Concept Landscape Plan is required this will include using greenery to provide further visual interest along the façade.
An intensive landscape plan is required to minimize the impact of the development and the paved area on the natural setting.	A Concept Landscape Plan is not a requirement at this stage of application, and will be provided, including a comprehensive streetscape design, at the appropriate stage.
Explore the opportunity given by the property's relationship to the lake via the ravine and adjacent public park.	A potential future trail path connecting Lakeshore Road West (at the western extent of the site) with the interior of the property and Richard's Memorial Park is being considered as part of the urban design objectives for the site. This will require coordination with city and conservation authority staff as the location sits within the natural heritage features at the southern extent of the site. This connection would increase porosity of the site and increase access toward Lake Ontario.

Table 3 - MUDAP Comment Response Matrix

Urban Design Advisory Panel Comment Response Matrix

Transportation & Circulation

Comments:	Response:
Lakeshore Road West provides ample room for bicycles, which should mean an emphasis on at-grade bicycle facilities and improved access.	110 bicycle parking spaces are proposed to be provided at-grade, with 46 short- and long-term spaces located directly adjacent to the front of the property. Emphasizing alternative forms of transportation and taking advantage of the existing bicycle infrastructure are goals of the site design.
The Panel noted they do not believe the development to be transit-supportive due to its location, and is not within walking distance to retail or public services.	It is our belief that this development will enhance the investments that have been made in the transit and active transportation systems in the area. Expanding transit services and high-quality bike routes will ensure that the transportation modal split occurring from trips generated to and from this site will increase, reducing the number of trips made by car.
Four levels of underground parking may be prohibitively expensive, and reducing the height may make it more cost-effective by reducing the parking rate.	The current architectural design has reduced the number of parking levels from four to three. We are proposing a parking rate which, although lower than required in the Zoning By-law, has been supported by a Transportation Impact Study.
The Panel requested to show the future road widening and reassess the front setback.	We have been informed through correspondence with city staff that there is no expected road widening at this site.
Improve the central pedestrian path and consider relocating it so it does not pass under the building. The experience of walking from Lakeshore Road West to the ravine feature should be continuous.	The central pedestrian path has been redesigned to provide a continuous line between Lakeshore Road West and the ravine feature. It will still pass beneath the building, with the intention being to break up the urban form by allow pedestrians to be visually and physically connected with the natural heritage through the site. Additional connections from Lakeshore Road West are proposed from both the eastern and western corners of the site. As mentioned above, coordination with city and conservation authority staff will be required to ensure any pathing within or connecting to the ravine conforms to any regulatory policies that govern that feature.
Locate the drop-off area.	The drop-off area has been located centrally to the site, adjacent to the main entrance of the building.

Table 3 cont. - MUDAP Comment Response Matrix

Urban Design Advisory Panel Comment Response Matrix

Architecture & Urban Design

There are some concerns that the proposed development is too tall and slightly too dense considering the surrounding context.	It is our belief that the site and surrounding context can accommodate this level of density, which is also supported through provincial, regional, and municipal targets for growth and the provision of housing.
8-storeys in height would be more suitable and more aligned with the new draft OP.	As mentioned above, we believe that the site and context are appropriate for the proposed height. Additionally, through explorations of the potential shadow and privacy/overlook impacts, we believe that the building design mitigates these concerns appropriately.
<p>The Panel identified that this proposal will be a pioneer building, and that this status should be earned through considering the following design improvements:</p> <ul style="list-style-type: none"> A. Simplify the architectural languages into a more cohesive design. B. Provide a more sculpted and non-linear podium to reduce the perceived scale of the development from street level. C. Reduce the scale and lighten the materiality of the mechanical penthouse. D. Reduce the number of solid walls at the southwest corner of the building facing the ravine, and introduce indoor amenity and glazing at this location. E. Revise the materiality of the upper levels to lighten their appearance and reduce the perceived height. 	<ul style="list-style-type: none"> A. The articulation of the massing has remained similar since the MUDAP response, however through the lightening of the materials and the smoothing of the curvilinear aspects the overall visual effect has become more cohesive. B. The townhouse entrances have been more thoroughly articulated to provide greater visual interest from street level. C. The scale of the mechanical penthouse has been reduced, and the material has been lightened. D. Indoor amenity has been introduced to the southwest building component, with increased glazing facing the ravine. E. The upper levels have been lightened to reduce the perceived heaviness and height of the overall massing.

Table 3 cont. - MUDAP Comment Response Matrix

3.7 Urban Design Summary

The proposed building was planned using overarching development objectives, which were interpreted into a set of key urban design principles. This allowed the process to be informed by the local context, as well as urban design guidelines and policies, from the outset of the design procedure.

This creates a comprehensive concept that reflects the site constraints, meets streetscape development guidelines, and respects the surrounding natural heritage. This is achieved by locating the building and focusing pedestrian activity toward Lakeshore Road West. Likewise, circulation into and within the site has been designed to take advantage of the unique location and layout of the property to draw people from the improved public realm along the right-of-way into the site and toward the ravine feature, adjacent public park, and ultimately toward Lake Ontario to the south.

Through exploration of Shadow, View Impact, and Overlook studies it can be concluded that the impact of the proposed development on the surrounding residences is minor. The proposed development can be accommodated on the subject property and transitions appropriately into the surrounding context.

The built form also responds to existing and planned policies that support providing high-density housing options within “*Urban Areas*” and along “*Corridors*”. The development will provide an appropriate level of density in a location that sits between two major “*Urban Nodes*” and “*Major Transit Station Areas*” (Clarkson Village and Port Credit). Given the above design rationale, it is our opinion that the proposal is an example of good urban design practice and seeks to improve the built environment of the site and enhance the surrounding context.

4.0 POLICY FRAMEWORK & ANALYSIS

The following section provides a review and analysis of the relevant Provincial, Regional, and Municipal policies which apply to the subject property.

4.1 Planning Act, R.S.O. 1990

The Planning Act is the highest form of legislation governing land use planning in the Province of Ontario. In consideration of the proposed development application for Official Plan Amendment and Rezoning, Part 1, Section 2 of the Planning Act provides general direction to all land use planning decisions. The following matters of Provincial interest apply to the proposed development:

- a) The protection of ecological systems, including natural areas, features and functions;
- d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- e) the supply, efficient use and conservation of energy and water;
- f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- h) the orderly development of safe and healthy communities;
- j) the adequate provision of a full range of housing, including affordable housing;
- p) the appropriate location of growth and development;
- q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- r) the promotion of built form that,
 - i) is well-designed,
 - ii) encourages a sense of place, and
 - iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

Analysis

The Proposed Development, in accordance with the Planning Act, has been designed to mitigate any adverse effects on the neighbouring ecological and historical context. Appropriate transitions have been included to provide buffers between the open space and natural heritage areas to the northeast and southwest of the site. Similarly, the design contemplates a high-quality architectural form that will maintain compatibility with the adjacent cultural heritage landscape of Lorne-Park Estates.

The subject property is the appropriate location for residential redevelopment and intensification, as it is in an area that is already well served by municipal infrastructure, transportation options, and public facilities. Lakeshore Road West is serviced by a bus route and a multi-use trail, which is separated from the road and shared between various forms of active transportation. Additional features include the proximity to Mississauga's open space network, being directly adjacent to Richard's Memorial Park.

The proposal also contemplates a form of housing that is currently missing in the neighbourhood context. The proposed development features a mid-rise apartment building that will provide a variety of unit types and promotes the provincial goals of residential intensification, specifically the provision of varied housing options.

This redevelopment will encourage a pedestrian friendly street frontage that promotes active transportation and active connections between the built form and the surrounding natural features.

4.2 Provincial Policy Statement, 2024

The Provincial Planning Statement 2024 (“PPS”) came into effect on October 20, 2024 and replaces both the 2020 Provincial Planning Statement and the Growth Plan for the Greater Golden Horseshoe. According to the Government of Ontario webpage for this updated policy document, the PPS provides policy direction on land use planning issues such as:

- *“Building more housing where it’s needed*
- *Making land available for development*
- *Creating opportunities for economic development and job creation*
- *Planning for the appropriate transportation of water, sewer and other infrastructure necessary to accommodate current and future needs*
- *Protecting the environment and important resources including farmland, water, archaeology, cultural heritage, mineral aggregates and petroleum*
- *Protecting people, property and community resources by directing development away from natural or human-made hazards, such as flood prone areas”*

Relating specifically to the provision of housing, the PPS requires municipalities to build an increased supply and mix of housing options to support the growing and diverse population of Ontario. It also states that the

planning process in Ontario should prioritize compact and transit-supportive development while optimizing investments in infrastructure and public service facilities in order to provide access to housing, public services and recreation for all Ontarians (Chapter 1: Introduction - Vision).

Analysis

The proposed development will fulfill the Vision of the PPS in providing a compact housing development that increased the mix and supply of housing options, and which will support the existing transit and public services infrastructure.

Chapter 2.1 of the PPS includes policies that require planning authorities to maintain the ability to accommodate residential growth and land with servicing capacity to support the provision of an appropriate range and mix of housing options and densities (2.1.4). The development of complete communities should be supported also through the provision of multi-modal transportation options, public service facilities, institutional uses, and parks, recreation and open spaces (2.1.6).

Chapter 2.2 of the PPS covers housing-specific policies, again with an emphasis on the provision of a greater range and mix of housing options and densities to meet the projected needs of the current and future residents. Policy 2.2.1(b) in particular requires planning authorities facilitate all housing options required to meet these needs and all types of residential intensification. Policy 2.2.1(c) and 2.2.1(d) promotes housing densities that efficiently use land, resources, and infrastructure, and require transit-supportive developments that prioritize intensification in proximity to transit, including along corridors. Further policies that support these housing policies can be found in policies 2.3.1.3 and 2.3.1.4.

Analysis

The subject property is currently zoned and designated for residential development, and is in an area currently serviced with municipal infrastructure and access to transit as well as active transportation networks. The proposed development will fulfill the PPS policies that require the provision of a range of housing options, both in type and density. High density, multi-family housing is a missing typology in this area and would serve the needs of current and future residents by providing starter homes, family-size units, and opportunities for older residents to age-in-place. This typology also reflects an efficient use of the land by providing 188 dwellings, supported by the surrounding transportation and infrastructure networks, on only 51% of the lot area. Additionally, this development would support the PPS policies that promote the intensification of areas along corridors and especially those in proximity to transit.

This residential intensification will provide opportunity for current and future area residents to have greater choice and access to housing along a corridor and with direct connections to transit and the parks and open space systems.

Chapter 2.9 of the PPS directs planning authorities to plan for the reduction of greenhouse gas emissions and the impacts of climate change through the support of compact, transit-supportive communities (2.9.1(a)) and the promotion of low impact development and active transportation (2.9.1(d)).

Analysis

The proposed development will support the requirement for planning authorities to consider the impacts of climate change by developing a compact

residential building with consideration for low impact development measures, sustainable materials, and ample bicycle facilities. Additionally, this development will support the investments made into the adjacent transit network.

Chapter 3 of the PPS covers policies as they relate to the provision of infrastructure and public service facilities. Chapters 3.2 requires the efficient use of “existing and planned infrastructure, including through the use of transportation demand strategies” (3.2.2) as well as connectivity between transportation modes (3.2.3). Chapter 3.3 contain policies surrounding transportation systems and corridors which include the protection of these locations from negative impacts, and the promotion of new development adjacent to them that supports their long-term purposes (3.3.3).

Chapter 3.6 contains those policies that regulate planning for sewage, water, and wastewater services. These policies requires that planning for water and wastewater servicing accommodates forecasted growth (3.6.1(a)), promotes conservation and efficiency (3.6.1(c)), and integrates servicing considerations and land use planning at all stages of the planning process (3.6.1(d)). Additionally, municipal water and wastewater services are the preferred form of servicing within settlement areas (3.6.2). Planning for stormwater management shall also be integrated within planning for municipal servicing (3.6.8(a)), minimize increases in stormwater volumes (3.6.8(b)) and changes in water balance (3.6.8(c)), and promote stormwater management best practices and low impact development measures (3.6.8(f)).

Chapter 3.9 specifies policies related to public space and recreation area networks. These determine that healthy and inclusive communities require safe and accessible public streets and spaces (3.9.1(a)) and opportunities for public access to Ontario's shorelines (3.9.1(c)).

Analysis

A TIS has been provided as part of this application to support the development from transportation and infrastructure servicing perspectives. Please see Section 5.0 Supporting Studies & Key Findings for further discussion on this report. The TIS includes Transportation Demand Management (“TDM”) techniques to ensure that impacts from the additional proposed residences will not negatively impact the transportation systems in place. Furthermore, this development will support Lakeshore Road West by enhancing the public right-of-way and by encouraging a multimodal split between vehicle, transit, and active transportation trips. The subject property is located at an axis of transit, vehicle, and multiple bicycle routes, and this development will support the investments made into these systems.

An FSR/SWM report has been provided in support of this application. Please see Section 5.0 Supporting Studies & Key Findings for further discussion on this report. This report has been prepared even at this early stage of the development process and will continue to be refined throughout the application timeline. The FSR/SWM shows that the available servicing can accommodate the proposed intensification of the site. Additionally, this development will remove the subject property’s reliance on a septic tank and incorporate the site fully within the municipal servicing network, which is preferred as per the PPS policies. This report concludes that there will be no additional impact from stormwater volumes or contaminant loads through the use of volume control methods and low impact development measures.

The proposed development conforms to the policies in Chapter 3.9 of the PPS by proposing an active and accessible streetscape connecting with the multi-use

trail along Lakeshore Road West. The development is also directly adjacent to the parks system and will provide the future residents an immediate connection to the Lake Ontario shoreline. This will not only increase the accessibility of this significant feature, but will also increase the inclusivity of the community by making this opportunity available to a greater number and variety of future residents.

Chapter 4 of the PPS dictates policies around the use and management of natural resources. Chapter 4.1 covers natural heritage systems and includes policies that protect natural heritage areas and maintain their connectivity and long-term ecological function. Chapter 4.2 contains policies that facilitate the protection of the quality and quantity of water.

Chapter 4.6 provides additional policies to protect and enhance cultural heritage sites and areas of archaeological interest.

Analysis

The proposed development has been prepared in coordination with civil and ecological subconsultants. Please see Section 5.0 Supporting Studies & Key Findings for further discussion on the Environmental Impact Study (“EIS”) and FSR/SWM. The proposed development has been sited primarily overtop of existing structural elements on site. This will mitigate any impacts on the natural heritage features adjacent to the site and limit the extension of the built form into those natural feature buffer zones. A large section to the rear of the site will remain undisturbed, with some areas having the potential for renaturalization and enhancement of these features. The FSR/SWM has been prepared in support of this application and ensure that the appropriate mitigation measure will be put in place to protect the water balance and reduce any potential impacts from stormwater runoff.

Section 5.0 also contains summaries of the Heritage Impact Assessment (“HIA”) and Archaeological Assessment submitted as part of this proposal. The HIA concludes that there is no negative impact on the protected features of the adjacent Lorne Park Estates Cultural Heritage Landscape. This was achieved through the design of the built form to ensure shadowing was restricted, and through the siting of the building which mitigates impacts on the natural environment. The archaeological investigation concluded that the site does not represent an area of archaeological interest, and that no further investigation of that kind is required.

4.3 Credit Valley Conservation Regulated Areas

The Credit Valley Conservation (“CVC”) regulates development to protect, restore, and manage the natural resources of the Credit Valley Watershed. A portion of the subject property is regulated by the CVC, as well as being in proximity to a regulated wetlands feature. The CVC requires an outline of the scope of work, area and levels of impacts to regulated features, mitigations for any impacts to regulated features, and fulsome restoration plans.

Analysis

All requirements provided by the CVC have been met through the EIS and through the Grading Plan and FSR/SWM, which are discussed in greater detail in Section 5.0 Supporting Studies & Key Findings. These reports and materials outline the area of impact, assess the level of impact, and where necessary provide for mitigation or restoration measures. The proposed development aims to maintain the existing natural features which abut the property to the south and wherever possible will endeavour to add naturalized areas to enhance the environment.

4.4 Region of Peel Official Plan, 2022

The Region of Peel Official Plan, 2022 (“RPOP”) was adopted by Regional Council on April 28, 2022, and was subsequently approved with modifications by the Minister of Municipal Affairs and Housing on November 4, 2022.

The RPOP provides a long-term decision making framework that sets the Regional context for more specific planning as it relates to protecting the environment, directing growth, and providing Regional services.

Chapter 2 of the RPOP outlines policies to maintain, protect, restore, and enhance the natural heritage systems in the Region of Peel, with the goal of ecological sustainability and healthy environments for the Region’s residents. Policy 2.3.3 states that efforts to protect the ecological integrity of ecosystems will occur jointly with local municipalities, conservation authorities, federal, and provincial agencies, while policy 2.3.6 expresses this joint effort with regards to development lands that are exposed to natural hazards.

Analysis

The proposed building is designed to mitigate impacts that the development may have on the natural environment. With Richard’s Memorial Park to the northeast and a natural heritage feature to the southwest, the design is sensitive to establishing the appropriate setbacks from these natural systems. In addition, effort has been made to enhance the natural areas wherever possible. This is done by integrating them meaningfully into the site design and by preserving a large area in the rear of the site for natural connectivity and growth.

We have worked together with city officials and members of the CVC to identify and protect the natural heritage features on site, including the adjacent wetland feature, woodland dripline, and stable top-of-bank. The EIS that has been prepared in support of this proposal outlines these features, the areas of potential impact, and the mitigative measures that have been put in place. This report is covered in more detail in Section 5.0 Supporting Studies & Key Findings.

Chapter 3 of the RPOP addresses components of the natural environment that are actively used as resources or for recreation, as well as Peel's cultural heritage resources. Various policies within support the identification, protection, and appropriate integration with cultural heritage landscapes, and promote well-designed built form to define community character (3.6.2).

Analysis

The subject property is in proximity to Lorne Park Estates, a gated community located between Lakeshore Road West and the Lake Ontario shoreline. Lorne Park Estates was identified as a Cultural Landscape in the City of Mississauga's 2005 Cultural Landscape Inventory. Access to the area was not granted for the Cultural Heritage Landscape Project, completed in 2022, and is identified in the resulting report as "requiring further review".

The proposed development is designed to mitigate any impacts on the heritage value of the nearby cultural heritage features of the area. An HIA has been prepared in support of this proposal. It is covered in greater detail in Section 5.0 of this report.

Chapter 5 of the RPOP contains broad planning objectives and policies that support the development of

complete communities within the geographical context of the Greater Toronto and Hamilton Area ("GTHA") and within the policy context outlined in the PPS. Chapter 5 also defines the elements of Peel's Regional Structure (see Figure 59). This chapter directs the majority of new population growth to occur within the urban system, and limits growth within the rural system, areas not serviced with water and wastewater systems, or within the Greenbelt Area.

Chapter 5.4 specifies policies to ensure that Peel's growth management and sustainability objectives are achieved. This is largely done through support for the planning of complete communities that are "compact, well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing" (5.4.8). This chapter also outlines the Region of Peel's goals and policies related to intensification. Specifically, it encourages compact

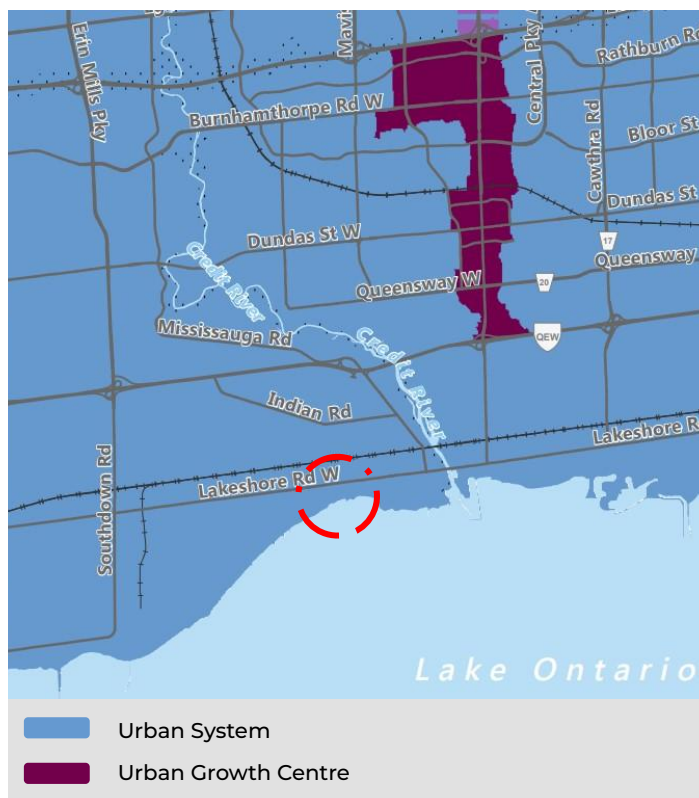


Figure 59 - RPOP Schedule E1 - Regional Structure * Source: Region of Peel Official Plan

built forms (5.4.18.1), development intensification on underutilized lands (5.4.18.4), and to reduce automobile dependency through transit-supportive and pedestrian friendly urban environments (5.4.18.5). Policy 5.4.18.13 also directs 96% of residential development in Mississauga to occur within the Delineated Built-up Area.

Chapter 5.6 outlines objectives that relate to development within the Region of Peel Urban System, and reiterates policy that supports the development of sustainable, compact, and transit-supportive and pedestrian friendly built form.

Analysis

The proposal is consistent with the policies in Chapter 5 of the RPOP as the proposed residential redevelopment is located within the urban, built-up area of Mississauga. This residential intensification will occur on an underutilized lot not currently meeting its potential to accommodate mandated housing and population growth targets. It provides compact, efficient design and a variety of housing options to serve current and future residents in all stages of life. The public realm upgrades will promote a pedestrian friendly environment which, when combined with bicycle infrastructure and connections to transit and active transportation networks, will create a transit-supportive development and reduce automobile trips.

4.5 Mississauga Official Plan, 2024

The Mississauga Official Plan (“MOP”) came into effect on November 14, 2012, and the current office consolidation is dated March 4, 2024. The MOP guides how the City of Mississauga will grow and develop, with goals and policies that are intended to be achieved by the year 2031.

The Mississauga Official Plan Review process is currently underway. A draft MOP, 2051 being presented to community members in 2024. Further dates for the adoption of the new Official Plan by Regional and Municipal authorities are still to be determined.

The property located at 900 Lakeshore Road West is currently designated as “*Neighbourhood*” & “*Corridor*”, and “*Residential Low Density I*” as per Schedule 1 - Urban System and Schedule 10 - Land Use Designations of the MOP, respectively (see Figures 60-61).



Figure 60 - MOP Schedule 1 - Urban System * Source: Mississauga Official Plan

Analysis

Although the “*Corridor*” designation is supported by intensification policies that justify the proposed development, as discussed further below, the current *Residential Low Density I* designation permits only detached dwellings, semi-detached dwellings, and duplexes. Therefore, this application will require an

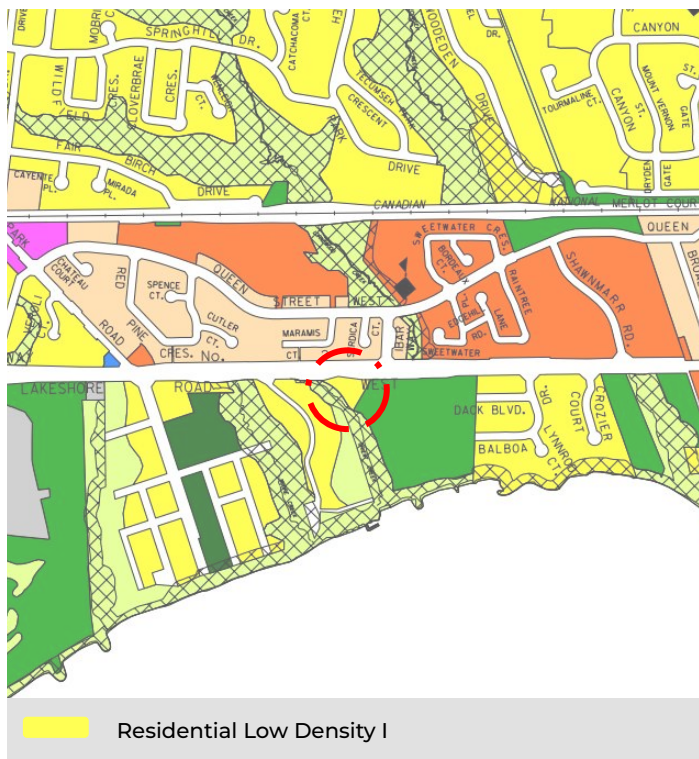


Figure 61 - MOP Schedule 10 - Land Use Designations * Source: Mississauga Official Plan

Official Plan Amendment (“OPA”) to redesignate the subject property as “Residential High Density”. A Draft OPA is provided in Appendix A at the end of this report.

Chapter 4 - Vision of the MOP outlines the vision for Mississauga that includes the protection and enhancements of natural and cultural heritage, the provision of a range of mobility and housing options, and the development of complete communities. The MOP focuses on strategic growth management through the integration of land use, transportation, and design objectives. This includes promoting linkages to Mississauga’s natural environment, particularly Lake Ontario, providing a range of mobility and housing options, and supporting the development of beautifully designed urban environments (4.4).

Analysis

The proposed development aligns with the MOP guiding principles by providing increased housing options and variety into the Clarkson-Lorne Park neighbourhood. New residents will also enhance the investments made in transit and mobility infrastructure by providing greater usage of the existing transit network and planned streetscape improvements. New and existing residents alike will benefit from the proposed connectivity through the site, connecting the proposal with the surrounding natural heritage system, Lake Ontario to the south, and creating an additional local access to the adjacent public park.

Chapter 5 - Direct Growth of the MOP describes the urban system of Mississauga and dictates that new growth shall occur through redevelopment and intensification within existing developed areas. It encourages compact development and enhanced opportunities for transit and active transportation, especially along corridors.

Section 5.1 indicates that Mississauga’s urban system is comprised of three distinct but interconnected layers: green system; city structure; and corridors (see Figure 62). Growth is to be directed within this urban system in a way that minimizes environmental impact, builds strong and accessible communities, and takes advantage of existing and proposed infrastructure and public services.

How this growth is to be directed is determined through policies that ensure that the natural, environmental, and cultural resources of Mississauga are preserved for present and future generations (5.1.5) and those that encourage compact, mixed-use, and transit-supportive development in order to provide a range of local live/work opportunities (5.1.6).

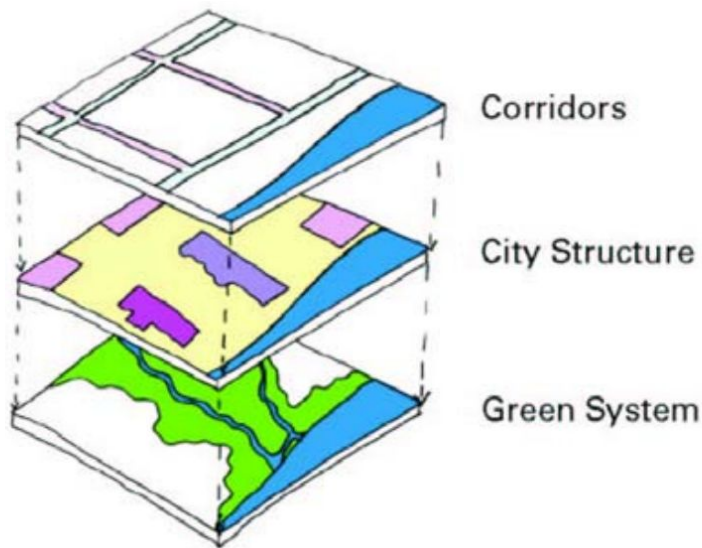


Figure 62 - MOP Figure 5.2 - The Urban System * Source: Mississauga Official Plan

Analysis

The proposed development contemplates a compact development along a “Corridor”. It will focus intensification in an already developed area serviced with municipal infrastructure, and with access to transit and active transportation. The site is also directly connected to Mississauga’s natural heritage and parks systems, and will provide current and future residents with the opportunity to live in proximity to these resources.

This development will encapsulate the Mississauga’s urban system well by providing a compact built form along an important corridor that is integrated meaningfully with the surrounding green system.

Chapter 5.2 contains strategies to protect, enhance, and expand Mississauga’s green system, noted as an essential component in successful community building. Mississauga’s natural system is covered in more detail in the discussion on Chapter 6 of the MOP below.

Chapter 5.3 identifies the elements that make up Mississauga’s city structure, and how each plays a unique role in accommodating growth and development. Neighbourhoods, specifically, are

physically stable areas that will focus on residential uses, intensification along corridors, and development that is compatible with the existing uses and development patterns (5.3.5).

Chapter 5.4 outlines policies for planning and development of Mississauga’s corridors. Development along corridors shall be compact, transit-supportive, and compatible with the surrounding neighbourhood (5.4.4). This includes appropriate transitions in height and density to the surrounding lands (5.4.5).

Analysis

As mentioned above the proposed development conforms to the MOP policies that direct growth and intensification to Mississauga’s “Corridors”. The proposal will encourage use of transit and active transportation by delivering a higher residential density and supporting the investments that have been made in these systems.

With regard to land use, the proposed development will be compatible as it provides residential dwellings in an existing residential area. Transition from the proposed development, and impact from the increased height and density of the building, has been mitigated through building and site design. The compatibility of built form is explored in greater detail in Section 3.0 Urban Design Study, as well as the potential impacts from shadowing and overlook onto the adjacent properties.

Chapter 6 - Value the Environment of the MOP determines the policies that protect the health and quality of the natural environment (see Figure 63) to ensure the overall well-being of society. It is the policy of the MOP that Mississauga will protect, enhance, and expand the natural heritage system (6.1.1). On lands adjacent to natural hazards and features, the MOP

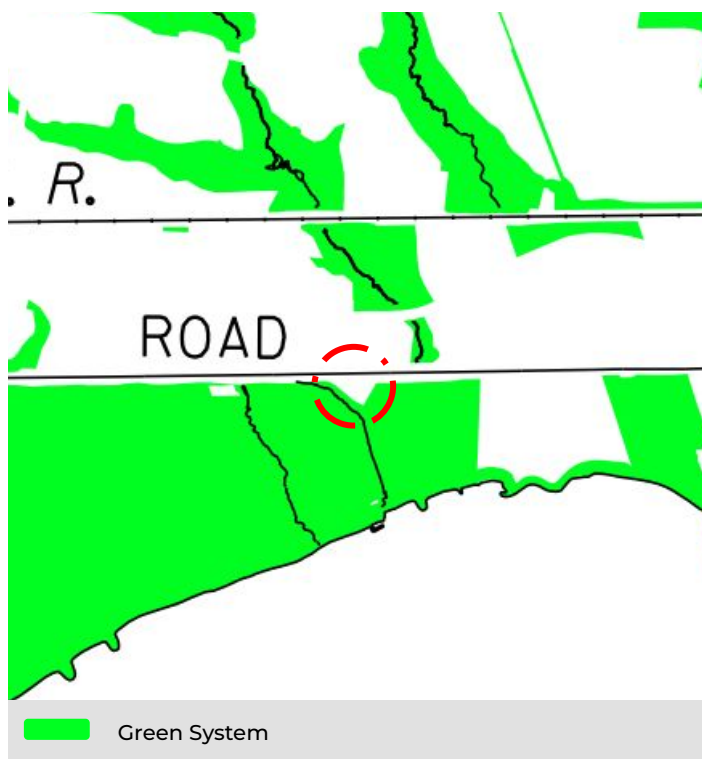


Figure 63 - MOP Schedule 1a - Green System * Source: Mississauga Official Plan

requires that buffers physically separating development from the natural features shall be determined through an environmental impact study (6.3.8). Additionally, consideration for the tree canopy of residential woodland lands must be taken into account for any development proposals within this designation (6.3.19).

Analysis

An EIS has been submitted as part of this development proposal and is summarized in Section 5.0 Supporting Studies & Key Findings. The EIS includes the analysis of and rationale for the proposed setbacks from the ravine “*Natural Heritage Feature*” to the southwest of the site, the “*Residential Woodland*” dripline, and the CVC regulated wetland feature to the south.

Chapter 7 - Complete Communities of the MOP addresses aspects of community building and the development of complete communities. Chapter 7.2

relates to the provision of suitable housing, and expresses the need for a greater variety of housing options to support Mississauga’s diversifying population. Also covered under Chapter 7 are policies that relate to the protection of cultural heritage resources (7.5.1) and archaeological resources (7.5.4).

Chapter 7.7.2 outlines policies that are related to Mississauga’s Lake Ontario waterfront communities (see Figure 64). The Lake Ontario waterfront is a major destination within Mississauga, and the communities that border it are strongly linked with it through their orientation and identity.

Analysis

In accordance with Chapter 7.2 of the MOP, the proposal will provide a greater variety of housing options currently missing in the subject area.

As mentioned above, an HIA and Archaeological Assessment have been provided as part of this development application. They are summarized in Section 5.0 Supporting Studies & Key Findings. The HIA found no negative impacts on the protected features of the adjacent Lorne Park Estates Cultural Heritage Landscape, while the Archaeological Assessment concluded that the site was not a location of archaeological interest.

The proposed development has considered the site’s proximity to and connectivity with the Lake Ontario waterfront. This residential intensification will allow more Mississauga residents to live within walking distance of the waterfront. We look forward to working with Mississauga staff and pursuing option to provide safe, accessible, and direct connections between the proposed development and the waterfront network.

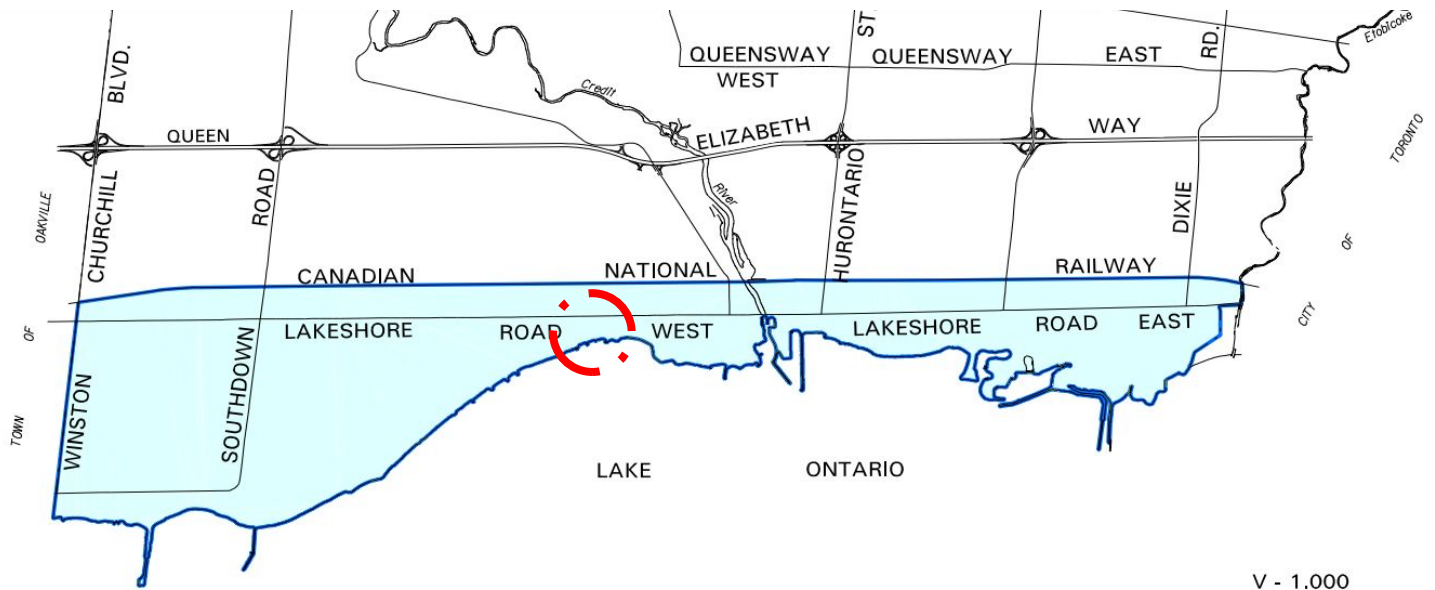


Figure 64 - MOP Figure 7-12 - The Mississauga Waterfront Communities * Source: Mississauga Official Plan

Chapter 8 - Create a Multi-Modal City of the MOP describes the development of a multi-modal transportation network in Mississauga that will decrease the amount and distance of trips by automobile as transit, cycling, and walking infrastructure are improved. The creation of this multi-modal network that supports transit and active transportation is integral to the development of compact, complete communities as they are described in the preceding chapters of the MOP. This shift in transportation choices is supported by policy 8.1.1, which encourages more sustainable transportation modes. Further policies support a transportation system that reduces dependence on non-renewable resources (8.1.4), promotes connectivity between transportation modes (8.1.6), and creating opportunities for new multi-modal transportation uses (8.1.12).

Integrated road networks that can support transit, pedestrian, and active transportation options are also supported throughout Chapter 8. Chapter 8.2.3 covers Mississauga's transit network and supports compact, pedestrian-oriented development along "*Corridors*", where appropriate. Policy 8.2.3.3 directs Mississauga

transit to connect to GO Transit rail services while policy 8.2.3.9 encourages transit to be provided within walking distance of where people live, and of major destinations such as the Lake Ontario Waterfront.

Chapter 8.2.4 provides policies as they relate to the active transportation network, which includes supporting both pedestrian activity and bicycle facilities as integral parts of the multi-modal transportation system (see Figure 65). Proponents of development applications will also be required to address how pedestrian and cycling needs and facilities have been addressed (8.2.4.3).

Chapter 8.3 outlines infrastructure design policies for Mississauga's road, transit, and active transportation systems. Within "*Neighbourhoods*" roads and streetscapes will be designed to create a safe, comfortable, and attractive environment for all users (8.3.1.2). Pedestrian and cycling facilities in particular should focus on design that promotes safety and connection with transit infrastructure (8.3.3 & 8.3.3.4).

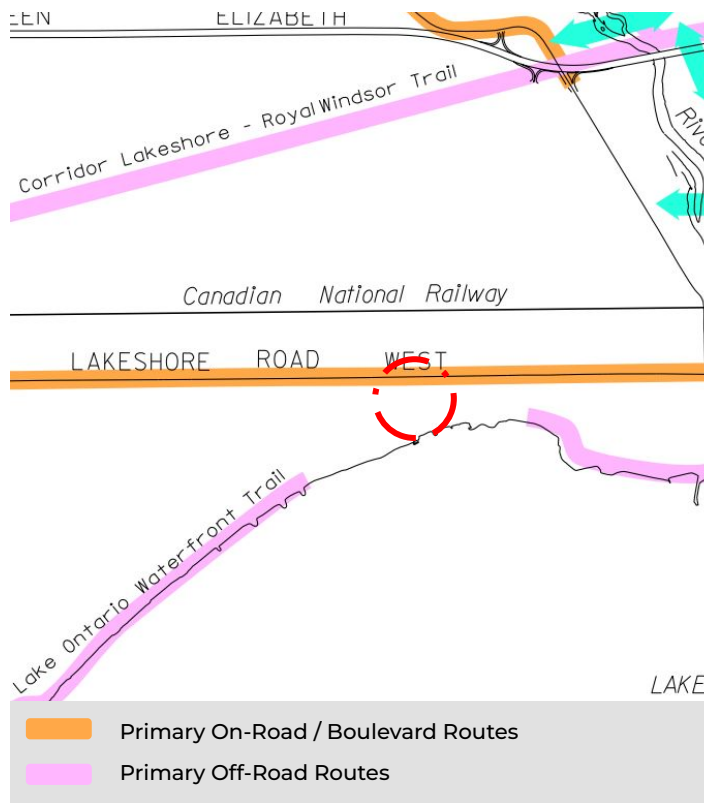


Figure 65 - MOP Schedule 7 - Long Term Cycling Routes * Source: Mississauga Official Plan

Analysis

The proposed development will support the MOP goals of developing a multi-modal transportation network by reducing single-occupant vehicle trips and encouraging walking, cycling, and transit. Vehicle trips will be reduced through the TDM measures outlined in the TIS provided as part of this application, and summarized in Section 5.0 Supporting Studies & Key Findings. These include providing ample bicycle parking and facilities, and locating development adjacent to transit and active transportation networks. Additionally, reduced parking rates, paired with Mississauga's rapidly improving transit network, will encourage more residents to take transit over automobiles.

The subject property is located at an axis of Mississauga transit, extensive bicycle routes, and the vehicle road network. By providing compact

pedestrian-oriented development in this location, this proposal will encourage multi-modal transportation uses and enhanced connections between the various transportation systems. This is further supported by the MiWay 23 bus running past the site along Lakeshore Road West which connects three different commuter rail stations from Clarkson GO Station west of the site, eastward toward Port Credit GO Station and then Longbranch GO Station.

Cycling and walking will be encouraged through the provision of safe and accessible cycling facilities, and strong connections to existing walking and cycling networks. 122 total bicycle parking spaces are proposed, with 112 being long-term resident spaces in secure locations on-site. 20% of the long-term spaces will be provided with electric bicycle charging stations to further encourage accessible alternatives to automobile use. A bike repair room is also proposed at the ground level to support maintenance of the future residents' modes of travel.

Through future collaboration with City of Mississauga staff, an enhanced streetscape plan will be provided that will incorporate the cycling facilities provided on-site with the public realm and transportation right-of-way. This will be designed to ensure that access is safe and comfortable for pedestrians and cyclists, and in a way that supports connectivity with Mississauga's transit network.

Chapter 9 - Build a Desirable Urban Form of the MOP focuses on the urban form of Mississauga, based on the city structure, with emphasis on high quality urban design and a strong sense of place. Neighbourhoods will see predominantly infill development that is compatible with the existing or planned character. Additionally, corridors will also receive growth that meets their planned vision. Corridors should be enhanced through development opportunities (9.1.5) and provide a streetscape that is pedestrian oriented and supports the

multi-modal transportation system (9.3.1.4), while providing a sense of identity through the use of architectural features, site layout, and landscaping (9.3.1.7).

Analysis

The proposed development will feature a highly contemplated architectural identity, will enhance the streetscape along Lakeshore Road West, and will direct growth to a designated “Corridor”. Section 3.0 Urban Design Study of this report provides an in-depth analysis of the development siting, massing, and impact as well as how they relate to the relevant urban design guidelines in the City of Mississauga.

Chapter 11 - General Land Use Designations of the MOP dictates policies for land use. The subject property

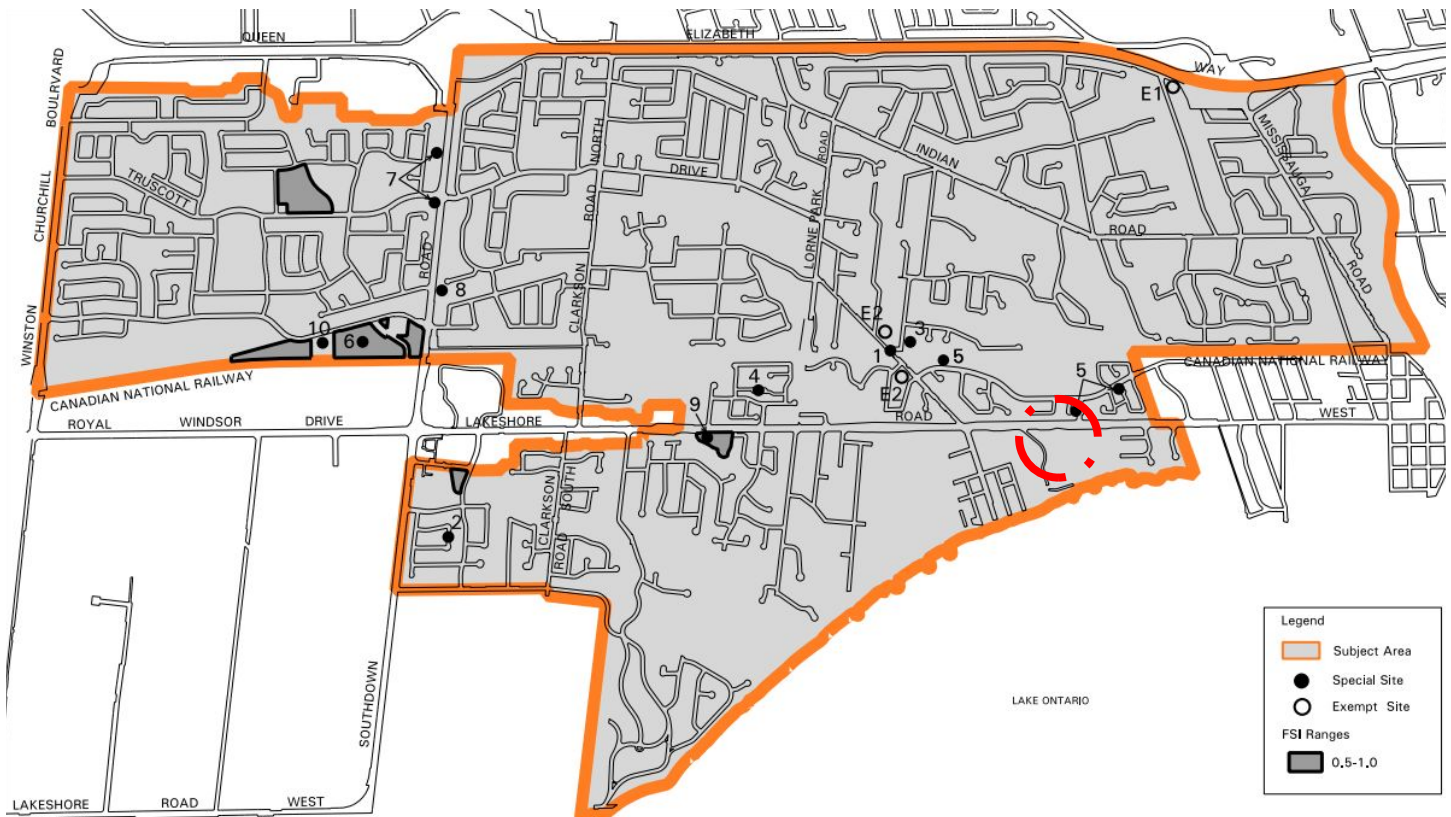
is designated “*Residential Low Density I*”, with policies covered under subchapter 11.2.5. This designation permits detached dwellings, semi-detached dwellings, and duplex dwellings (11.2.5.2).

Analysis

This development application includes an OPA to permit the development of an Apartment Dwelling. This will require a redesignation of the property from “*Residential Low Density I*” to “*Residential High Density*”. A Draft OPA for this property can be found in Appendix A attached to this report.

Chapter 16 - Neighbourhoods of the MOP contains policies for the *Neighbourhoods* designation beyond the general land use objectives outlined in chapter 11.

Chapter 16.5 outlines policy for the Clarkson-Lorne Park



V - 2.003

Figure 66 - MOP Map 16-5 - Clarkson-Lorne Park Neighbourhood Character Area * Source: Mississauga Official Plan

neighbourhood character area (see Figure 66), where the subject property is located. This chapter contains direction for development within Clarkson-Lorne Park and specifies guidelines for land use (16.5.2), infill housing (16.5.1.4), and other local considerations.

Analysis

The proposed development will require an OPA. It will be determined through discussions with City Staff whether it is required to include the subject property as a Special Site area within the Clarkson-Lorne Park neighbourhood character area.

4.6 Mississauga Zoning By-law 0225-2007

Mississauga Zoning By-law 0225-2007 was enacted and passed on June 20th, 2007. The zoning by-law regulates the use of land, buildings, and structures in order to implement the policies of the MOP.

The subject property is zoned “R2 – 5 (*Residential 2, exception 5*)” and permits detached dwellings with zone regulations and development standards that control setbacks, heights, and required landscaping, among other considerations (see Figure 67). The “exception 5” designation overrules the generic requirements of the “*Residential 2*” zoning with an additional lot frontage requirement and several more infill exception regulations.

Analysis

This proposal requires a Zoning By-law Amendment (“ZBA”) to permit the development of a condominium apartment building. The proponents are proposing to rezone the site to “RA3 – # (*Residential Apartment 3, exception #*)”. Details of the exception number will be

determined through discussions with City of Mississauga Staff, and will include considerations for development regulations such as setbacks and buffers, permitted GFA and FSI, and parking rates. See Section 5.9 below for a zoning exception matrix that covers the most relevant development standards required to permit this development. Additionally, a Draft ZBA is provided in Appendix A attached to this report.



Figure 67 - Zoning Designation *Source: Mississauga Zoning Information Map

Zone Designation		
Existing City of Mississauga By-law No. 0225-2007 Designation	R2-5 (Residential 2, Exception 5)	
Proposed City of Mississauga By-law No. 0225-2007 Designation	RA3-# (Residential Apartment 3, Exception #)	
Zone Exception Regulations	Existing (R2-5)	Proposed (RA-#)
Permitted Uses	Detached Dwelling	Apartment Dwelling
Maximum Lot Coverage	30%	51%
Minimum Front Yard	9.0 m	0.5 m
Minimum Interior Side Yard	1.8 m + 0.61 m per additional storey above one storey = 7.29 m	4.0 m
Minimum Combined Width of Side Yards (dwelling having more than one storey)	27% of the lot frontage = 33.21 m	11% of the lot frontage = 13.6 m
Maximum Height (flat roof)	7.5 m	32.2 m
Maximum Gross Floor Area (infill residential)	190 m ² + 0.20 times the lot area = 1,130.58 m ²	17,095.0 m ²
Maximum Dwelling Depth	20.0 m	55.0 m
Minimum Number of Resident Parking Spaces per Dwelling Unit (condominium apartment)	1.10	0.89
Minimum Number of Visitor Parking Spaces per Dwelling Unit (condominium apartment)	0.20	0.20

Table 4 - Zoning Exception Matrix

Analysis

As shown in Table 4 above, the proposed zoning by-law amendment exception zone will consider several exceptions to permit the design of the building. These are summarized below:

- **Changing the permitted use, increasing the permitted lot coverage and GFA, and increasing the maximum dwelling depth are necessary to produce the desired residential density to serve current and future residents by meeting the City and the Province's housing targets;**
- **Reduced parking rates are proposed to increase the modal shift away from single occupancy vehicle trips, and to encourage transit and active transportation methods;**
- **A reduced front yard setback and front yard landscape buffer are proposed in order to develop an active streetwall and safe and accessible streetscape, and to provide greater access between the front-facing, at-grade units and the multi-use trail along Lakeshore Road West; and,**
- **A reduced interior side yard setback and landscape buffer abutting Richard's Memorial Park is proposed to provide an attractive and connected interface between the private residences and the public park. Additionally, due to ecological constraints along the southwest edge of the site, it is ideal to site the building toward the eastern lot line in order to achieve the desired residential density.**

For these reasons we believe that the proposed zoning exceptions are integral to the success of the development, and to support the proposed development in its goals of adding meaningful and high-quality units to Mississauga's housing supply.

4.8 Planning Rationale

As shown in the preceding subsections, the proposed development conforms to the existing and emerging directions of planning policy present at provincial, regional, and municipal levels. This is especially true where policy directs the development of varied, compact, and accessible housing options, and how these typologies contribute to the development of complete communities.

The proposal achieves these goals by providing a moderate-density residential development, designed to be compatible with the existing fabric through thoughtful urban design and integration with the surrounding parks, natural heritage features, and public realm. This development will create an opportunity to expand the housing variety in this Mississauga neighbourhood with high-quality units located along transit and cycling routes and with immediate access to an extensive network of open spaces. Additionally the existing site is already serviced with municipal infrastructure and the development contemplates residential intensification within the urban built-up area, reducing the development impact on rural areas and agricultural lands.

Where the proposal does require amendments to the Official Plan and Zoning By-law, it maintains the spirit of those documents by proposing compatible residential uses on a property with existing residential designations. The major change will be the permissible density of the site, which aligns with the planning policy explored above. As such, it is our professional opinion that the proposal is an appropriate and desirable use of the subject property, will support the creation of complete communities, and is representative of good planning. The combined OPA/ZBA application should therefore be approved.

5.0 SUPPORTING STUDIES & KEY FINDINGS

5.1 Acoustical Feasibility Study

The following is a summary of the Acoustical Feasibility Study, dated October 10th, 2024, provided by HGC Engineering:

“A Noise Feasibility Study was prepared by HGC Engineering which includes a traffic noise assessment and a stationary noise assessment of proposed mechanical equipment. The results of the traffic noise assessment indicate that with suitable noise controls incorporated into the building such as air conditioning and upgraded exterior building façade constructions, the indoor sound levels will meet MECP Guideline NPC-300 and the development is therefore feasible from a traffic noise perspective. Warning clauses will be required to inform future residents of the traffic noise impacts and the presence of nearby institutional facilities. The results of the stationary noise assessment indicate that the sound levels from proposed mechanical equipment can be within the applicable noise guideline limits of the MECP at the noise sensitive receptors provided the sound levels produced by the proposed mechanical equipment are below the threshold levels included in the report. When the design of the mechanical equipment has been undertaken, the proposed mechanical equipment will be reviewed to confirm that the MECP sound level limits can be met at all noise sensitive receptors. For more information on the noise control recommendations, refer to the Noise Feasibility Study.”

5.2 Arborist Report and TPP

The following is a summary of the Arborist Report and Tree Protection Plan, dated October 9th, 2024, provided by Cohen & Master:

“Cohen and Master Tree and Shrub Services have been retained to prepare this Arborist Report and Tree Protection Plan for proposed construction of a multi-storey residential building complex and landscaping at 900 Lakeshore Road West, Mississauga. The tree inventory and assessment were completed on November 9, 2023, with a follow-up site visit on March 13, 2024, according to the requirements set forth by the City of Mississauga.

The purpose of this report is to assess trees at and adjacent to 900 Lakeshore Road West that are 15cm in diameter or larger on private property, and trees within 6m of adjacent properties and proposed construction. Richard’s Memorial Park is located directly adjacent to the property to the east, with wooded areas to the south and west of the property. Lakeshore Road West is located to the north. A total of eighty (80) trees were inventoried within the scope of work.”

5.3 Archaeological Assessment

The following is the executive summary from the Archaeological Assessment prepared by Archaeological Consultants & Contractors, dated July 8th, 2024:

“Archaeological Consultants & Contractors (ACC) were retained by 1000570027 Ontario Inc. to conduct a Stage 1 & 2 Archaeological Assessment of the lands at 900 Lakeshore Road West (Part of Lot 1 Registered Plan C-89 and Part of Lot 22, Concession 3 South of Dundas Street), City of Mississauga, Ontario. The residential study lands are located on the south side of Lakeshore Road West to the east of Whittier Crescent. The 1.16-acre triangular study lands are residentially developed and include multiple structures with their associated driveways, manicured lawns, an inground pool and sheds / ancillary buildings.

The Stage 1 archaeological assessment revealed that no previously discovered archaeological sites were registered within the study area.

The Stage 1 assessment suggested that the study area may potentially exhibit archaeological potential as the study lands lie within 100m of early historical transportation routes (Lakeshore Road West), have elevated topography and lie within 300m of primary water sources (Lake Ontario). The study lands have been disturbed by landscaping. However, this disturbance was not enough to suggest complete and intensive disturbance that would completely remove archaeological potential across the entire study area. Therefore, a Stage 2 archaeological assessment was recommended for these lands.

The Stage 2 field assessment consisted of a 100% test pit survey of all testable lands at a 5m interval. This survey did not result in any archaeological resources being found or new archaeological sites being registered with the Ministry of Citizenship and Multiculturalism (MCM). As such, the study area does not require further archaeological assessment. In light of these results, the following recommendations are made:

- o The entire study area should be considered free from further archaeological concern.”

5.4 Environmental Impact Study

The following is the executive summary from the Environmental Impact Study prepared by Azimuth Environmental Consulting, Inc., dated November 2024:

“Azimuth Environmental Consulting, Inc. completed an Environmental Impact Study (EIS) for a proposed residential development at 900 Lakeshore Road West in the City of Mississauga, Region of Peel.

The purpose of this EIS is to identify the candidate Key Natural Heritage Features (KNHF) present within the study area and address potential impacts to candidate features. A review of background information in combination with site visits undertaken during the 2023/2024 season was used to identify natural heritage features and functions as candidates for consideration as significant KNHFs associated with the study area.

Azimuth’s EIS revealed the following candidate KNHFs within the study area:

- Habitat for Endangered and Threatened Species
 - Little Brown Myotis, Northern Myotis, Tri-colored Bat
 - Red-headed Woodpecker (adjacent lands)
- Wetlands (non-provincially significant)
- Significant Woodland
- Significant Valleyland
- Candidate Significant Wildlife Habitat
 - Bat Maternity Colonies
 - Migratory Butterfly Stopover Area
 - Landbird and Bat Migratory Stopover Area
 - Amphibian Breeding Habitat (Woodland)
 - Species that are Rare within the Region (TRCA ranks L1-L4)
 - Animal movement corridor
- Fish Habitat
 - Unnamed drainage swale – indirect warmwater fish habitat.

The EIS concludes that environmental conditions are not limiting to the proposed re-development of the site through incorporation of the environmental protection measures recommended within the report

and the proposal remains consistent with the applicable natural heritage policies of the Provincial Planning Statement, ESA, Region of Peel, City of Mississauga, and CVC policies.”

5.5 Environmental Site Assessment, Phase I

The following is a summary of the Phase One ESA, dated January 26th, 2024, provided by Fisher Engineering:

"The Phase One ESA was conducted in accordance to Part VII and Schedule D of the Ontario Regulation 153/04. The phase one property was undeveloped/agricultural land prior to at least 1960, and was first developed for residential use by 1960, during which a dwelling at the approximate location of the current residential house was established at the northeastern portion.

During the Site visit on November 1, 2023, the phase one property was approximately triangular in shape and consists of a one-and-a-half-storey residential house with basement at the northeastern portion with an aboveground parking garage and an inground pool, and a one-storey residential house at the southwestern portion of the Site. A disconnected furnace oil aboveground storage tank (AST) was noted in the basement of the residential house at northeast portion of Site. Additionally, site topography in relation to adjacent properties and roadway, with the northwest portion along the property boundary adjacent to the parking garage and residential house featuring a raised retaining wall, suggesting the potential use of fill materials at the time of property development.

Based on the two (2) on-Site potentially contaminating activities (PCAs) – PCA 28 (Gasoline and Associated Products Storage in Fixed Tanks) and PCA 30 (Importation of Fill Material of Unknown Quality) - two areas of potential environmental concern (APECs) were determined. It was concluded that a Phase Two ESA is required for the entire phase one property, in order to verify the existence of COPCs in soil and/or groundwater.”

5.6 Environmental Site Assessment, Phase II

The following is a summary of the Phase Two ESA, dated January 31st, 2024, provided by Fisher Engineering:

“The Phase Two ESA was conducted in accordance to Parts VI and VIII and Schedule E of the Ontario Regulation 153/04, to address the two (2) APECs identified in the Phase One ESA (Fisher, 2024). The investigation included recovering soil samples from five (5) boreholes advanced at the Site from November 6 to 13, 2023, and recovering groundwater samples from one (1) of the five (5) monitoring wells at the Site. A total of seven (7) soil samples, including one (1) field duplicate, and two (2) groundwater samples, including one (1) field duplicate, recovered from the boreholes/monitoring wells were submitted to the laboratory for analysis of Contaminants of Potential Concern (COPCs), including Metals, BTEX, PHCs, PAHs, and/or pH.

For evaluation of the soil and groundwater quality, Fisher compared the analytical results to the MECP Table 2 SCSs in a Potable Groundwater Condition, Residential/Parkland/ Institutional (R/P/I) Property Use for soil samples, and All Types of Property Use for groundwater samples, in medium and fine textured soil.

Based on the findings from the Phase Two ESA, all soil and groundwater samples collected from the Site, representing the soil and groundwater conditions at the investigated areas, were compliant with the applicable MECP Table 2 SCSs, and no COPCs are carried forward as Contaminants of Concern (COCs).

No further investigation was required following completion of the Phase Two ESA.”

5.7 Functional Servicing Report and Stormwater Management

The following is the conclusion from the Functional Servicing and Stormwater Management Report prepared by Lithos Group Inc., dated October 11th, 2024:

“Lithos Group Inc. (Lithos) was retained by 1000570027 Ontario Inc. (the “Owner”) to prepare a Functional Servicing and Stormwater Management (FSR-SWM) Report in support of an Official Plan Amendment and a Zoning By-Law Amendment (ZBA) for a proposed residential-use development at 900 Lakeshore Road West Dr (L5H 1H9), in the City of Mississauga (the “City”). The following summarizes our conclusions:

Storm Drainage A detailed Stormwater Management (SWM) report will be prepared at the Site Plan Application stage. The site stormwater discharge will be controlled to the 2-year pre-development flow and will be directed to the existing Creek along North Crescent. In order to attain the target flows and meet the City’s Storm Water Quantity Control requirements, quantity controls will be utilized and up to approximately 179.1 m³ of storage will be required for the proposed development. The stormwater management (SWM) system will be designed to provide enhanced level (Level 1) protection, as specified by the Ministry of the Environment, Conservation and Parks (MECP). Quality control will be provided for the subject site for a minimum total suspended solids (TSS) removal of 80%.

Sanitary Sewers The proposed residential-use development will connect to the existing 400 mm diameter (forcemain) sanitary sewer on Lakeshore Road West, via a 50 mm diameter forcemain sanitary sewer lateral connection. The additional net discharge flow from the proposed residential-use development, is anticipated at approximately 6.22 L/s.

Water Supply Water supply for the site will be from the existing 150 mm diameter watermain along the south side of Lakeshore Road West. It is anticipated that a total design flow of 77.38 L/s will be required to support the proposed development. The results of the hydrant flow test, prepared by Lithos Group Inc., dated April 08, 2024 reveal that the existing water infrastructure can support the proposed development.

Site Grading The proposed grades will match current drainage patterns and will improve the existing drainage conditions to meet the City's/Regional requirements. Grades will be maintained along the property line wherever feasible and overland flow will be directed towards the adjacent right of ways (ROW)."

5.8 Heritage Impact Assessment

The following is the conclusive summary from the Heritage Impact Assessment prepared by Lithos Group Inc., dated October 11th, 2024:

"Of the constituent communities of Mississauga, Lorne Park Estates is unique in it retains significant elements of its former character and is imbued with a wealth of natural factors that are to its advantage. It lies along the shores of Lake Ontario and contains one of the largest remnants of original forest in the City. Its streets are pleasant, pastoral and quiet. Its built form is attractive although highly varied.

The proposed building, located on a site adjacent to but not within the Cultural Landscape and not functionally or visually connected to it, is an appropriate architectural statement that does not create any significant impacts to the Cultural Landscape. It is suitably restrained in its massing such that it will not attempt to overwhelm the other buildings in the community. The impact on the Cultural Landscape is extremely limited. There will be no detrimental impacts from shadow or overlook and because of the extensive vegetation in the community it will be substantially screened from view from all viewing angles."

5.9 Hydrogeological Report

The following is a summary of the Hydrogeological Report, dated September 20th, 2024, provided by Fisher Engineering:

“The Hydrogeological Investigation was conducted in accordance with the Ontario Water Resources Act, Ontario Regulation 387-04 and Municipal/Regional Sewer discharge bylaws. At the time of the investigation, the property was occupied by a one & half-storey residence and sits on land with grades dropping significantly towards the southern apex.

A total of eight boreholes were drilled to approximate depths of 10.74m to 17.53m below prevailing grades (65.10m to 75.28m asl). Monitoring wells were installed in all boreholes for groundwater level monitoring and testing.

During the investigation, subsurface soils, below the fill material, were observed to be dominated by grey, sandy silt to clayey silt, with occasional layers of sand, underlain by shale at further depth.

Static groundwater levels were observed at depth 2.07m to 5.11m bgs (elevations of 78.79m to 84.99m asl).

Construction groundwater dewatering flowrate of 26.81 m³/day (26,810 L/day) was calculated for excavation of three underground levels. Total permanent groundwater discharge rate of 21.17 m³/day (21,170 L/day) was estimated. A factor of safety of 1.5 should be applied to both construction dewatering and permanent drainage. Registration on the MECP's EASR website for water taking will be required for construction dewatering however an application for PTTW is not required.

An active construction dewatering system may not be required for the construction depending on the time of year that construction/excavation takes place.

Pre-treatment of the groundwater will be required before it can be discharged in the public storm sewer as suspended solids and manganese in laboratory analyses revealed exceedance of storm limits. Discharge of groundwater to the sanitary sewer would not need pre-treatment.”

5.10 Pedestrian Wind Comfort and Safety Study

The following is a summary of the Wind Tunnel Study, dated October 10th, 2024, provided by Windtech Consultants:

“This report presents the results of a detailed investigation into the wind environment impact of the 900 Lakeshore Road West development, located in Mississauga. Testing was performed at Windtech’s boundary layer wind tunnel facility. The wind tunnel has a 3.0m wide working section and a fetch length of 14m, and measurements were taken from 36 wind directions at 10-degree increments. Testing was carried out using a 1:300 detailed scale model of the development, which was fabricated based on the architectural drawings received on July 9, 2024. The effects of nearby buildings and land topography have been accounted for through the use of a proximity model which represents an area with a radius of 400m.

Peak gust and mean wind speeds were determined at selected critical outdoor trafficable locations within and around the subject development. Wind velocity coefficients representing the local wind speeds are derived from the wind tunnel and are combined with a statistical model of the regional wind climate (which accounts for the directional strength and frequency of occurrence of the prevailing regional winds) to provide the equivalent full-scale wind speeds at the site. The wind speed measurements are compared with criteria for pedestrian comfort and safety, based on Gust-Equivalent Mean (GEM) and annual maximum gust winds, respectively. The model was tested in the wind tunnel without the effect of any forms of wind ameliorating devices such as screens, balustrades, etc., which are not already shown in the architectural drawings. The effect of vegetation was also excluded from the testing. The existing site conditions were also tested, for comparison. In-principle treatments have been recommended for the ground level and rooftop areas that are exposed to strong winds to mitigate the conditions and make it suitable for their intended uses. These treatments incorporate a series of various height porous and impermeable screens in conjunction with landscaping elements, in efforts to ameliorate the expected annual conditions.”

5.11 Sun/Shadow Study

A Sun/Shadow Study was prepared by KFA Architects + Planners Inc. in accordance with the City of Mississauga *Standards for Shadow Studies* dated June 2014.

The results of the Sun/Shadow study are explored in Section 3.0 Urban Design Study. The Sun/Shadow drawings have been submitted as part of the architectural drawing set submitted under separate cover as part of this application.

5.12 Traffic Impact Study

The following is a summary of the Traffic Impact Study, dated October, 2024, provided by Nextrans Consulting Engineers:

“The proposed redevelopment of the site consists of a 10-storey residential building with 188 units, and the proposed access onto Lakeshore Road W. Based on the traffic analysis, the study intersection capacity analysis indicates that under existing, future background and future total conditions, all the intersections considered in the Study are expected to operate at acceptable levels of service with optimized signal timing plan. No physical improvement is required to accommodate the proposed development. The proposed development has minimum or negligible impacts on the existing and future transportation network. The proposed development also represents good transportation planning and will support the future major transit investments by Metrolinx and the City of Mississauga. The proposed development provides the parking rates of 0.89 spaces/unit for resident and 0.2 spaces/unit for visitor, to support TDM and minimize the numbers of single-occupant-vehicle trips. The proposed development provides bicycle parking spaces to meet the zoning bylaw requirement.”

6.0 COMMUNITY MEETING REPORT

6.1 Meeting Overview

As part of the responses to the DARC-1 meeting we received a comment from Mississauga planning staff requiring us to coordinate a Community Engagement Meeting with the Ward Councillor's office. After reaching out to Councillor Alvin Tedjo it was confirmed that a pre-submission community meeting was desired. Planning for the meeting was then initiated collaboratively between the office of the Ward Councillor and KFA Architects + Planners Inc., according to the Mississauga Community Meeting terms of reference.

The virtual Community Engagement Meeting was scheduled for and held online on the evening of Monday, December 18, 2023 between 6:30 p.m. to 7:30 p.m. to discuss the proposal to amend the Official Plan and Zoning By-law at the subject lands. Notices were posted for approximately two weeks in advance to allow residents living in the surrounding area to register for attendance.

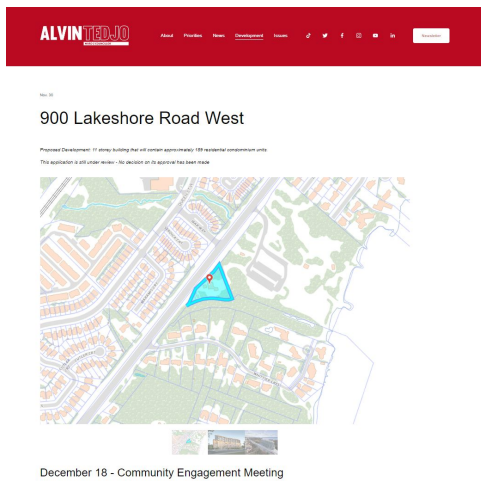


Figure 68 - Online Community Meeting Notice * Source: alvintedjo.ca

The meeting was attended by:

- KFA Staff Members:
 - Kregg Fordyce (Founder and President);
 - Kosta Derbish (Urban Planner); and,
 - Vladyslav Tyminskyi (Intermediate Planner).
- Ward Councillor's Office:
 - Alvin Tedjo (Ward 2 City Councillor); and,
 - Ryan Vopni (Executive Assistant).
- Mississauga Staff:
 - Paul Stewart (Lead Planner, Development & Design), and;
 - Hugh Lynch (Manager, Development South).
- Local Residents and Landowners:
 - 65 members of the public were in attendance at the commencement of the virtual meeting;

The meeting began with the Councillor's office introducing the organization and process of the virtual community meeting format. This included opening remarks from Ward Councillor Tedjo. This was followed by an overview of the Ontario planning application process presented by Paul Stewart, the lead planner on the file. After this the KFA staff presented the proposed development, including policy framework, spatial planning analysis, and the urban design and architectural design of the site and building. As per the terms of reference for a Community

Meeting Report, a copy of the proponent's presentation has been provided in Appendix D attached to this report. Finally a Q&A period was held to address community member questions and comments.

The virtual Community Engagement Meeting was uploaded to Councillor Tedjo's YouTube channel, and as of writing is still available to view:

<https://www.youtube.com/watch?v=6KhsrZhSLMA>

6.2 Community Response

The virtual format allowed questions and comments to be addressed in the chat function of the meeting, as well as through the traditional Q&A period. As such, the following community feedback has been combined between these two methods. We have identified five major areas of concern that were raised by the public. The table on the following pages summarizes these issues and presents our responses to each. A fulsome comments response matrix is provided in Appendix D, attached to this report. This matrix is organized by speaker and includes greater detail, including participant names, where provided.

Community Engagement Plan

Following the first formal application submission the proposed Community Engagement Plan for consulting with the public will follow the requirements of the Planning Act. This will include a public notice sign to be posted on the subject property with information pertaining to the application to notify nearby residents and other stakeholders of updates and meeting dates. It is also anticipated that the owners and consultant team will coordinate with City Staff to hold a Statutory Public Meeting and that notices will be provided to area residents relating to advancements of the proposed development.

This strategy will ensure that residents and local stakeholders in the area remain well informed throughout the development and implementation of the proposal. Equally, proponent accountability will be maintained throughout the development application process.

Community Meeting Feedback Summary

Compatibility of the Built Form

Question/Comments:	Response:
The proposed development is out of place for the area and will stand out too much.	Although the scale of the proposed residential typology is not currently found in the surrounding area, we consider the scale and use to be compatible with the surrounding uses. As a purely residential development it matches the surrounding land use context, and the location of the site can accommodate the increased scale of the development without significant impact to the surrounding residences.
The residential intensification is too great for a lot this size.	The proposed development contemplates a lot coverage of 51%. This amount of residential density accommodated within just over half of the site area shows that the lot has more than ample area to accommodate the proposed building.
The proposed change in zoning is too great.	A change in zoning is not easy to quantify in terms of "size" or "scale". However, the proposed development will maintain a purely residential zoning designation.
The proposed building is too large and too tall.	As stated above, we believe the scale of the building to be appropriate for the lot. Changes to the materiality and form of the upper levels has been altered to "lighten" the upper storeys and decrease the visual impact of the height.

Negative Impacts on the Surrounding Residences

Question/Comments:	Response:
The proposed development will create overlook onto nearby rear yards, impacting privacy.	A combination of design decisions, such as angling balconies away from adjacent residences, intervening tree cover and foliage, and physical distance between the proposed building and the adjacent residences, will ensure that overlook impacting privacy will be mitigated.
The view to the lake will be interrupted from properties to the north of the subject property.	It is unavoidable that any development on the south side of Lakeshore Road West will impact the view of the lake from the north side, because the lake is at a lower elevation than the street.
Shadows and access to sunlight will be impacted for the properties to the north of the site.	A sun and shadow study has been performed to the standards of the City of Mississauga. The analysis shows that the impact of shadows on the surrounding residences is minor, and in nearly all measures permitted under the terms of reference.

Table 5 - Community Meeting Feedback Summary

Community Meeting Feedback Summary

Negative Impacts on the Natural Environment

Question/Comments:	Response:
There will be too many trees removed to facilitate the construction.	An Arborist Report and a Tree Protection Plan have been prepared as part of this application submission. Although some trees will require removal to facilitate this development, we look forward to working with Urban Forestry staff to ensure the impact of tree removal is mitigated as much as possible.
Local wildlife will be impacted by development of the lot and construction activities.	An Environmental Impact Study (EIS) has been prepared as part of this submission application. A thorough examination of the impact on local flora and fauna is included, with specific consideration for the impact on species at-risk.
The adjacent parks will become overcrowded.	It is our belief that the design and intention of the parks system is to be used by the residents of Mississauga. Further use will only enhance the investments that Mississauga has made in their expansive parks and waterfront parks systems.
There will be negative impacts on the adjacent ecological features, such as the creek, parks system, lake, and water table.	As stated above, an EIS has been prepared which investigates the potential impact on the natural environment and recommends mitigation measures to ensure the development does not negatively affect the adjacent natural system. Additionally, a Stormwater Management Report and Hydrogeological Report have been prepared in support of this application, which investigate the quality of the ground water and propose measures to ensure the water table and stormwater runoff are handled appropriately throughout construction and beyond completion of the proposed building. It should also be noted for the benefit of the public that the proposed development does not propose to use, appropriate, or delegate any development requirements (such as the provision of amenity space) to the adjacent public park.
Where will green space be provided on-site?	Nearly 50% of the site will remain uncovered by the proposed built form. Although some of that will contain walkways and building entrances, a significant portion of the site will remain as a naturalized green space. Beyond this, there will be rooftop and at-grade outdoor amenity spaces provided for residents in exceedance of the required rate for outdoor amenity area.

Table 5 cont. - Community Meeting Feedback Summary

Community Meeting Feedback Summary

Impacts on Transportation Infrastructure

Question/Comments:	Response:
Traffic along Lakeshore Road West is already an issue/will become an issue.	A Transportation Impact Study (TIS) has been prepared in support of this application. This study finds that the existing infrastructure is sufficient to support the proposed increase in vehicle trips resulting from this development.
Transit service will not be used and will not mitigate the use of cars resulting from this development.	Although we cannot control the perceived quality of the Mississauga transit system, providing residential development along a transit route (along with other transportation demand measures recommended by the TIS) will encourage a greater transportation modal split and encourage more trips to occur by transit rather than by car.
Biking infrastructure is unusable during winter months.	The proposed development will contain sufficient bicycle facilities to accommodate the residents of the site. This will also encourage a greater modal split resulting in more trips by bicycle rather than by car.
Adjacent parking spaces in the parks will be occupied by visitors to this development.	The proposed development is meeting the zoning by-law required amount of visitor parking on-site. No additional impact of visitor parking on the surrounding area is to be expected.
Left turns from Lakeshore Road West into the proposed development site will be dangerous and will cross the multi-use path.	The TIS prepared in support of this application has not identified a potential issue from left turns onto the site from Lakeshore Road West. That being said, it is still early in the application process and we look forward to working with Mississauga transportation engineering staff to ensure access to the site is safe for all users of the road and multi-use path.

Affordability of the Proposed Development

Question/Comments:	Response:
Will the proposal contain affordable housing?	The proposed development does not currently contain any units considered affordable for low-income earners. However, considering the high average cost of housing in this neighbourhood, it is anticipated that this development will increase the affordability of the area.

Table 5 cont. - Community Meeting Feedback Summary

6.3 Additional Community Feedback

Following the Community Meeting several letters from the community were addressed to Mississauga Planning staff, which were then circulated with the proponent team. Although these letters identified concerns with the new development that were previously raised at the Community Meeting, we wish to acknowledge them here as well.

The community responses provided to us by Mississauga can be summarized into the following five areas of concern, similar to those received during the Community Meeting and discussed above:

1. Residents are concerned that the proposed development is out of scale and character for the community, and high-density residential development should be oriented to different areas of the city;
2. Residents are concerned that the development will negatively impact the privacy, shadowing, and access to sunlight of the surrounding residences;
3. Residents are concerned that the proposed development and construction activities will have a negative impact on the local wildlife population and the forested area to the west of the site;
4. Residents are concerned that the proposed development will increase existing traffic congestion and parking overflow issues in the area.
5. Residents are concerned that the proposed development will be “unaffordable”.

The proponents are committed to receiving and responding to community feedback as the development application process continues. We look forward to working together with the local residents and landowners to propose a development that addresses and mitigates the concerns raised by the community.

7.0 HOUSING REPORT

7.1 Housing Breakdown

A Housing Report, prepared to the Mississauga terms of reference, is required for this application as per the comments received following the July 12, 2023 DARC-1 meeting. The proposed development aims to supply the Clarkson-Lorne Park neighbourhood with 188 high-quality dwelling units, split between 1-bedroom, 2-bedroom, and 3-bedroom units. Among the 2-bedroom units are double height townhouse style dwellings proposed on the ground floor facing Lakeshore Road West. The second to tenth floors will be composed of single-level condominium units. The unit rate is proposed at:

- 1-bedroom units at 67.6% of the total;
- 2-bedroom units at 22.3% of the total; and
- 3-bedroom units at 10.1% of the total.

A preliminary unit breakdown has been provided in Table 6 below, as required by the Mississauga Housing Reports terms of reference. The following limitations should be considered when reviewing this Housing Report:

1. It is too early in the development application process to guarantee the unit breakdown. The intention of the proposal is to provide a wide range of unit types, with a sufficient number of 2- and 3-bedroom family size units. We look forward to working together with the City of Mississauga and the Region of Peel to ensure an appropriate unit mix is met for the needs of the current and future community members.
2. Although the City of Mississauga recommends providing a certain number of units as “affordable middle income housing”, through our discussions with city staff we understand this provision to be a request and not a requirement. Considering that the subject property is not located within an Inclusionary Zoning area, we are not currently proposing the provision of any affordable or below-rate units.

Housing and Amenity Context

Please refer to Section 2.0 - Site & Surrounding Context for an analysis of the surrounding land uses, housing typologies, amenities, and community facilities.

Proposed Development - Housing Breakdown (All Units)		
Purpose Built Rental Units		
Bachelor		Qty. of Units: 0
1 bedroom		0
2 bedroom		0
3+ bedroom		0
Ownership Units		
Ownership Units to be Sold at Market Price		Qty. of Units:
Bachelor		0
1 bedroom		127
2 bedroom		42
3+ bedroom		19
Ownership Units to be Sold as Affordable		Qty. of Units:
Bachelor		0
1 bedroom		0
2 bedroom		0
3+ bedroom		0
Unit Transfer		
Ownership Units to be Dedicated to the City/Region		Qty. of Units:
Bachelor		0
1 bedroom		0
2 bedroom		0
3+ bedroom		0
Secondary Suites		
Private Ownership Secondary Suites		Qty. of Units:
Bachelor		0
1 bedroom		0
2 bedroom		0
3+ bedroom		0
Land		
Land Dedicated to City/Region		Acres 0
Financial Contribution to Affordable Housing Offsite		
		Amount \$0

Table 6 - Housing Breakdown * Based on: Mississauga Housing Reports Terms of Reference

7.2 Housing Policy Analysis & Rationale

A more fulsome planning policy analysis is provided in Section 4.0 Policy Framework & Analysis. Key Provincial, Regional, and Municipal housing policies are repeated here for discussion that specifically relates to the provision of housing, in addition to specific housing strategy policies and documents not covered in the sections above. Although the Growth Plan and the PPS 2020 have been replaced by the PPS 2024, both documents have still been reviewed for conformity of the proposal.

Provincial Housing Policy

The new Provincial Planning Statement (“PPS”), which came into effect on October 20th, 2024, replaces both the PPS 2020 and the Growth Plan. It covers housing related policies under Section 2.2 - Housing.

Policy 2.2.1 reads as follows:

“Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.”

The proposal will meet the housing goals of the new PPS 2024 by redeveloping a residential property with a new residential typology in order to anticipate the housing needs of the community, in the near and distant future. The increased density will also support the investments made in to the municipal servicing, transit service, and public infrastructure of the adjacent area.

Regional Policy

The Region of Peel Official Plan (“RPOP”) outlines regional housing policies within Chapter 5.9 - Housing, as well as providing population and households growth targets for Mississauga into the years 2041 and 2051 under Chapter 4 - Growth Management Forecasts.

Table 3 from the RPOP provides the following growth targets:

- 2041: Population of 920,000 and 320,000 households; and
- 2051: Population of 995,000 and 345,000 households.

The objectives for the provision of housing that are relevant to the proposed development are:

“5.9.1 To promote the *development* of compact, *complete communities* by supporting *intensification* and higher density forms of housing.”

“5.9.2 To achieve Peel-wide new housing unit targets shown in Table 4, which provide an appropriate range and mix of *housing options* and densities, including *affordable housing*, that meet local housing need so that people can live in the community of their choice.”

“5.9.4 To mitigate and adapt to climate change by promoting energy conservation and technologies and energy efficient housing that leads to *sustainable development*.”

Those housing targets referenced in objective 5.9.2 are as follows:

- Affordability: That 30% of all new housing units are affordable housing, of which 50% are encouraged to be affordable to low income households;
- Rental: That 25% of all new housing units are rental tenure; and
- Density: That 50% of all new housing units are in forms other than detached and semi-detached houses.

The following housing policies outlined in the RPOP are relevant to the proposed development:

"5.9.7 Collaborate with the local municipalities to plan for an appropriate range and mix of *housing options* and densities by implementing Peel-wide new housing unit targets shown in Table 4."

"5.9.12 Monitor and evaluate activities undertaken in support of the *Regional Housing Strategy* and Peel Housing and Homelessness Plan, in conjunction with future Region of Peel Official Plan reviews, to revise and set new priorities and implementation plans on an ongoing basis as housing needs change."

"5.9.13 Collaborate with the local municipalities to provide a range of unit sizes in new multi-unit residential *developments*, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies."

"5.9.26 Work jointly with the local municipalities, in accordance with projected requirements and available land resources, to maintain at all times:

a) the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and lands which are designated and available for residential development; and

b) where new development is to occur, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment and land in draft approved and registered plans."

“5.9.27 Collaborate with the local municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment, and intensification in support of Regional and local municipal official plan policies promoting compact built forms of development and residential intensification.”

“5.9.28 Seek opportunities to educate the public about the need for and benefits of compact built forms of housing development and residential intensification.”

“5.9.41 Collaborate with the local municipalities to identify and promote energy and water efficient technologies in new and existing residential development, redevelopment, and intensification to the development industry.”

The proposed development aligns with the housing policies of the RPOP by providing residential intensification in an area that is generally without higher density housing options. This development will feature a large number of 2+ bedroom, family-sized units, which will serve a variety of new and existing residents. Importantly, this development will also contribute to the Peel Region population and household growth targets set by the RPOP.

The Peel Housing and Homelessness Plan, 2018 (“PHHP”) is a comprehensive housing strategy plan that aims to improve the outcome of the work performed by the Peel Region in overseeing the affordable housing system within the region. The PHHP is organized into five strategic pillars, each posing a challenge and a series of actions to address it:

1. Transform Service;
2. Build more community housing;
3. Maximize planning tools and incentives;
4. Optimize existing stock; and
5. Increase supportive housing.

This proposal does not currently contemplate the provision of affordable or supportive housing. It is our opinion, however, that the proposed development will introduce a greater variety of housing options to the surrounding area which will meaningfully increase the accessibility of housing for current and future residents.

Population by Age Group | 2009 and 2031

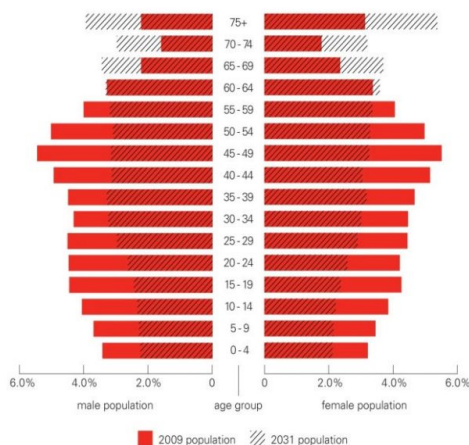


Figure 69 - MOP Figure 7-3 - Projected Age Structure * Source: Mississauga Official Plan

Municipal Policy

The Mississauga Official Plan (“MOP”) covers policies as they relate to housing under Chapter 7.2 - Housing. These policies generally encourage the provision of varied and suitable housing that can accommodate Mississauga's diverse population. This includes youth, immigrants, families, and older adults who wish to age-in-place.

Chapter 7.2 also provides insight into the future of Mississauga's population, following a trend of an aging population to predict the prevalence and importance of aging-in-place (see Figure 69). The policies dictated by the MOP that are relevant to this development proposal are:

“7.2.1 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.”

“7.2.2 Mississauga will provide opportunities for:

- a. the development of a range of housing choices in terms of type, tenure and price;
- b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and
- c. the production of housing for those with special needs, such as housing for the elderly and shelters.”

“7.2.3 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.”

It should also be noted that the ongoing Mississauga Official Plan Review acknowledges that in order to meet housing goals the Official Plan Review will contain an assessment of of Mississauga's *Neighbourhoods*, and their capacity to accommodate residential growth and increased housing options, including mid-rise infill development.

This development will conform to the housing policies of the MOP by providing a high-density residential development, with a wide range of unit sizes and types, in a property that is well served by vehicular, transit, and active transportation infrastructure. This development will provide greater accessibility to housing, and will create more options for both

new residents moving into the area or existing residents who wish to relocate or downsize their homes in order to age-in-place.

Making Room for the Middle: An Affordable Housing Strategy for Mississauga (“MRM”) was published in March of 2019 and includes four goals and forty actions with the objective of increasing the affordability of housing in Mississauga. These goals are:

1. Remove Barriers;
2. Close the Missing Middle Gap;
3. Champion Systems Reform; and,
4. Be Accountable.

The MRM is focused on providing a greater range of housing options in Mississauga, especially to those considered middle income earners, but also to low income households and those seeking rental housing.

As mentioned above in the analysis of the PHHP, this proposal does not currently provide for any low- or middle-income affordable housing or purpose-built rental units. It is still too early in the development application process to determine the extent of how this proposal may help Mississauga achieve its goals for increased middle income housing. But it is our belief that simply providing a better range of unit types, sizes, and options within this neighbourhood, that we will be contributing to increased housing accessibility for current and future residents.

Likewise it is still too early to discuss the market price of the proposed ownership units, but we do believe that the units will be more affordable than the current average home price in the Lorne Park area. According to many websites tracking the cost of real estate in Mississauga neighbourhoods, and at the time of writing, (<https://www.zolo.ca/mississauga-real-estate/lorne-park/trends>; <https://www.getwhatyouwant.ca/mississauga-real-estate-prices-by-neighbourhood>; <https://wowa.ca/mississauga-housing-market>) the average cost of a house in Lorne Park is between 2 and 2.4 million dollars. We believe that this proposal will provide more affordable options in a greater variety of sizes in a location that promotes accessibility to high-quality public assets such as Richard’s Memorial Park and Jack Darling Park.

Growing Mississauga: An Action Plan For New Housing (“Housing Action Plan”), dated February 2023, is a 4-year action plan that aims to build more housing and affordable housing in order to meet Mississauga’s target, designated by the provincial government, of providing 120,000 new units over the next decade following the Housing Action Plan. This exceeds the regional unit growth target, directed by the RPOP, by 20,000 more units in a third of the timeframe. Through five goals and twenty-three actions, the Housing Action Plan aims to increase to supply of housing in Mississauga, especially those units most in need such as affordable and rental housing, through collaboration with the provincial and regional governments as well as private sector builders and developers. The five goals read as follows:

1. Increase Supply;
2. Improve Affordability;
3. Streamline Approvals;
4. Making it Happen; and,
5. Educate, Engage & Report.

The proposed development will support the objectives of the Housing Action Plan through the provision of a wide variety of unit sizes, targeted towards a variety of residents, to contribute to Mississauga’s housing target of 120,000 new units by the year 2033. This development will provide residential intensification along the Lakeshore Road West corridor, which is well served by transit, pedestrian and cycling infrastructure, and provide greater housing choice in an area characterized by low-rise residential forms which cannot accommodate the needs of Mississauga’s citizens at large.

Housing Policy Summary

Housing policies at provincial, regional, and municipal levels are all in support of the delivery of increased density and compact housing forms that provide a greater variety of housing options to a greater variety of residents. The proposed development is aligned with these goals in that it contemplates a compact built form, a higher density of residential use, and will provide a variety of unit types and sizes to accommodate the needs of current and future residents.

Housing policy at all three levels of government explored also promotes the implementation of affordable housing. Although this proposal does not currently contemplate the provision of affordable housing that is geared toward low- or middle-income households, the development of more housing options with a greater unit mix will increase the affordability of housing within the surrounding area on average.

Additionally, the proposal will contribute to the goals at all levels of government policy to increase the housing supply by contributing 188 high-quality units in an area built out predominantly with low-rise dwellings. As such, we believe that the proposed development conforms with the intent, objectives, and goals of provincial, regional, and municipal housing policy.

7.3 Housing Report Conclusion

The proposed development will introduce 188 high-quality apartment units, including 7 townhouse-style units facing the street frontage. Over 30% of the proposed units will be 2- or 3-bedroom units, or “family-size units”, which have been requested through comments from regional and municipal staff. Additionally, discussions with Ward 2 City Councillor Alvin Tedjo have revealed that these family-size units would be an important feature of this development’s unit mix. As such the proponents have increased the amount of these units since the original application submission. This also conforms to the housing policies dictated by provincial, regional, and municipal levels that require a greater variety of housing mix and options to be provided, specifically in compact, higher-density typologies. Additionally, as per the MOP directives on providing housing for a population that wishes to age-in-place, this development will provide options for older residents who want to downsize their homes without having to leave their neighbourhoods. The proposal would be among the first increased density residential developments in the surrounding area, which is currently characterized by low- and medium-density typologies such as detached, semi-detached and townhouse dwellings. Although this typology would be new, it would be compatible with the neighbourhood character as it provides a purely residential building that will serve the needs of both current and future residents of Mississauga.

Introducing this housing development, with its mix of housing types and sizes, will also increase the accessibility and affordability of the surrounding area. These proposed 188 units will also contribute to Mississauga’s objective of building 12,000 housing units each year in order to contribute to the Province of Ontario’s housing goals over the next decade.

We believe that the proposed development conforms with all levels of planning policy in Ontario, is an appropriate use of land, is compatible with the existing character and land uses of the surrounding area, and represents good planning.

8.0 CONCLUSION

This planning justification highlights the attributes of this development proposal in relation to currently in-force planning policy, design guidelines, the surrounding development context, and also the technical design criteria pertaining to site parameters. These are required as part of Official Plan Amendment and Zoning By-law Amendment applications by the City of Mississauga and the Planning Act. In reviewing the above policy context, it is our opinion that the subject property is currently an underutilized parcel and due to its size and location has a unique potential for intensification.

The owner is proposing to develop the subject property with a mid-rise residential development featuring a 10-storey building inclusive of 3 levels of underground parking, 188 dwelling units, 1,505 square metres of amenity space, 122 bicycle parking spaces, and 205 vehicle parking spaces.

The proposed development represents good planning for the following reasons:

- ❖ The development is consistent with the Provincial Planning Statement as it encourages the intensification of underutilized lands with compact development, in an “Urban Area” with existing transit service and municipal infrastructure;
- ❖ The proposed residential density will assist the Province, the Region, and the Municipality in meeting housing goals;
- ❖ The introduction of 188 high-quality residential apartment dwellings, including 1, 2, and 3-bedroom units, serves to increase local housing options and variety, contributing to the development of complete communities as described in the Mississauga Official Plan;
- ❖ Urban design techniques and rationale have been thoroughly contemplated from the outset of the proposal to ensure the mitigation of any negative impacts on the surrounding residences, public realm and parkland, and the natural environment; and,
- ❖ The proposal will facilitate the creation of a development that will serve as a visual and physical landmark for the area;

- ❖ The streetscape improvements will elevate the Lakeshore Road West public realm, be accessible to a variety of users, and contribute to Mississauga's development of complete streets; and,
- ❖ The proposed site design allows for the preservation and enhancement of the natural heritage that abuts the site, with renaturalization efforts and linkages between the public realm and the ravine feature, parkland, and Lake Ontario.

Based on the above, we are of the opinion that the proposed development is based on good planning and urban design principles and that the combined application for Official Plan and Zoning By-law Amendments should be approved.

APPENDIX A

The Corporation of the City of Mississauga

By-law Number _____

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

WHEREAS in accordance with the provisions of section 17 or 22 of the Planning Act, R.S.O. 1990, c.P. 13, as amended, 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 may authorize the Regional Municipality of Peel, an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan;

AND WHEREAS Regional Council passed By-law Number 1-200 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 of Peel has advised that, with regard to Amendment No. XX, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

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

1. The following explanatory text attached hereto, constituting Amendment No. XX to Mississauga Official Plan, specifically Schedule 10, Land Use Designations, of the City of Mississauga Planning Area, are hereby adopted.

ENACTED and PASSED this ____ day of _____, 2024.

Signed _____
MAYOR

Signed _____
CLERK

**EXPLANATORY NOTE TO PROPOSED OFFICIAL
PLAN AMENDMENT NUMBER XX**

**TO THE MISSISSAUGA OFFICIAL PLAN OF THE
CITY OF MISSISSAUGA PLANNING AREA**

City of Mississauga File No. _____

The Proposed Official Plan Amendment applies to lands located on the southern side of Lakeshore Road West between Ibar Way and Whittier Crescent, in the City of Mississauga. The lands are legally described as PART OF LOT 1, REGISTERED PLAN C89 AND PART LOT 22, CONCESSION 3 SOUTH OF DUNDAS STREET, CITY OF MISSISSAUGA, and are municipally known as 900 Lakeshore Road West.

The purpose of the Official Plan Amendment is to amend the land use designation applying to the subject lands as contained in Schedule 10, Land Use Designations, in order to permit an apartment dwelling with a height of 10-storeys.

Amendment No. __
to
Mississauga Official Plan

PURPOSE

The purpose of this amendment is to change the land use designation of the subject lands from Low Density Residential I to **Residential High Density** to permit an apartment dwelling with a height of 10-storeys.

LOCATION

The lands affected by this Amendment are known as 900 Lakeshore Road West and are located on the south side of Lakeshore Road West, west of the Ibar Way.

BASIS

The subject lands are designated as Residential Low Density I to permit detached dwellings, semi-detached dwellings, and duplex dwellings.

The proposed amendment is to change the land use designation to **Residential High Density** to allow for a 10-storey apartment dwelling containing 188 dwelling units.

1. The proposed amendment is supportive of the policy framework provided in the Provincial Planning Statement and the Region of Peel Official Plan, both of which promote a range and variety of housing options as well as the redevelopment of underutilized lands within the existing built-up area that are served by existing transit and infrastructure.
2. The proposed amendment meets the overall intent, goals, objectives and policies of Mississauga Official Plan as Mississauga's growth targets require residential intensification and an increased variety of housing options within Neighbourhoods.
3. The proposed designation is appropriate for the property and compatible with existing neighbourhood character and will not adversely impact or destabilize the surrounding land uses. The provided setbacks and layout are respectful of the adjacent properties and natural environment.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 10, Land Use Designations, of the Mississauga Official Plan, is hereby amended by changing the land use designation of the subject lands from Residential Low Density I to **Residential High Density**

IMPLEMENTATION

Upon 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 Draft Official Plan Amendment.

The subject lands will be rezoned in order to implement this amendment.

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

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.

Upon approval of this amendment, Schedule 10, Land Use Designations will be amended in accordance with the intent of this amendment.

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

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law;

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

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

4.15.4.#	Exception: RA3-#	Map # 02	By-law:
In a RA3-# zone the permitted uses and applicable regulations shall be as specified for a RA3 zone except that the following uses/regulations shall apply:			
Regulations			
4.15.4.#.1	Maximum Floor Space Index – Apartment Zone	3.64	
4.15.4.#.2	Maximum Gross Floor Area – Apartment Zone	17 098 m ²	
4.15.4.#.3	Maximum Height	32.2 m and 10 Storeys	
4.15.4.#.4	Minimum Front Yard	0.5 m	
4.15.4.#.5	Minimum Interior Side Yard	4.0 m	
4.15.4.#.6	Minimum Interior Side Yard where an Interior Side Lot Line , or any portion thereof, abuts a zone permitting Detached Dwelling and/or Semi-detached for all portions of the dwelling	9.6 m	
4.15.4.#.7	Minimum distance between the nearest parts of any Building or Structure to the centreline of the right-of-way on Lakeshore Road West	15.85 m	
4.15.4.#.8	Minimum number of resident Parking Spaces per condominium apartment Dwelling Unit	0.89	
4.15.4.#.9	Minimum number of visitor Parking Spaces per condominium apartment Dwelling Unit	0.20	
4.15.4.#.10	Minimum setback from a Parking Structure completely below finished grade, inclusive of external access stairwells, to any Lot Line	0.5 m	
4.15.4.#.11	Minimum depth of a Landscaped Buffer abutting a Lot Line that is a Street Line .	0.0 m	
4.15.4.#.12	Minimum depth of a Landscaped Buffer abutting lands with an Open Space Zone.	3.0 m	

4.15.4.#	Exception: RA3-#	Map # 02	By-law:
In a RA3-# zone the permitted uses and applicable regulations shall be as specified for a RA3 zone except that the following uses /regulations shall apply:			
4.15.4.#.13	Notwithstanding Sentence 4.15.4.#.14 of this Exception, walkways with a maximum width of 1.5 m are permitted to be parallel to and within a required Landscaped Buffer abutting the Interior Side Lot Line		
4.15.4.#.14	All site development plans shall comply with Schedule RA3-# of this Exception		

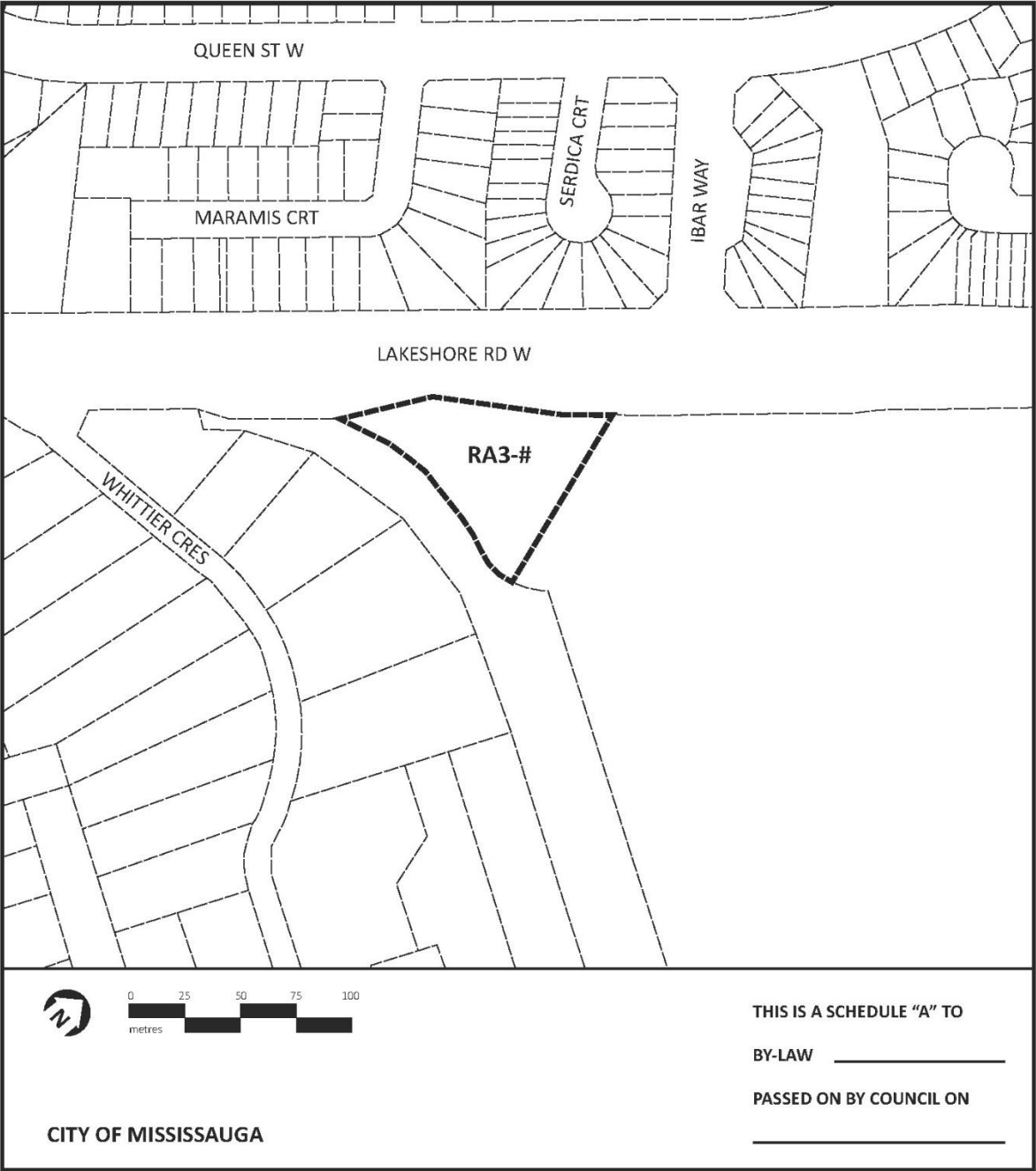
2. Map Number 02 of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "R2-5" to "RA3-#", the zoning of Part of Lot 1 Registered Plan C-89 and Part of Lot 22, Concession 3, South of Dundas Street, in the City of Mississauga, PROVIDED HOWEVER THAT the " RA3-#" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the " RA3-#" zoning indicated thereon.
3. This By-law shall not come into force until Mississauga Official Plan Amendment Number # is in full force and effect.

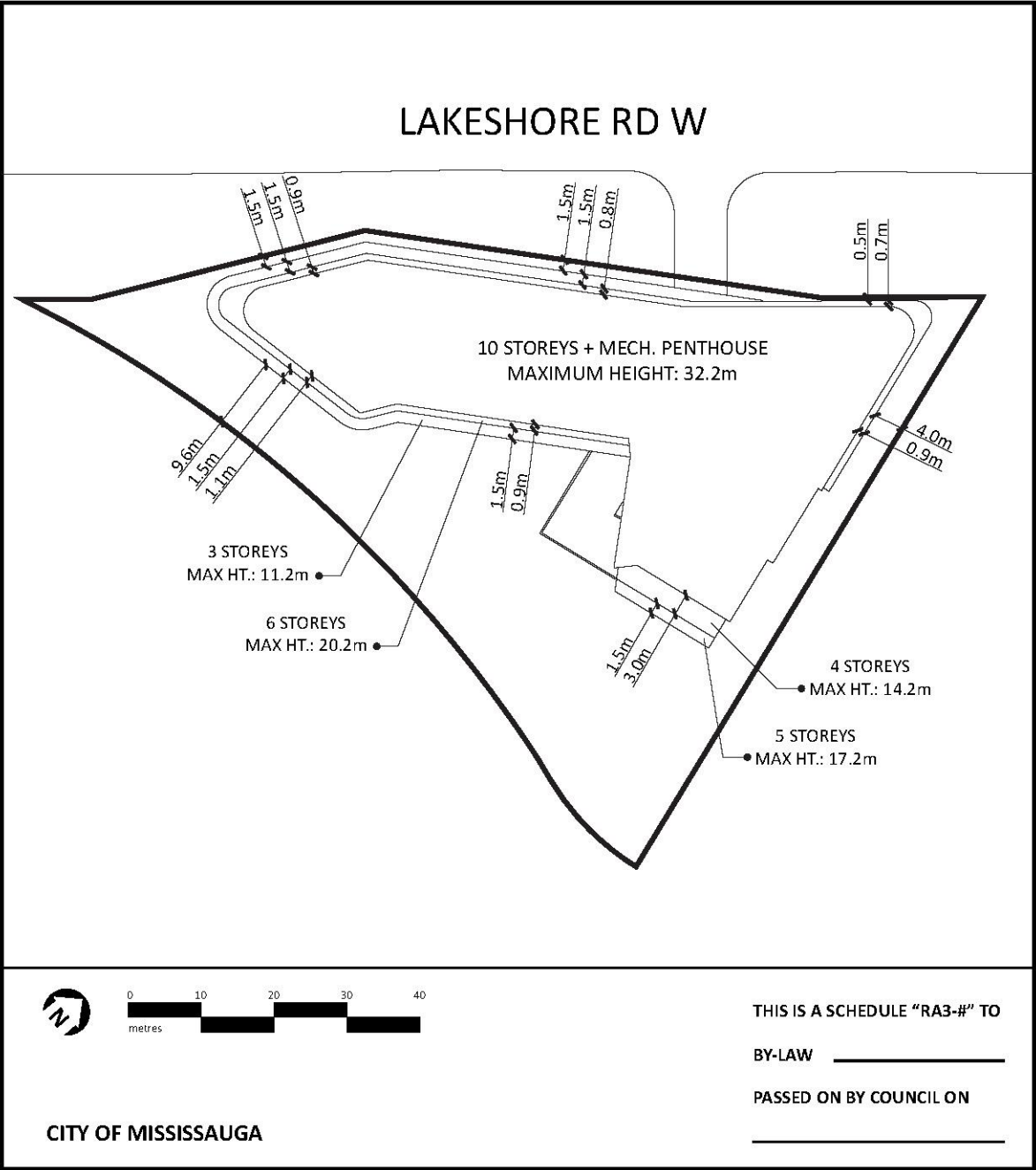
ENACTED and PASSED this _____ day of _____, 2024.

MAYOR

CLERK

Schedule "A"





APPENDIX "A" TO BY-LAW NUMBER _____

Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to permit a 10 storey apartment dwelling containing 188 dwelling units.

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "R2-5" (Detached Dwellings - Typical Lots - Exception) to "RA3-#" (Apartments - Exception).

"R2-5" permits detached dwellings, subject to regulations with respect to side yards, heights, gross floor area, garage projection, and dwelling unit depth.

"RA3-#" permits apartment dwellings, subject to regulations with respect to front yard setbacks, side yard setbacks, height, encroachments and parking requirements.

Location of Lands Affected

West of Ibar Way, east of Whittier Crescent in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from Paul Stewart of the City Planning and Building Department at 905-615-3200 ext. 8232.

[http://teamsites.mississauga.ca/sites/18/Bylaws/OZ 18 010 W1.by-law.mf.jmcc.docx](http://teamsites.mississauga.ca/sites/18/Bylaws/OZ%2018%20W1.by-law.mf.jmcc.docx)

APPENDIX B

Submission Requirements Checklist

Type of Application:

- ☒ Official Plan Amendment (OPA)
- ☐ Removal of H (H-OZ)
- ☒ Rezoning (OZ)
- ☐ Plan of Subdivision (T)

Planning and Building
Department
Development and Design Division
300 City Centre Drive
Mississauga, ON L5B 3C1
Tel: 905-896-5511
www.mississauga.ca
plans.devdes@mississauga.ca



General Information		
Address / Legal Description of Site 900 Lakeshore Rod W		Ward No. 2
Meeting Date July 12, 2023		
Description of Proposal 11 storey residential building with 189 units		
Applicant Name KFA Architects and Planners		Planner Name P. Stewart
Pre-Application Meeting No. DARC 23-102		

General Requirements	Required Reports / Studies (7 copies each, unless noted below)
<input checked="" type="checkbox"/> Official Plan Amendment and/or Rezoning Application Form , including ALL Schedules	<input checked="" type="checkbox"/> Planning Justification Report
<input type="checkbox"/> Plan of Subdivision Application Form	<input checked="" type="checkbox"/> Parking Justification Letter
<input checked="" type="checkbox"/> City Application Fees / Deposits	<input checked="" type="checkbox"/> Urban Design Study (contact UD for TOR)
<input checked="" type="checkbox"/> Commenting Agency Fee Collection Form	<input checked="" type="checkbox"/> Sun/Shadow Study
<input checked="" type="checkbox"/> Region of Peel Commenting Fee Receipt (prior to formal application submission)	<input checked="" type="checkbox"/> Wind Study
<input type="checkbox"/> Conservation Authority Review Fee Receipt and/or GTAA Review Fee Receipt (prior to formal application submission)	<input type="checkbox"/> Digital 3D Building Mass Model (SketchUp)
<input checked="" type="checkbox"/> Cover Letter with proposed tenure	<input checked="" type="checkbox"/> Acoustical Feasibility Study
<input checked="" type="checkbox"/> Context Plan / Map	<input checked="" type="checkbox"/> Arborist Report
<input checked="" type="checkbox"/> Concept / Site Plan with Amenity Area	<input checked="" type="checkbox"/> Tree Inventory / Tree Preservation Plan
<input checked="" type="checkbox"/> Grading / Site Servicing Plan / Cross Sections / Phasing Plan / Underground Parking Plan	<input checked="" type="checkbox"/> Parcel Register showing Easements / Restrictions on Title
<input checked="" type="checkbox"/> Recent Survey Plan	<input checked="" type="checkbox"/> Streetscape Feasibility Study (includes an existing utility plan that meets the Terms of Reference)
<input type="checkbox"/> Draft Plan of Subdivision	<input checked="" type="checkbox"/> Traffic Impact Study
<input checked="" type="checkbox"/> Building Elevations	<input checked="" type="checkbox"/> Transportation Demand Management Strategy
<input checked="" type="checkbox"/> Official Plan - Table/List of requested Site-Specific Exemptions	<input type="checkbox"/> Operations and Safety Assessment
<input checked="" type="checkbox"/> Zoning By-law - Table/List of requested Site-Specific Exemptions)	<input type="checkbox"/> Slope Stability Study / Top of Bank Survey
<input checked="" type="checkbox"/> Draft Notice Sign Mock-up & Proof of Notice Sign Installation	<input checked="" type="checkbox"/> Stormwater Management Report
<input checked="" type="checkbox"/> Hydrogeological Report	<input checked="" type="checkbox"/> Functional Servicing Report (FSR) and single use demand table
<input checked="" type="checkbox"/> Urban Design Advisory Panel	<input type="checkbox"/> Geotechnical Report
<input checked="" type="checkbox"/> Community Engagement Meeting (contact Ward Councillor's office to confirm if required)	<input checked="" type="checkbox"/> Environmental Impact Statement - Type (i.e. minor or major) to be determined following site visit prior to application submission
<input checked="" type="checkbox"/> Attendance at DARC 2 meeting	<input checked="" type="checkbox"/> Environment Site Screen Questionnaire and Declaration Schedule (ESSQD)
Other Requirements / Notes	<input checked="" type="checkbox"/> Phase 1 Environmental Site Assessment (ESA) and a Phase 2 ESA if one is warranted according to the Phase 1 ESA
<input checked="" type="checkbox"/> Site stalking with Conservation Authority	<input checked="" type="checkbox"/> Heritage Impact Assessment
<input checked="" type="checkbox"/> Waste Management Site Plan	<input checked="" type="checkbox"/> Archaeological Assessment
<input checked="" type="checkbox"/> Storm Sewer By-law form	<input checked="" type="checkbox"/> Housing Report
<input checked="" type="checkbox"/> Declaration of conformity with the Region of Peel Official Plan (See note below ¹)	<input checked="" type="checkbox"/> Pre-Zoning Review/independent Zoning review (After DARC 2) to confirm any zoning non-compliance with the proposal

¹Declaration Requirement: In accordance with Schedule 1 of O.Reg. 543/06 of the Planning Act, as amended, an affidavit or sworn declaration from a Registered Professional Planner is required that confirms that the proposed amendment (to the City of Mississauga's Official Plan) conforms with the Region of Peel's Official Plan (meaning, the existing in force Region of Peel Official Plan). The Planning Justification Report, among other items, is to provide an explanation of how conformity with the Region of Peel's current Official Plan is achieved.

Other Information
<ul style="list-style-type: none">Second DARC meeting is required prior to a formal development submission, please complete the submission requirements checklist and resubmit the DARC on ePlans to schedule the second DARC meeting.Terms of Reference for each study/report can be found in the following two websites: Development Application Terms of Reference and Transportation and Works Terms of Reference. If the Terms of Reference is not on the links, please contact the reviewer who made the comment for Terms of Reference.This checklist is valid for one (1) year from the date of the meeting. In the event that the checklist expires prior to the application being submitted, and/or new policy and/or by-laws apply, another updated checklist may be required.

- Application forms can be obtained at [Apply for an Official Plan amendment, Zoning By-law amendment or plan of subdivision – City of Mississauga](#)
- Additional information/reports/studies/plans may be required upon submission of the application.
- **Community Engagement Meeting** may be required where deemed necessary by the Ward Councillor will occur prior to the second DARC meeting. The Community Engagement meeting will be held with surrounding residents to inform the community of the contemplated development proposal and to gather feedback. Further details on the meeting can be obtained by the Planner assigned to the file.
- Preliminary Zoning review is required to confirm the proposal zoning to ensure the proposed zoning by-law captures all zoning exceptions: [Apply for a preliminary zoning review – City of Mississauga](#)
- Application submissions are via **ePlans only** at [Mississauga ePlans Login](#)

Preparing Drawings & Documents for an ePlans Submission

Drawing Standards

Drawing sheets should be saved and uploaded into ePlans with the proper view orientation, so that the drawings do not require to be rotated to a proper view.

The top right corner of all drawing sheets should be left blank with the exception of the border for the purpose of a City of Mississauga electronic approval stamp. Refer to the following chart for the approval stamp / location depending on the sheet size.

Sheet Size	Approval Stamp Size / Location
36" x 48"	<ul style="list-style-type: none">• 3" width x 2" height• ¾" from edge of sheet in both directions
24" x 36"	<ul style="list-style-type: none">• 3" width x 2" height• ¾" from edge of sheet in both directions
18" x 24"	<ul style="list-style-type: none">• 3" width x 2" height• ½" from edge of sheet in both directions
11" x 17"	<ul style="list-style-type: none">• 3" width x 2" height• ½" from edge of sheet in both directions

File Naming Standards for Drawings

File names for all drawings submitted through ePlans should include the first character of the discipline name followed by a 3-digit sheet number and drawing type.

File names must not include the project address, date, business name, dashes, hyphens or any other special characters. Each drawing plan sheet must be an independent file and the file name cannot exceed 70 characters. Files submitted with multiple drawing plan sheets will not be accepted.

Refer to the chart below for sample file naming conventions.

Drawing Type	Character - Discipline	Sample File Name
Site Plan	A Architectural	A100 Site Plan
Elevations	A Architectural	A200 North Elevation
Floor Plans	A Architectural	A300 Ground Floor Plan
Concept Plan	A Architectural	A400 Concept Plan
Grading Plan	C Civil	C100 Grading Plan
Survey Plan	C Civil	C105 Survey Plan
Tree Inventory Plan	L Landscape	L100 Tree Inventory Plan
Landscape Plan	L Landscape	L200 Landscape Plan

File Naming Standards for Documents

File names for all documents should clearly identify the type of document, such as an arborist report, shadow study, traffic impact study or stormwater management report.

File names must not include the project address, date, business name, dashes, hyphens or any other special characters. File name cannot exceed 70 characters.

File Type Standards

Only PDF or vector PDF (preferred) files will be accepted for drawings and documents. If drawings are created in AutoCAD, please convert the files to vector PDF by using the Autodesk Vector Graphic Converter "DWG to .pc3 plotter driver".

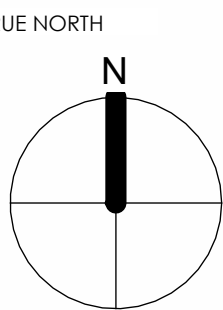
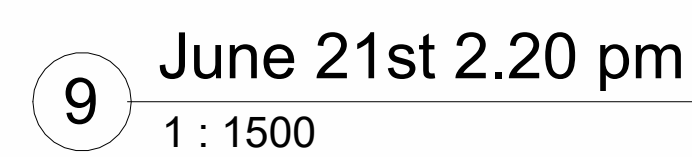
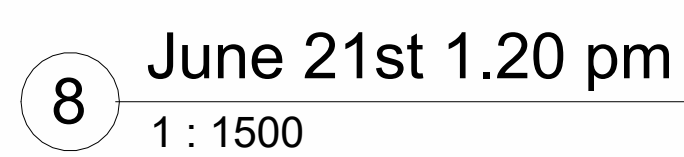
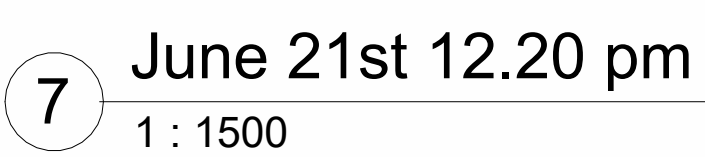
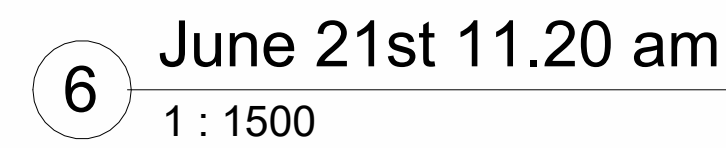
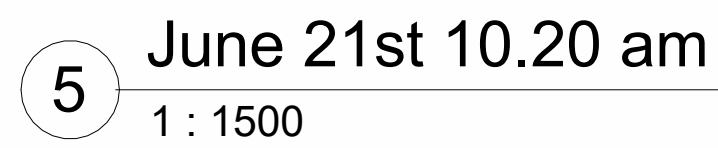
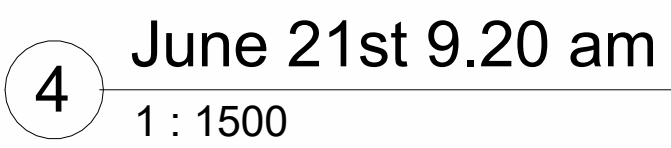
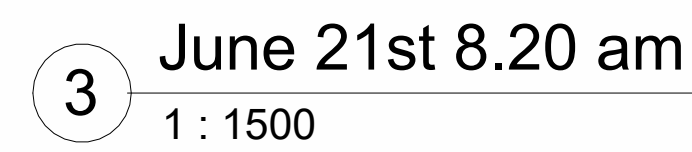
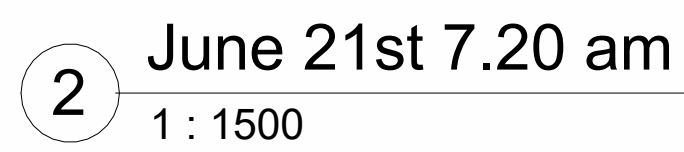
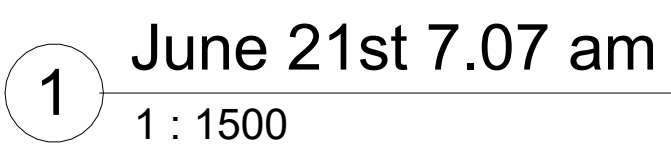
File Size Restrictions

Individual file size restriction is up to 1 Gigabyte (GB).


APPENDIX C

900 LAKESHORE ROAD WEST
MISSISSAUGA, ON

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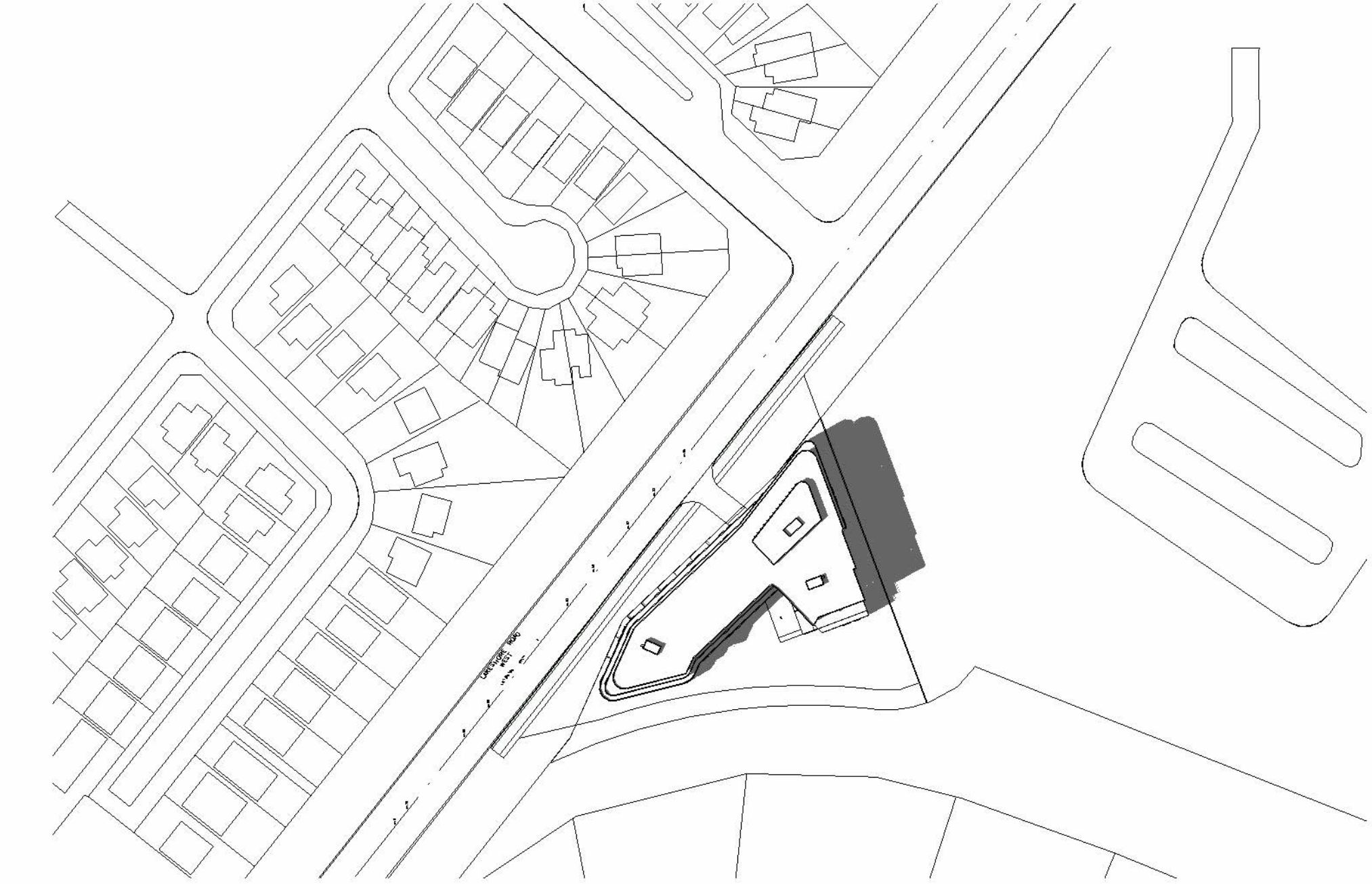
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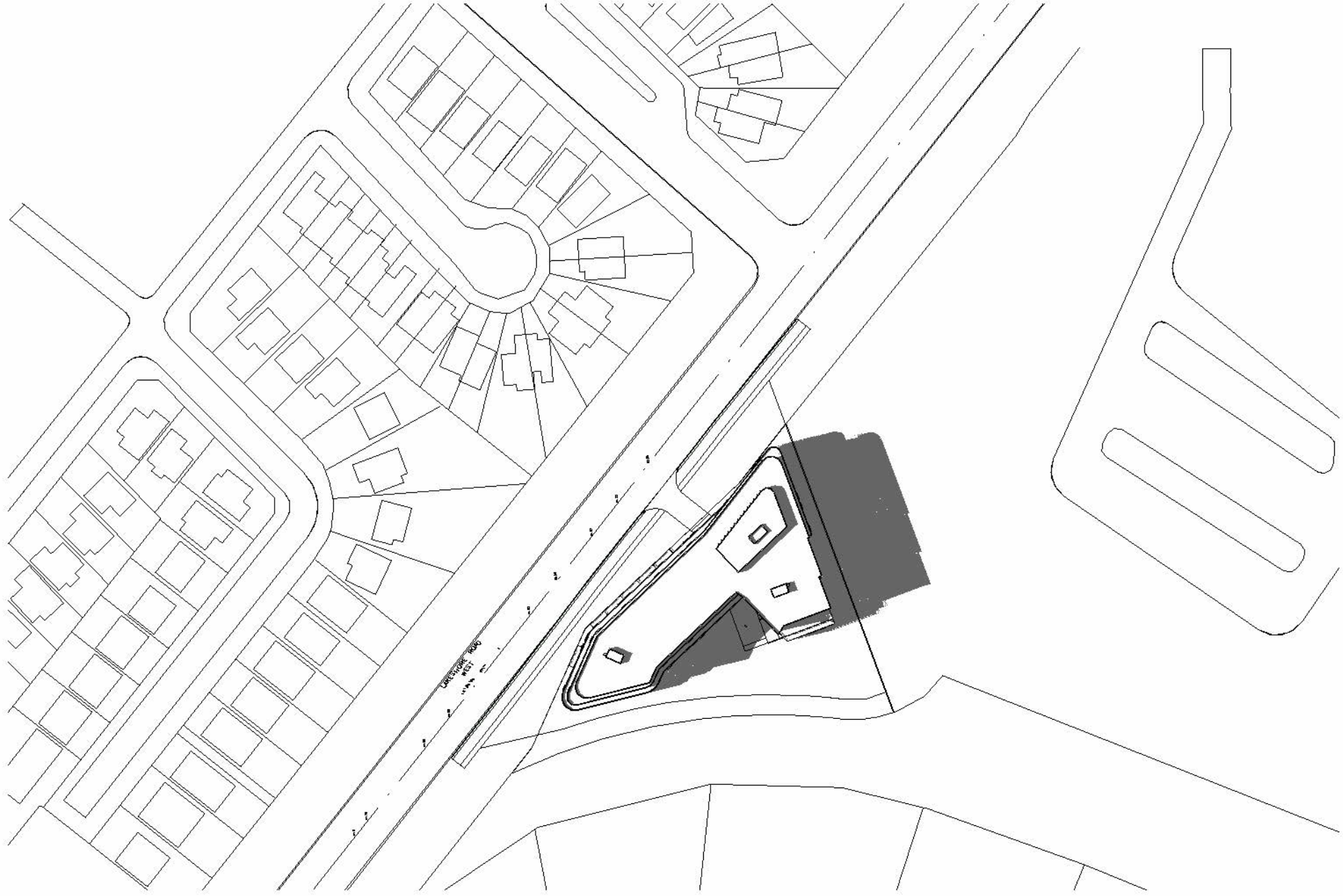
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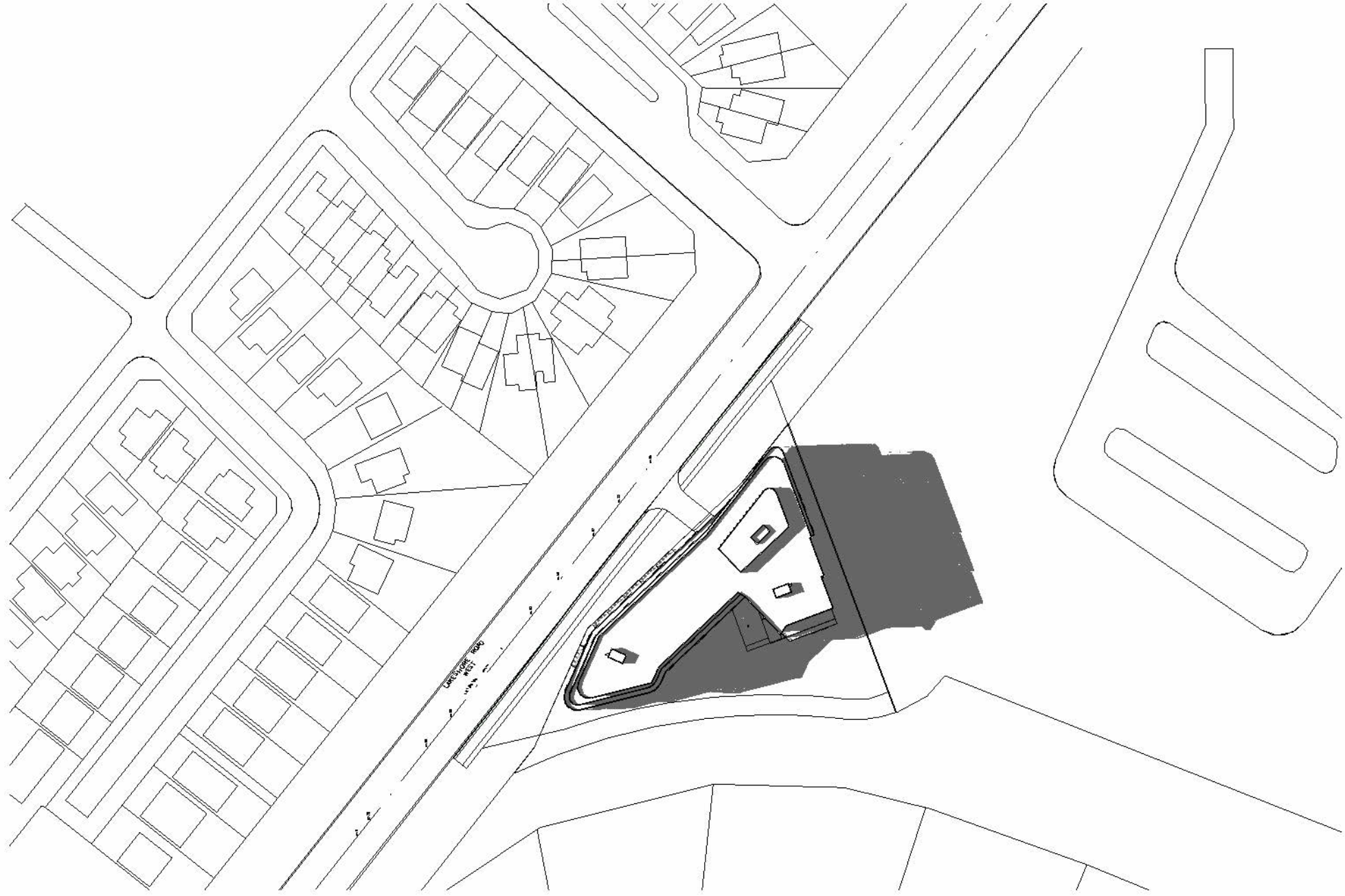
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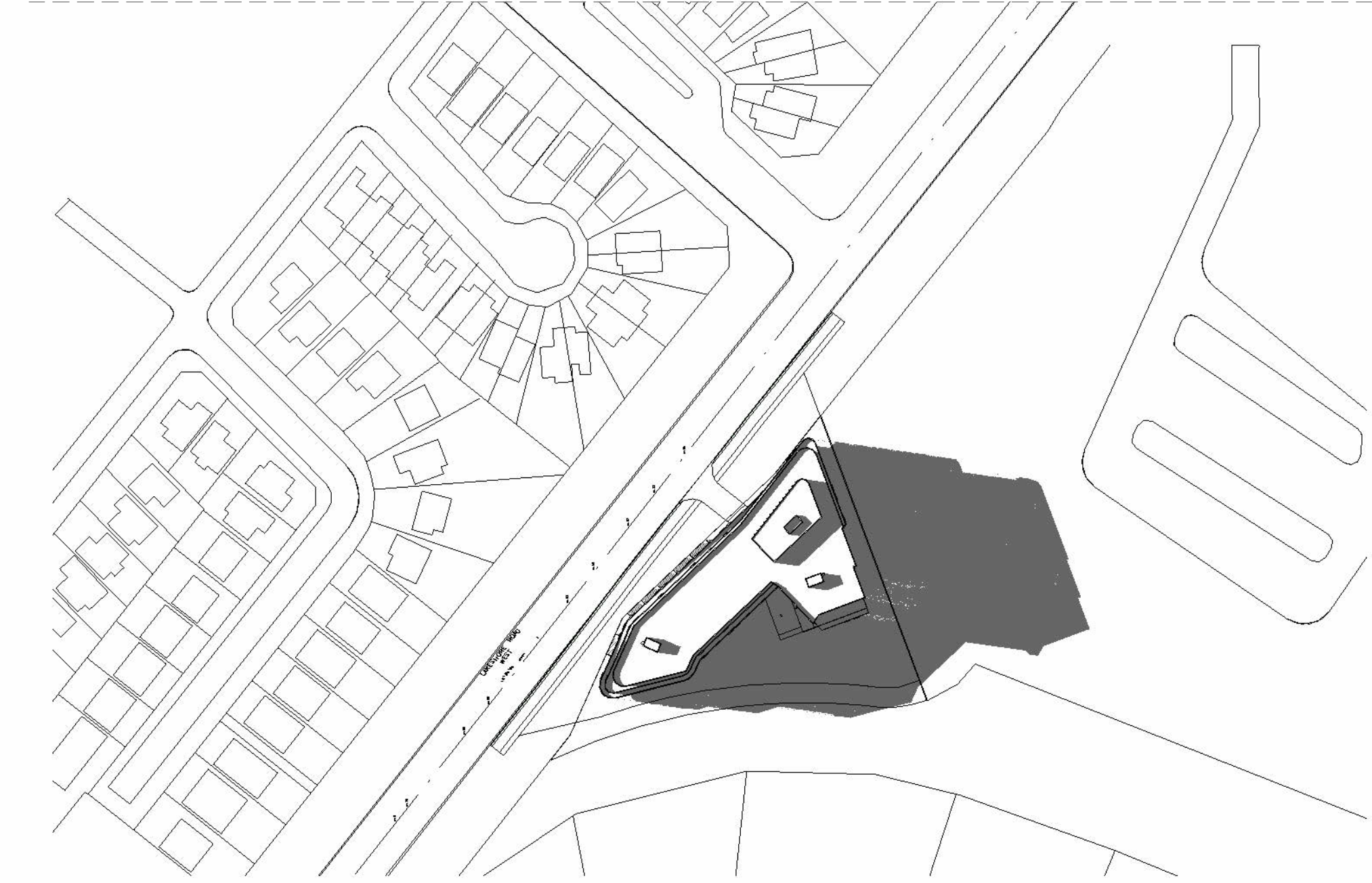
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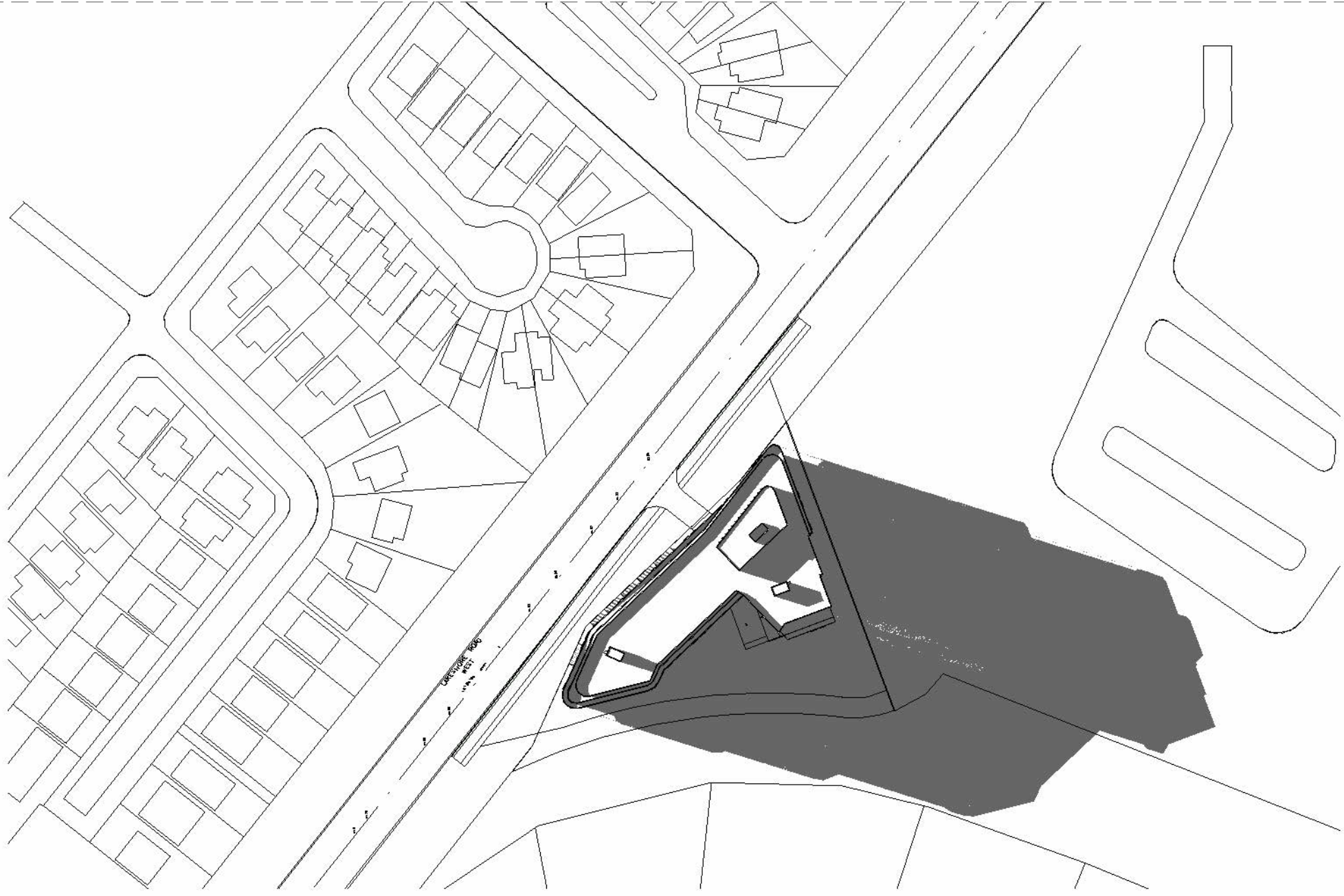
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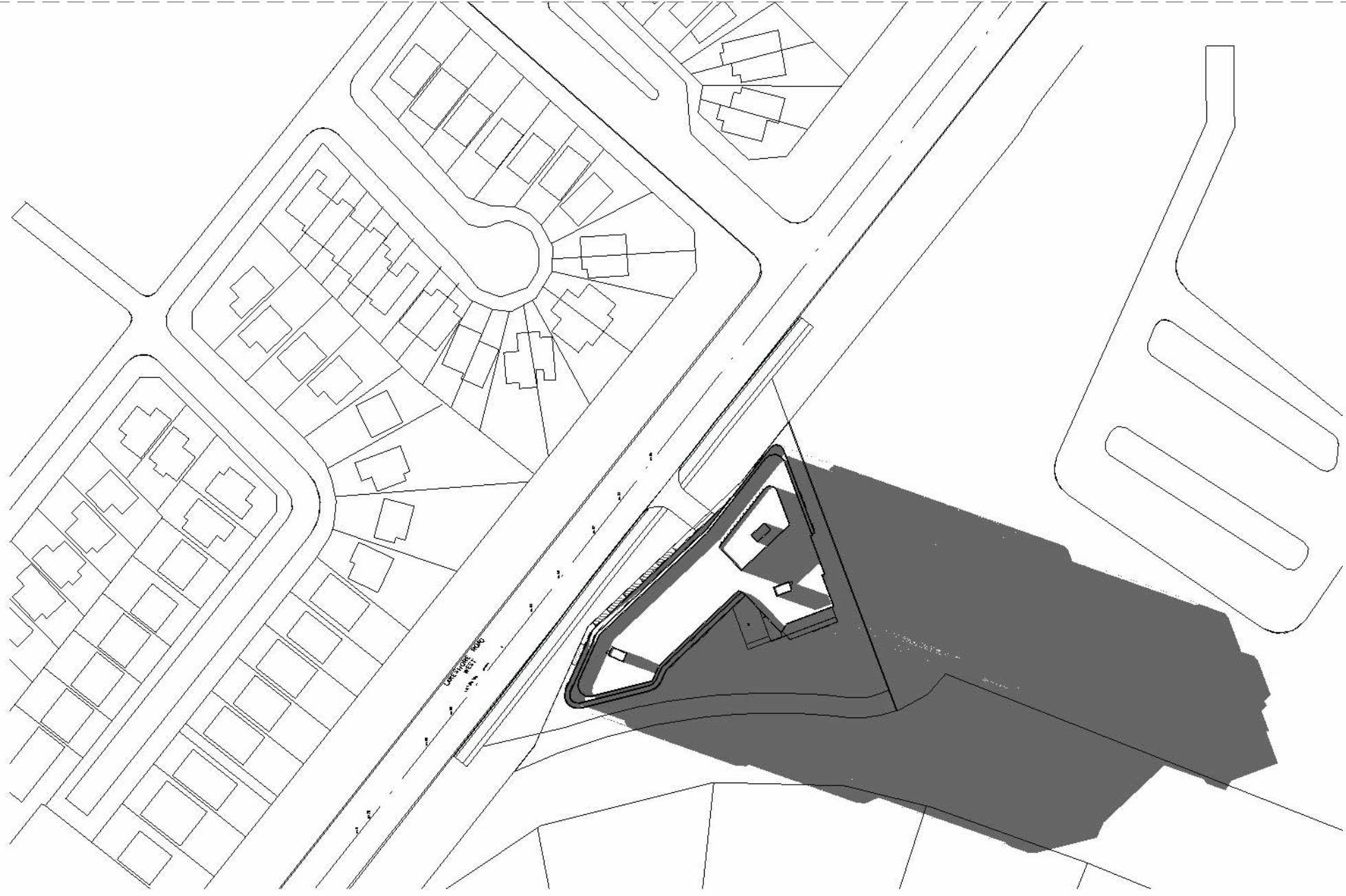
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900 LAKESHORE

900 LAKESHORE ROAD WEST
MISSISSAUGA, ON

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8	Issued for DARC-2	03.10.2024

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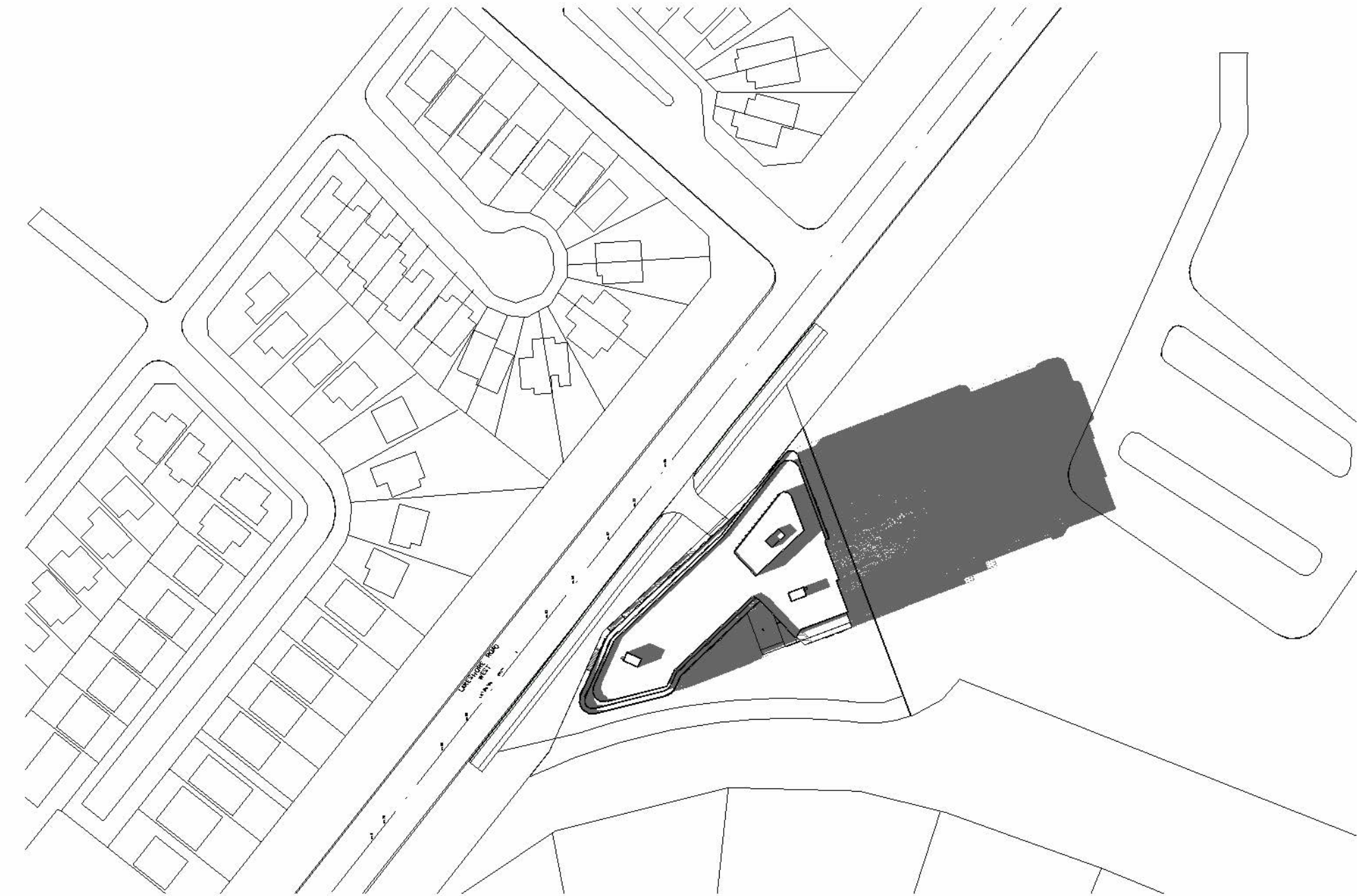
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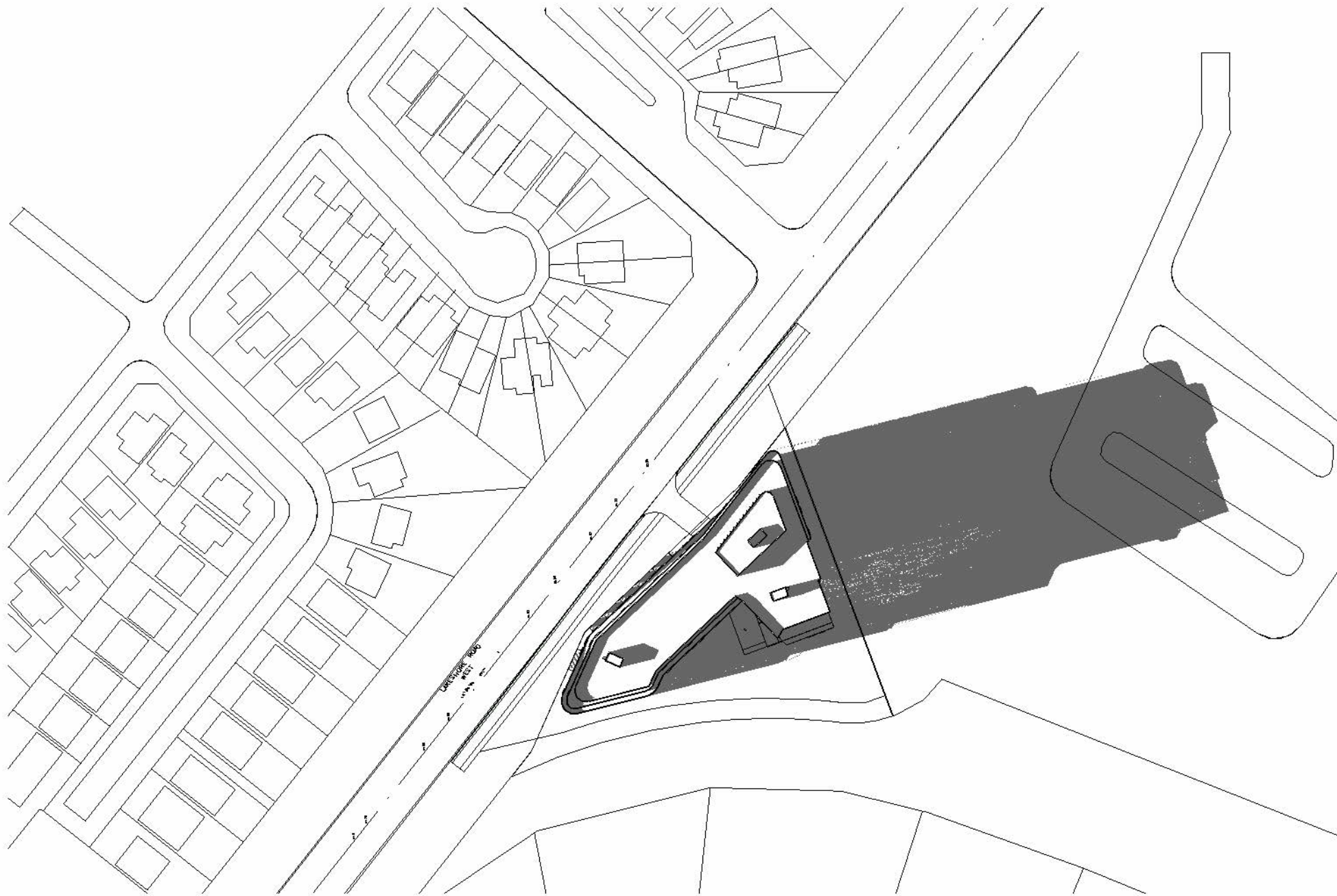
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900 LAKESHORE

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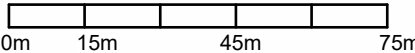
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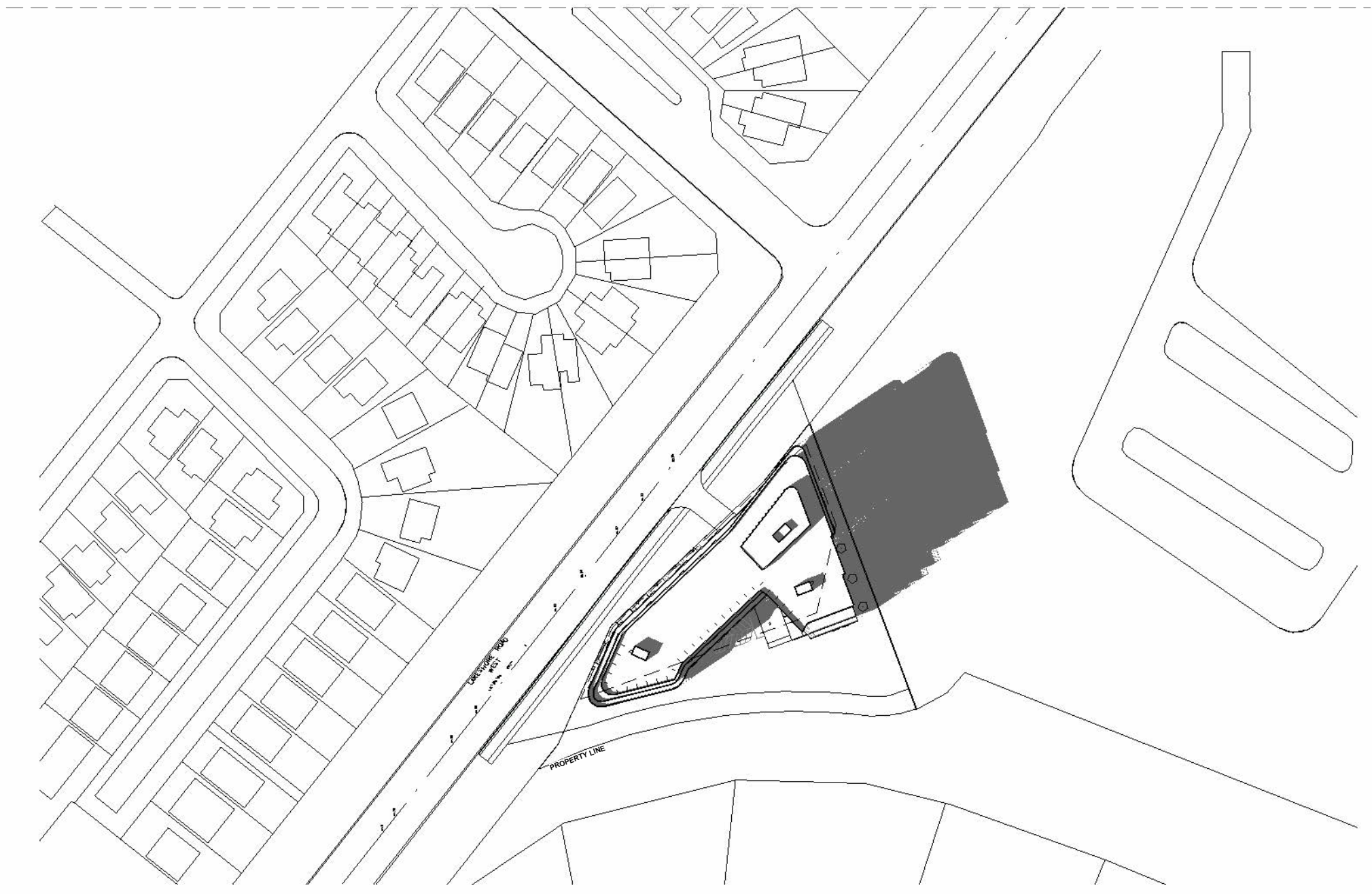
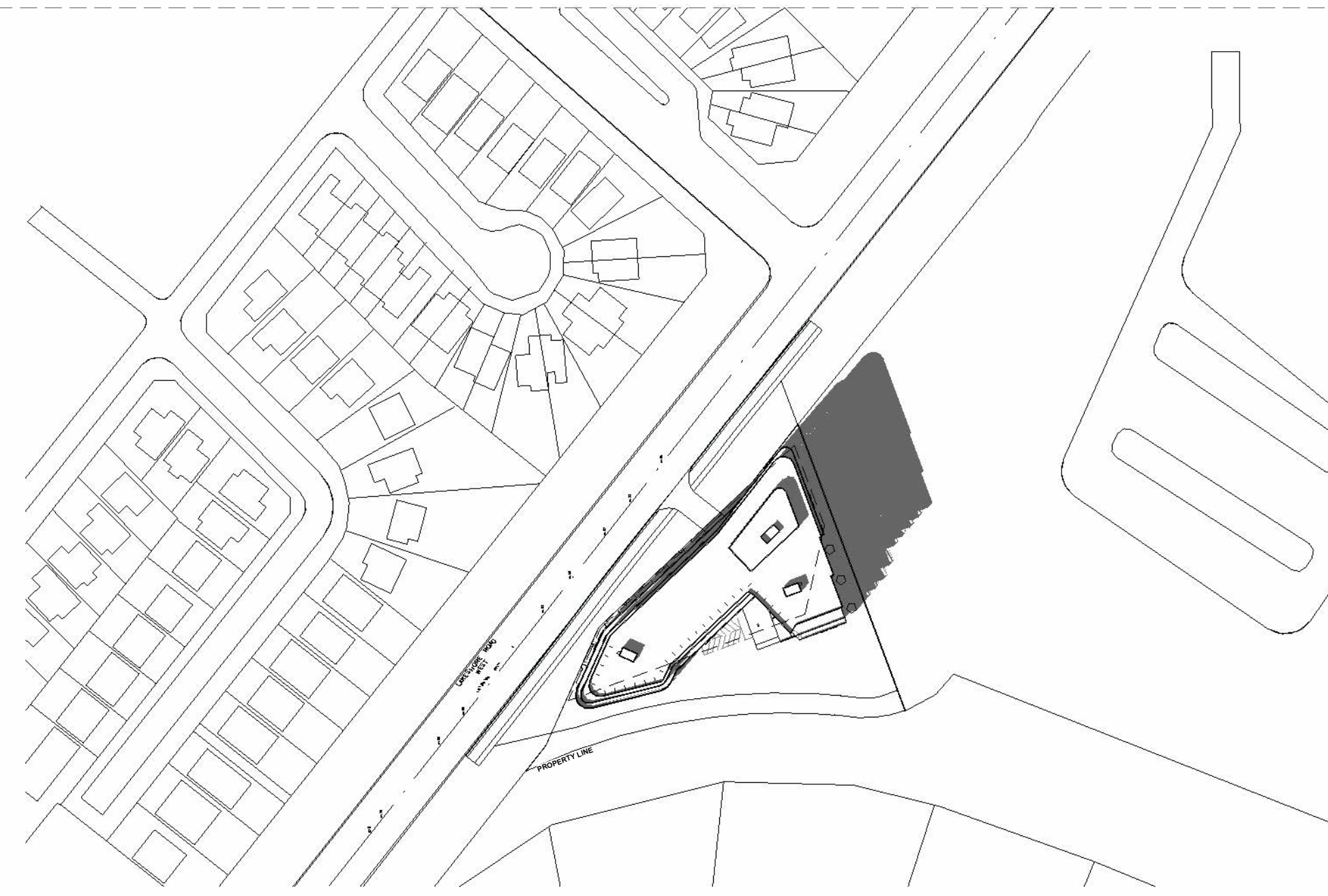
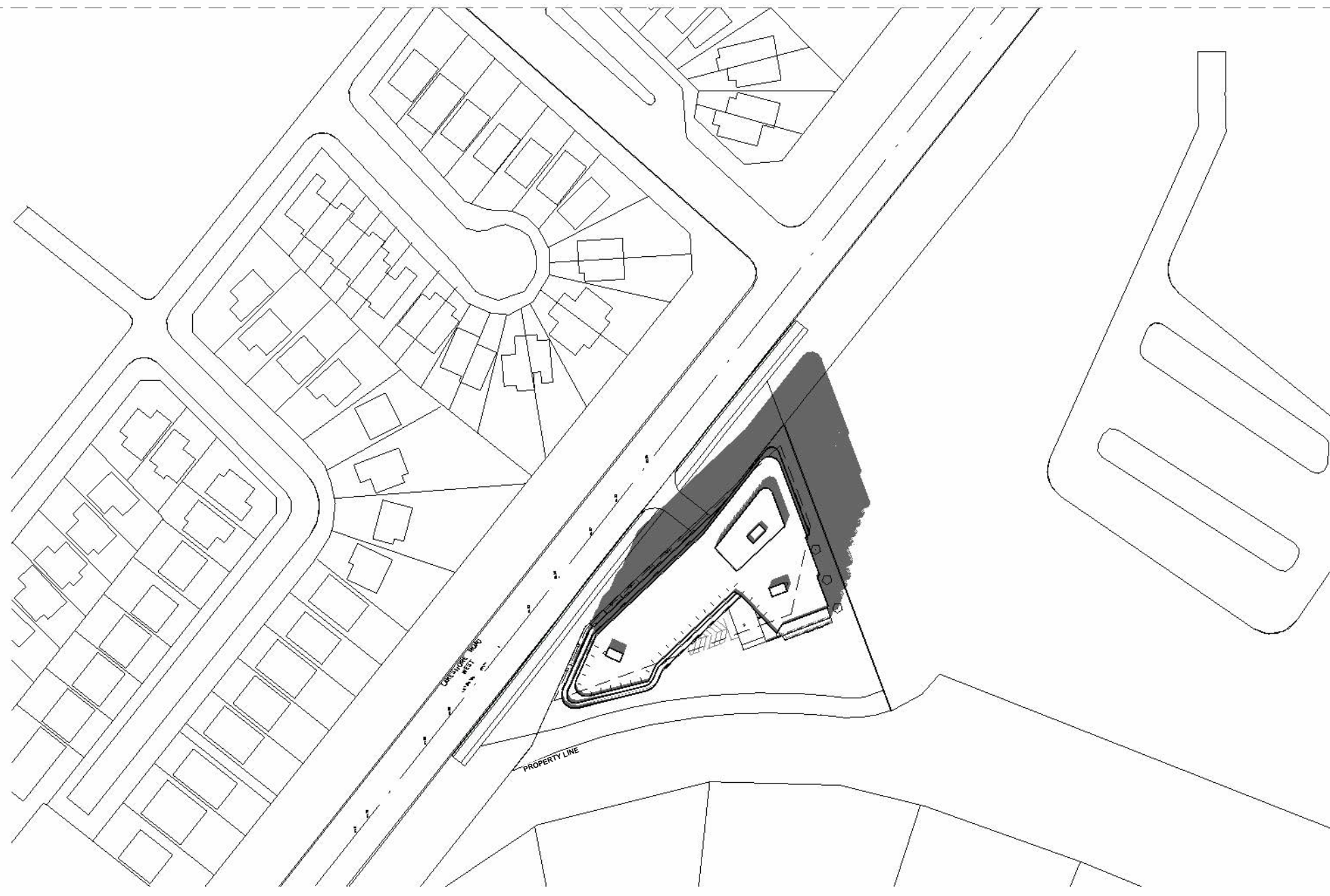
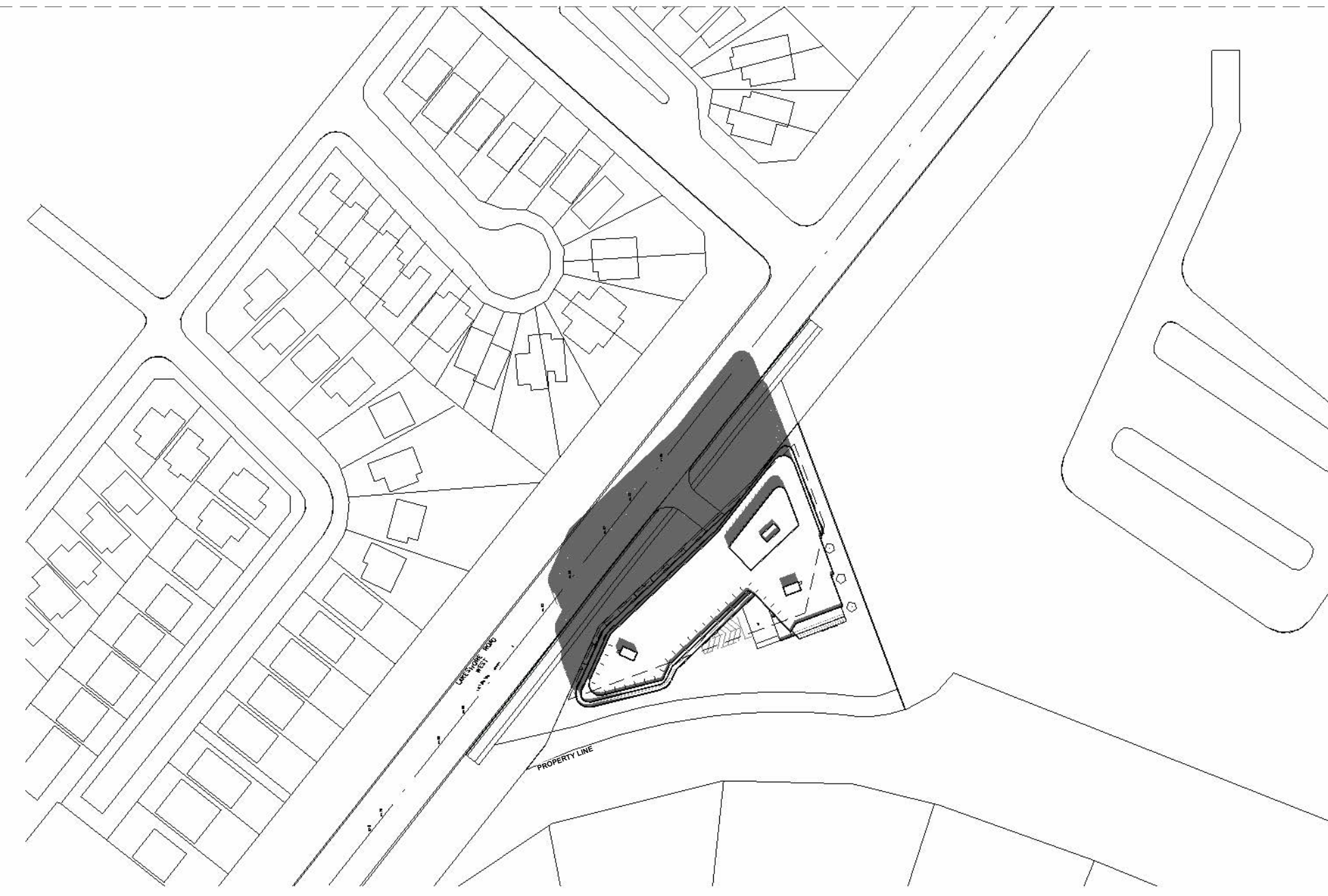
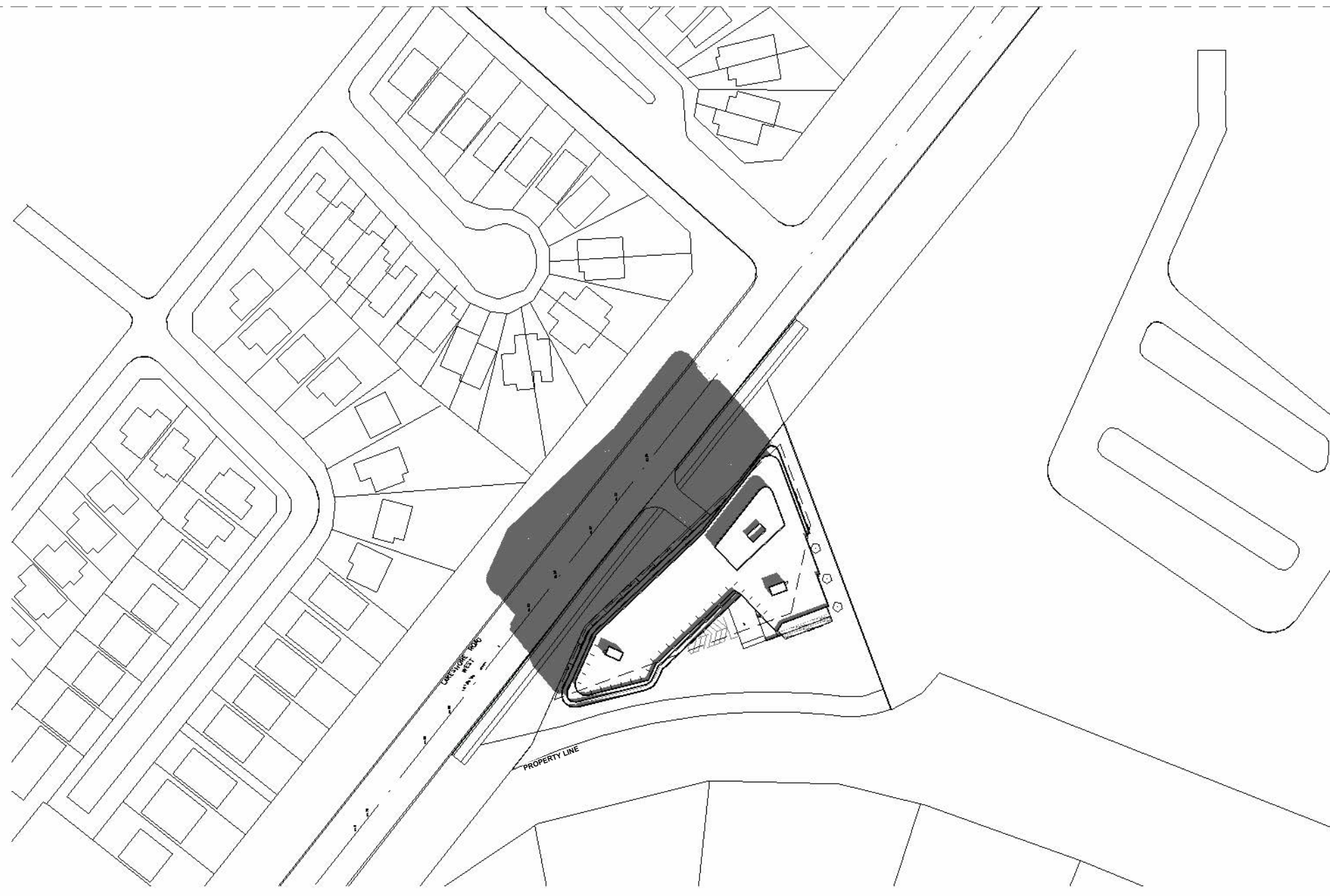
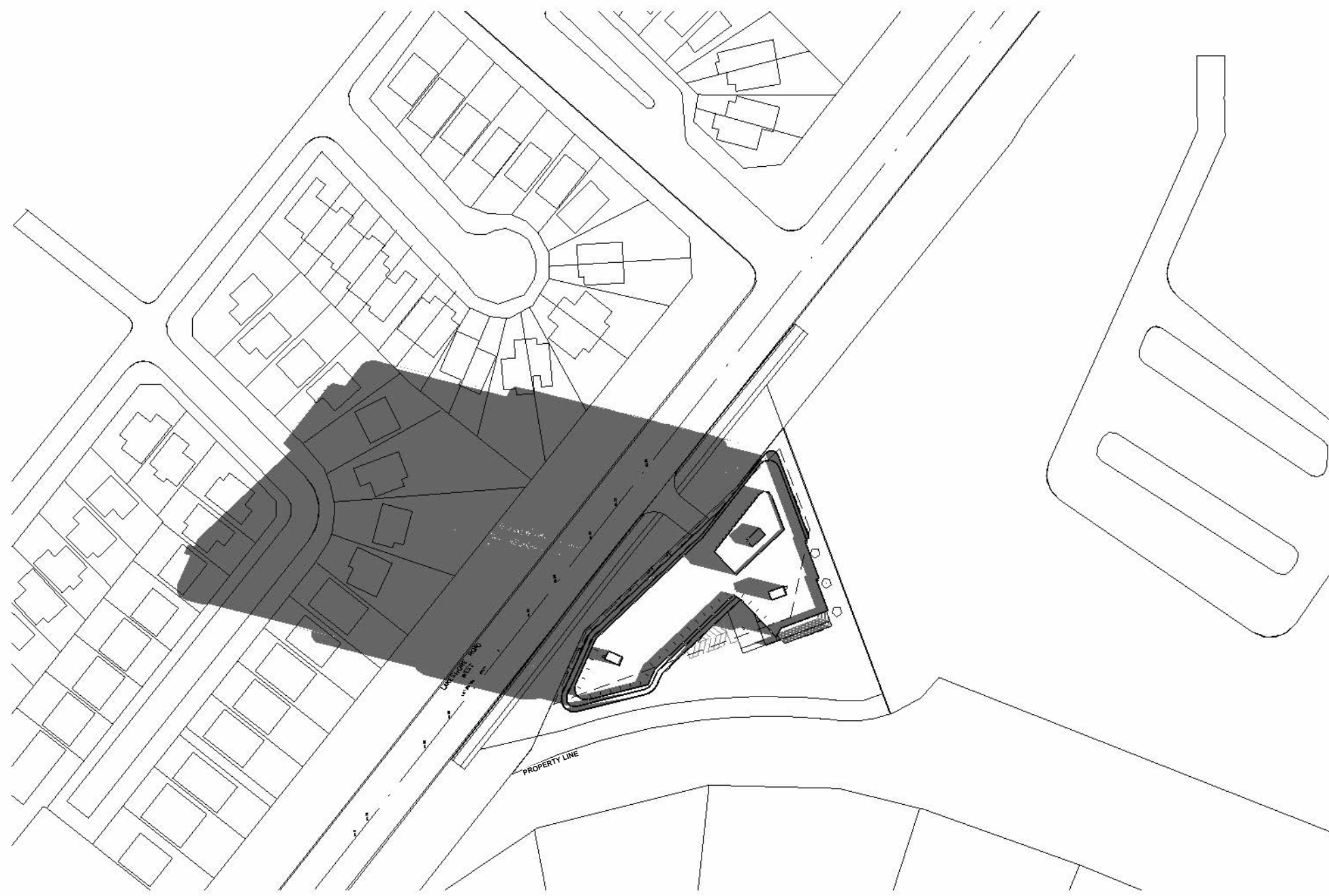
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MISSISSAUGA, ON

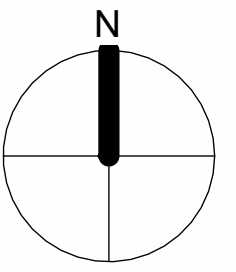
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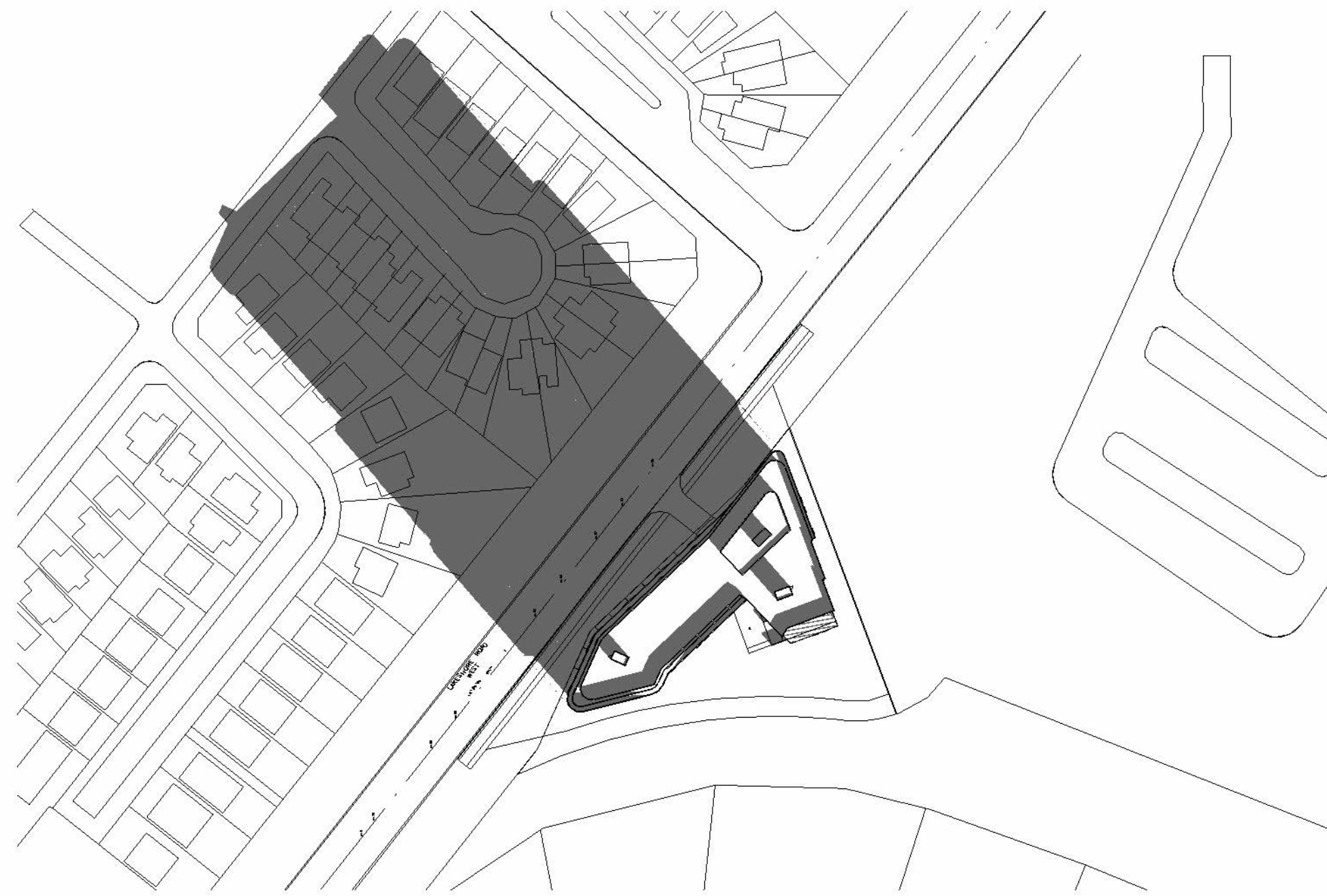
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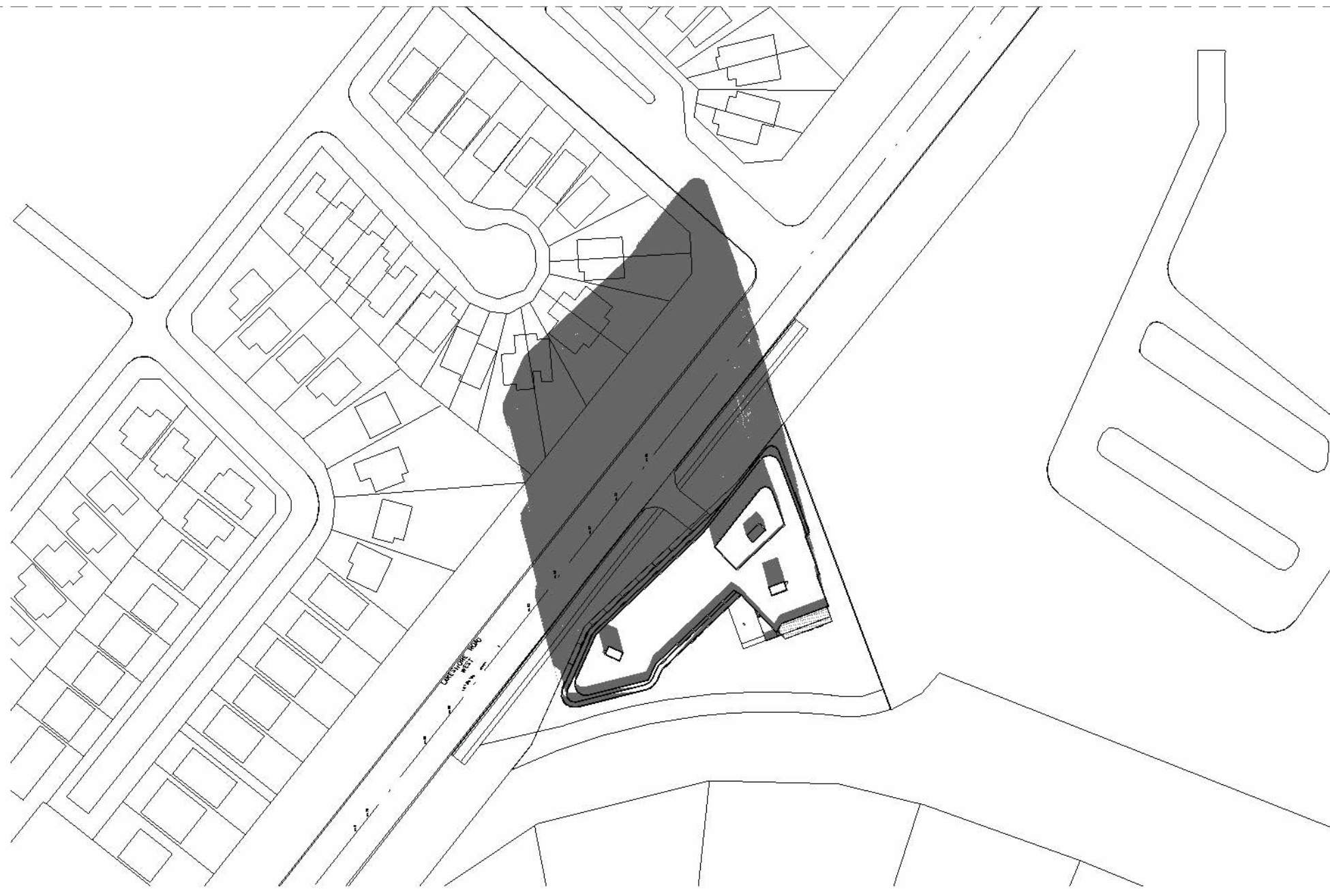
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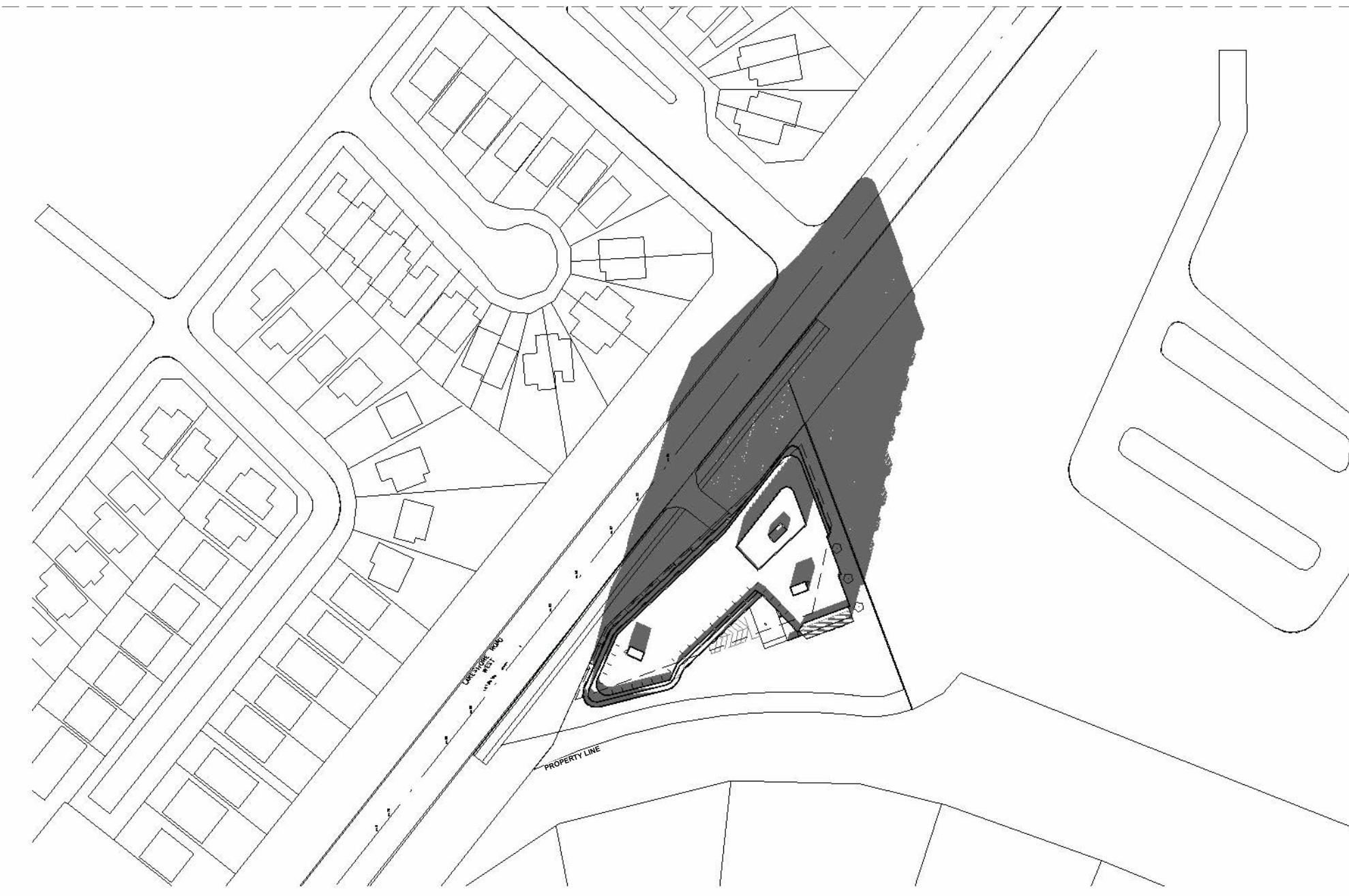
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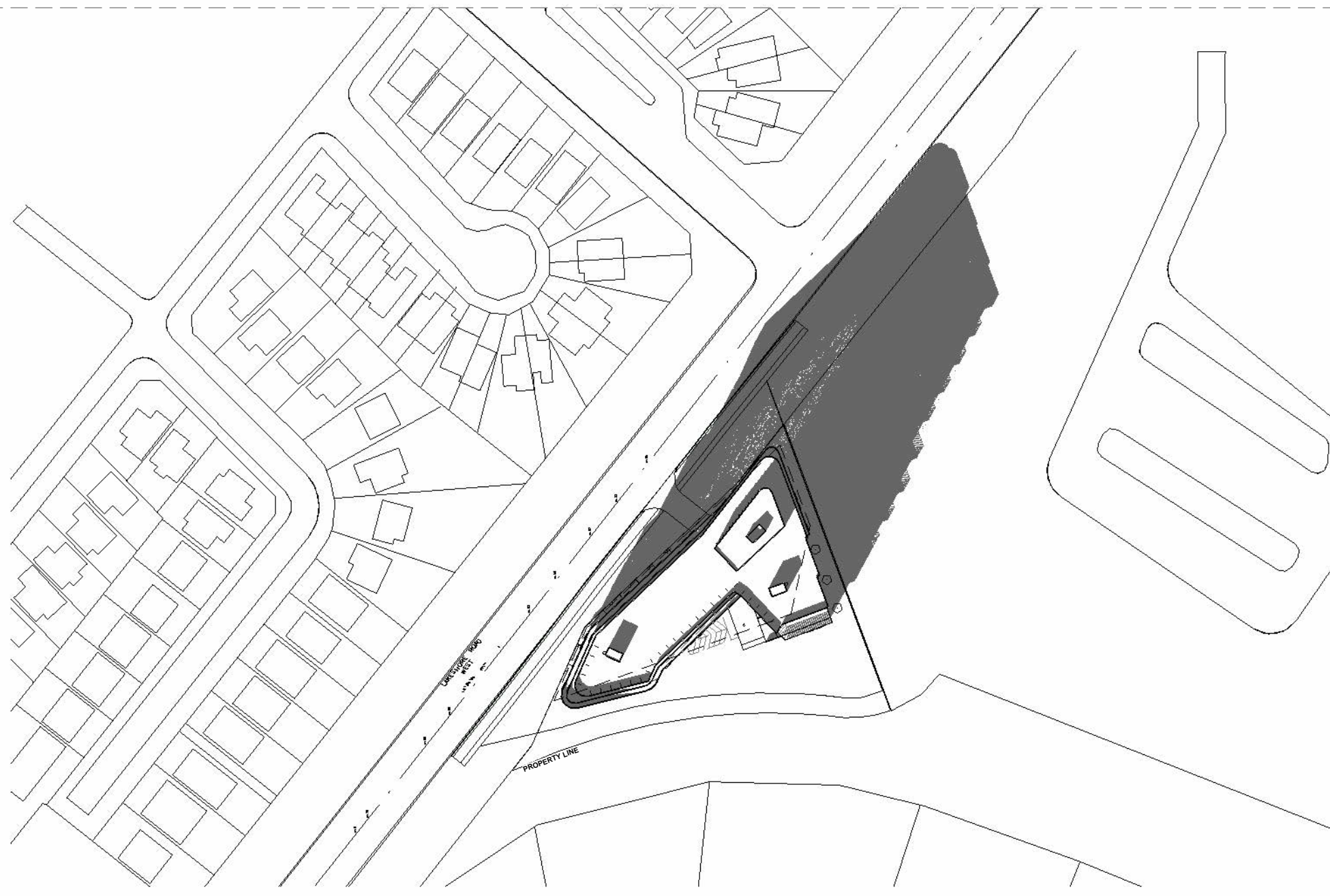
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**900
LAKESHORE**

900 LAKESHORE ROAD WEST
MISSISSAUGA, ON

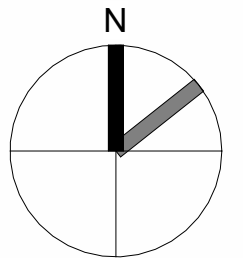
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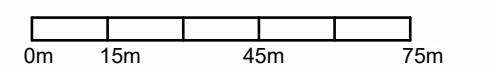


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A903

City of Mississauga

Urban Design Advisory Panel



Date: February 27, 2024

Subject: Meeting Minutes

Panel Present:

Christine Abe
Caroline Kim
Ayako Kitta
Michael Spaziani
Peter Turner
David Dow
Mitchell Hall (Chair)
Alex Josephson
Leslie Morton
Nick Poulos
JP Thornton

City Staff:

Sharon Mittmann
Anna Mundy
Paul Szywacz
Paul Stewart
Kate Allan
Rachel Kim
Hugh Lynch
Paul Stewart
Jim Greenfield

Guests:

Vladyslav Tyminskyi – KFA Architecture
(P) Gregg Fordyce – KFA Architecture
Kosta Derbish – KFA Architecture
Ryan Atkinson – Owner
Nikki Yashpal – Owner

Panel Regrets:

Harold Madi

Item 1: 900 Lakeshore Rd. W.

134-2024

1.1 Welcome and Introduction to the Urban Design Advisory Panel

Chair Introduction: Mitchell Hall introduced the Panel and outlined the protocol for the meeting. The meeting will proceed with a presentation by City staff, then the proponent's presentation, followed by questions of clarification, comments and a summary of recommendations.

City Staff Presentation: Rachel Kim (Urban Designer) introduced the project, provided an overview with relevant background information, and outlined the questions that staff would like the Panel to address. It was noted that architectural drawing package submitted for the MUDAP is significantly different from what was submitted for DARC I. As a result, city staff did not have a chance to review and provide comments on the revised design.

Proponent's Presentation: Gregg Fordyce of KFA Architects presented the project and described the general vision of the proposal. This is the project's first presentation at the Panel.

1.2 Comments and Recommendations

Landscape/Streetscape

- The Panel emphasised the importance of maintaining and enhancing the existing mature tree canopy and greenery along Lakeshore Rd through the proposed development's streetscape design.
- Proposed green roof is ineffective in making this a well-integrated green development that responds to its context. Provide a sensitive integration with the natural setting at all interfaces.
- At the southwest side of the property, grade drops significantly towards the ravine. Provide 3D views and elevations to demonstrate how the proposed building integrates with the dropping grade. Provide a larger setback to the ravine to help with the integration.
- Provide 3D views of the proposal from the ravine and detached houses to the south and from the Richard's Memorial Park to the east. Assess the impact of the proposal and address transition in scale.
- Planters on the private balconies of the podium facing Lakeshore Rd are not feasible due to ownership and maintenance issues. Applicant should not rely on these planters to break up the massing and provide greenery along Lakeshore Rd. Explore alternate ways to achieve this.
- Large amounts of paving are proposed. Intensive landscape plan is required to minimize the development's impact on its natural setting.
- An opportunity exists given the relationship the property has to the lake via the ravine and adjacent park space.

Transportation/Circulation

- The Panel identified that Lakeshore Rd provides ample room for bicycles. More emphasis should be given to the bicycle and pedestrians by providing signage, more at-grade bicycle storage and ease of access.
- The Panel noted that the development is not transit-supportive due to its location and the excessive parking spaces being proposed. The site is not served by BRT and the existing bus route operates on a 30-minute-frequency which is ineffective in serving commuters. The site is also not within walking distance to retail, services, and public amenities.
- The Panel raised concern about the cost for four levels of underground parking and suggested that reducing the height of the building may make the development more cost-effective by reducing the required parking.
- The Panel suggested to show the future road widening on the drawings and reassess the 1.5m setback along Lakeshore Rd.
- The Panel recommended improving the central pedestrian path that connects Lakeshore Rd to the ravine. Relocate the parking and loading entry and consider redesigning pedestrian path so that it does not pass under the building. The experience of the walk

should be continuous from Lakeshore Rd to the ravine without being encumbered by building or servicing.

- Locate the drop-off area.

Architecture/Urban Design

- The Panel had concerns about the density and height of the project, agreeing that the proposed development is slightly too dense considering the surrounding single detached family homes, lack of transit service, and lack of amenities and services within the walking distance.
- The proposal will be an isolated intensification in the area for a long time and 8 storeys would be more suitable. It would be more aligned with the maximum permitted height in the new draft OP, minimize shadow to the north, and be more compatible with the context.
- The Panel identified that the proposal will be a pioneer building given its extra height and density, and that this must be earned through following design improvements:
 - There are too many architectural languages (the curved glass portion at grade, faceted balconies, vertical fins for wind mitigation) which need to be simplified into a cohesive design.
 - There is a harsh distinction between the podium and the tower due to materiality and massing. Provide a more sculpted and non-linear podium with 3 to 6 storey variations, additional terracing, indentation, and articulation of 2-storey townhouse units at grade. This will help reduce the perceived scale of the development from street level and ease the transition onto neighboring properties.
 - Reduce the mechanical penthouse in length and reduce its prominence from street level by using a lighter material.
 - Reduce the number of solid walls at the southwest corner of the building facing the ravine. Introduce more glazing and indoor amenity areas to connect with the ravine.
 - Revise the material of the tower to reduce the perceived height and massiveness. Consider using lighter, more transparent materials.

The Panel looks forward to reviewing the revised design in response to attached comments when the applicant resubmits.

APPENDIX D



architects +
planners inc.

Community Virtual Meeting

900 Lakeshore Road West *
Mississauga * Ontario

Prepared by:
KFA Architects + Planners Inc.
Date:
18 December 2023

Meeting Structure

1 Introduction

2 Planning & Policy Framework

3 Spatial Planning Guidelines

4 Urban Design & Architectural Proposal

5 Q&A

Prepared by:
KFA Architects + Planners Inc.

Date:
18 December 2023

Meeting Structure

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1 Introduction

Site & Surrounding Context



Key Facts & Numbers

- * **Lot Area:** 4,702.9 sq.m (50,621.6 sq.ft)
- * **Lot Frontage:** 129.0 sq.m (423.2 ft)
- * **Location:** South side of Lakeshore Road West between Whittier Crescent and Ibar Way
- * **Official Plan's Urban System:** Designated as Neighbourhoods, located along a Corridor, and adjacent to the Green System
- * **Official Plan Land Use:** Residential Low Density I
- * **Zoning By-law:** R2-5 (Residential 2, Exception 5)

1 Introduction

Site & Surrounding Context



Site view from Lakeshore Road West (looking east)

- * Treed frontage
- * Direct access to multi-use path



1 Introduction

Site & Surrounding Context



Site view approaching from the west

- * Existing detached dwelling separated from primary residence



1 Introduction

Site & Surrounding Context



Site view approaching from the south

- * Decline in elevation at the rear



1 Introduction

Site & Surrounding Context



Site view from Lakeshore Road West (looking west)

- * Existing primary residence
- * Access to multi-use path



Meeting Structure

1 Introduction

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2 Planning & Policy Framework

Cross-Scale Planning Policy Analysis



2 Planning & Policy Framework

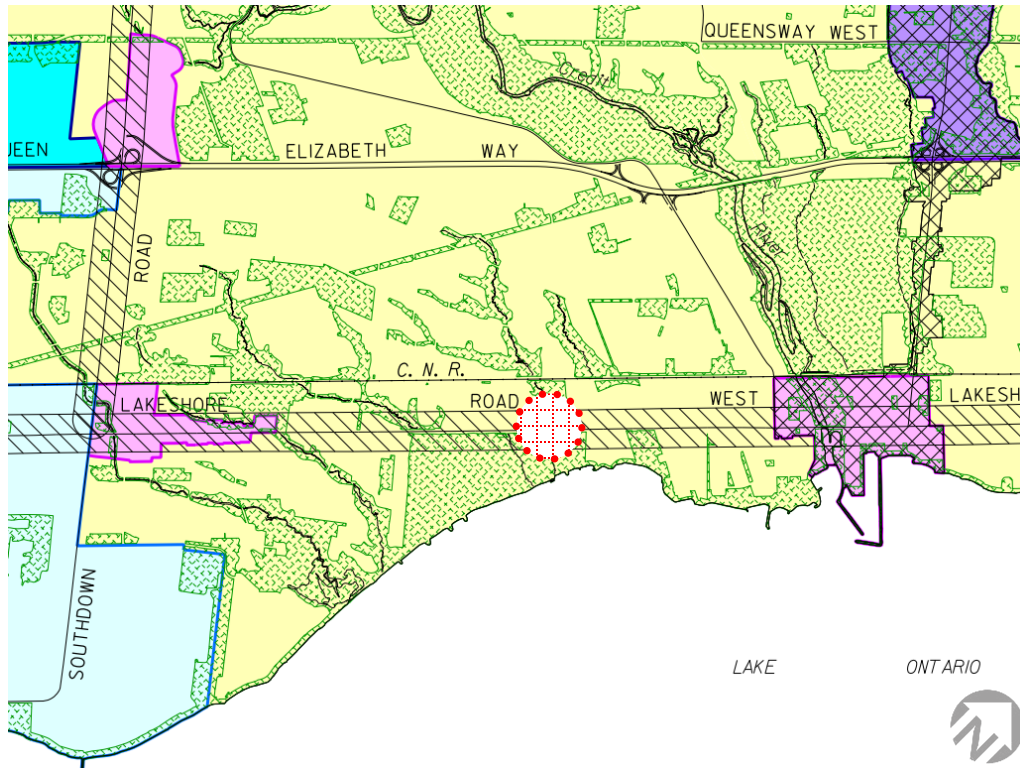
The City of Mississauga's Strategic Plan & Strategic Pillars for Change



		Developing a Transit-Oriented City	<p>Direction – Our Future Mississauga is a city where people can get around without an automobile, and where transit will directly influence and shape the form of the city. Transit will be a desirable choice that connects people to destinations, and will underpin an environmentally responsible, inclusive, vibrant and successful city.</p> <p>Principle – Mississauga is a city that values clean air and healthy lifestyles through the promotion of transit as a preferred, affordable and accessible choice.</p>
		Ensuring Youth, Older Adults and New Immigrants Thrive	<p>Direction – Our Future Mississauga is a city where people can spend their entire lives - where teenagers want to be, where young professionals choose to locate, where immigrants are welcomed and their cultures become a visible part of the city's fabric; and where people can age in place gracefully.</p> <p>Principle – Mississauga is a city that thrives on its social and cultural diversity.</p>
		Completing our Neighbourhoods	<p>Direction – Our Future Mississauga is a beautiful, sustainable city with safe neighbourhoods that support a strong, connected and vibrant community - a place where all can live, work and prosper. People can play as a child, walk to meet a friend, fall in love, raise a family and grow old.</p> <p>Principle – Mississauga is a city that nurtures a unique quality of life within each neighbourhood, where residents value the beauty and variety of the natural environment, engage in active transportation and support a rich, healthy and prosperous social and cultural mosaic through all stages of the life cycle.</p>
		Cultivating Creative and Innovative Businesses	<p>Direction – Our Future Mississauga is a global hub of creative and innovative activity where talent and business thrive.</p> <p>Principle – Mississauga is a city that values a strong global business future, fostering a prosperous and sustainable economy that attracts and grows talent.</p>
		Living Green	<p>Direction – Our Future Mississauga is a city that co-exists in harmony with its ecosystems, where natural areas are enhanced, forests and valleys are protected, the waterfront connects people to Lake Ontario, and communities are nurtured so that future generations enjoy a clean, healthy lifestyle.</p> <p>Principle – Mississauga is a city that values its shared responsibility to leave a legacy of a clean and healthy natural environment.</p>

2 Planning & Policy Framework

Project Site & the City of Mississauga's Urban System

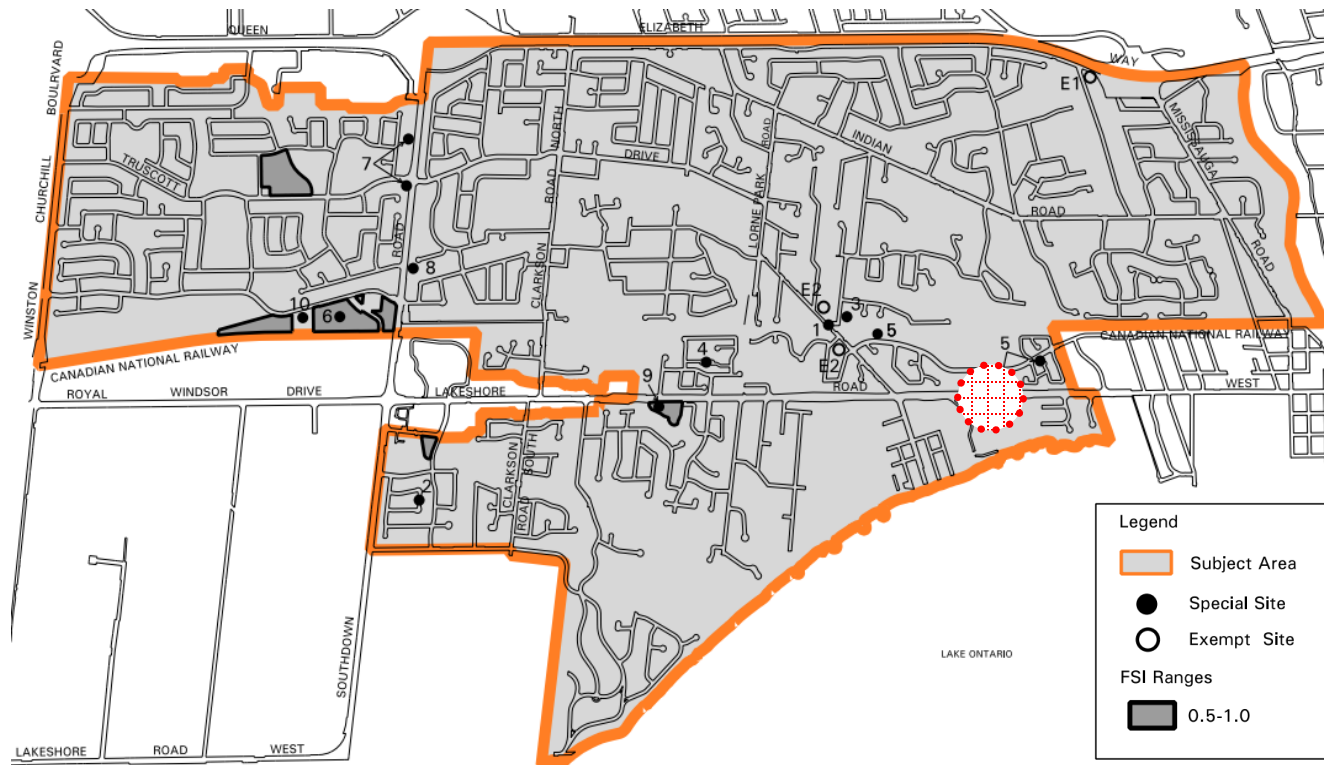


According to the Official Plan (Schedule 1), Mississauga's Urban System is comprised of the following distinct, yet, inter-connected components which collectively serve the needs of those dependent upon them:

- * Corridors
- * City Structure
- * Green System

2 Planning & Policy Framework

Project Site & the City of Mississauga's Official Plan

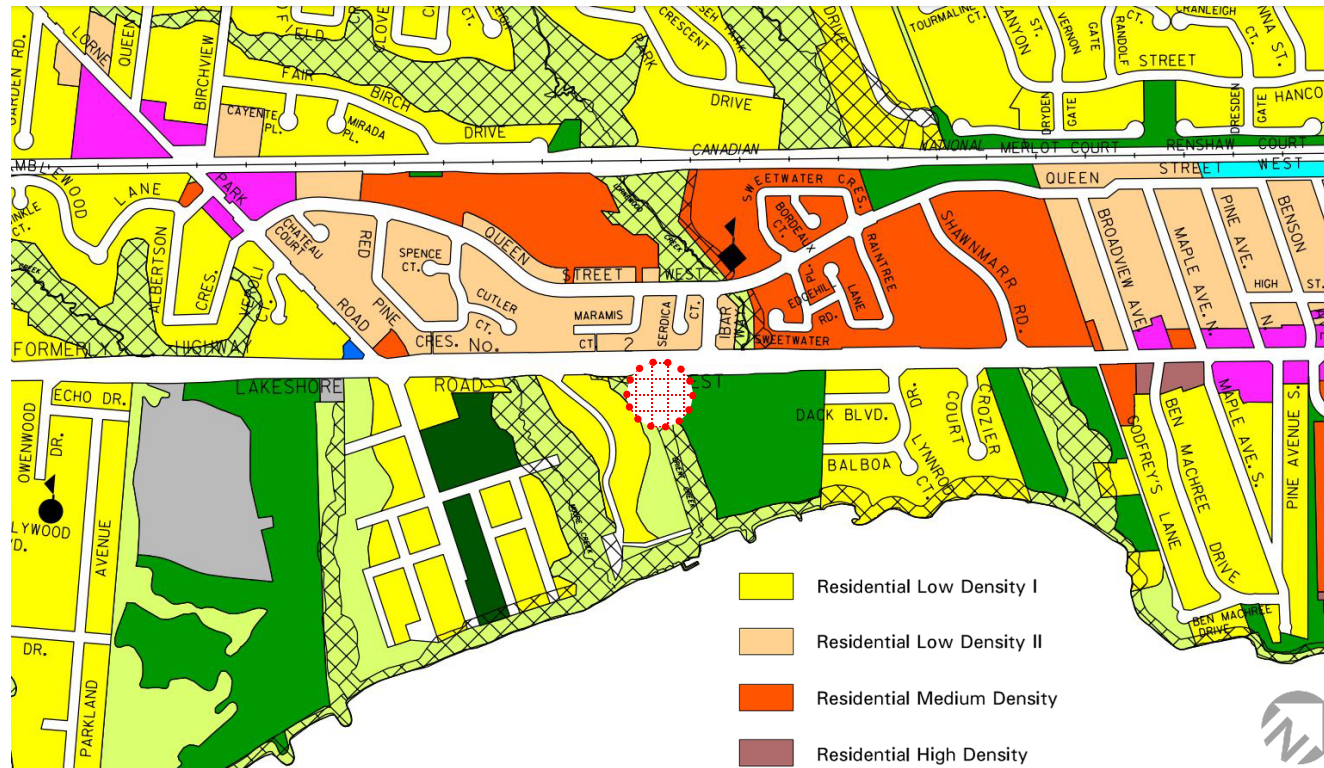


According to Part Three (Chapter 16), the site is part of the Clarkson-Lorne Park neighbourhood:

- * 16.5.1.1 Developments should be compatible with and enhance the character of Clarkson-Lorne Park as a diverse established community by integrating with the surrounding area.

2 Planning & Policy Framework

Project Site & the City of Mississauga's Official Plan



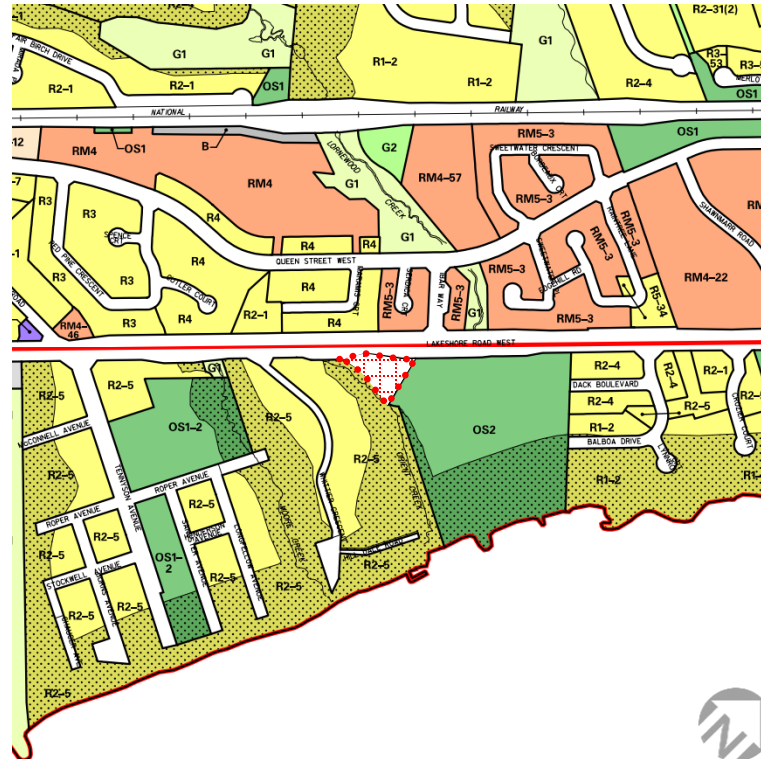
- * The land use designation is Residential Low Density I (Schedule 10).
- * In Clarkson-Lorne Park this designation permits only detached dwellings.
- * This proposal requires an Official Plan Amendment to designate the site as Residential High Density in order to permit apartment dwellings.

2 Planning & Policy Framework

Project Site & the City of Mississauga's Zoning By-law 0225-2007

Zoning Category (Existing)

- * The local area context is made up of a variety of Residential, Open Space, and Greenlands zoning categories.
- * The site is currently zoned as Residential 2, Exception 5.
- * This designation permits only detached dwellings.



Zoning Category (Proposed)

- * The proposal requires a Zoning By-law Amendment to rezone the property as Residential Apartment 3 (RA3) to allow for an apartment building up to 12 storeys.
- * The proposal will retain the residential character of the local area.

Meeting Structure

1 Introduction

2 Planning & Policy Framework

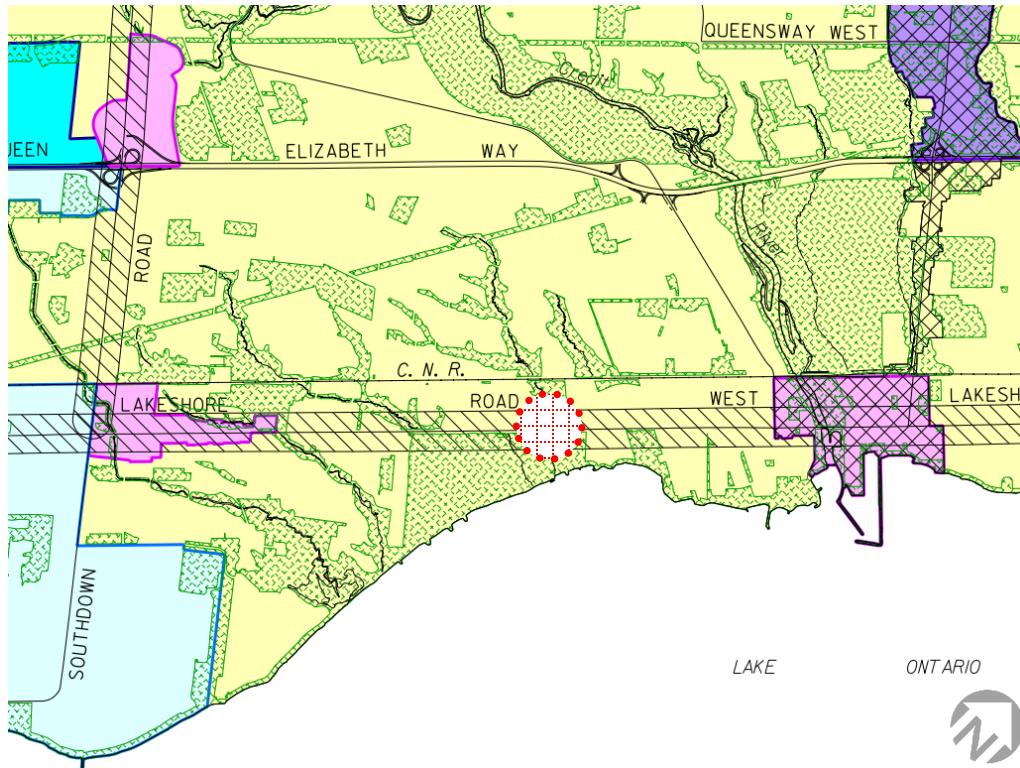
3 Spatial Planning Guidelines

4 Urban Design & Architectural Proposal

5 Q&A

3 Spatial Planning Guidelines

Strategic Framework for Integrated Spatial Planning



Key components of the City of Mississauga's Urban System:

Corridors

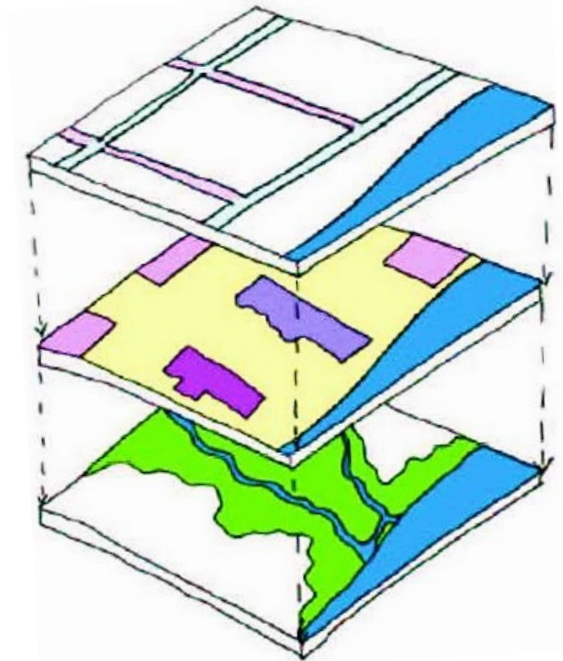
- Corridor
- Intensification Corridor

City Structure

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

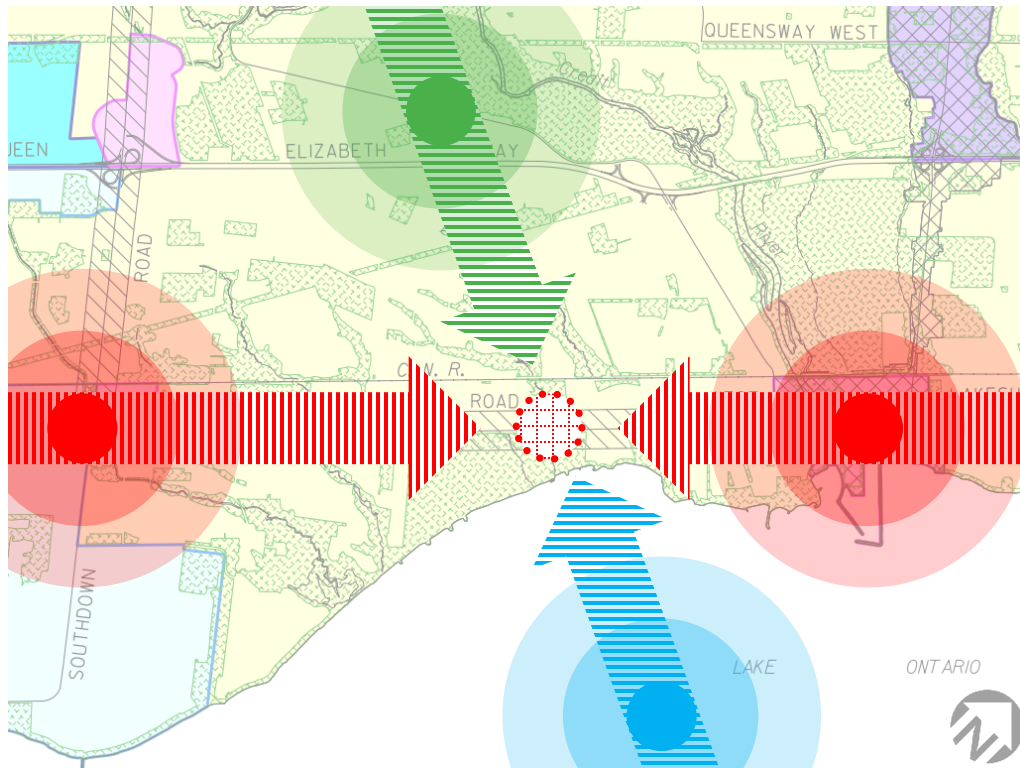
Green System

- Green System





3 Spatial Planning Guidelines

Strategic Framework for Integrated Spatial Planning









Key components of the City of Mississauga's Urban System:

Corridors

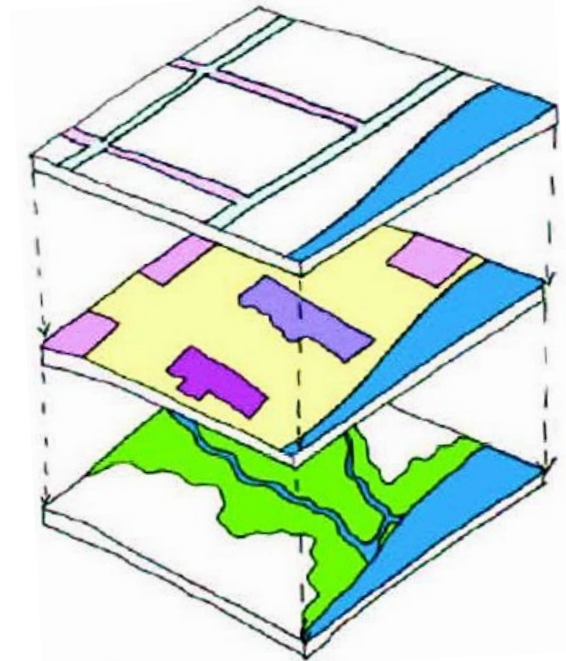
-  Corridor
-  Intensification Corridor

City Structure

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

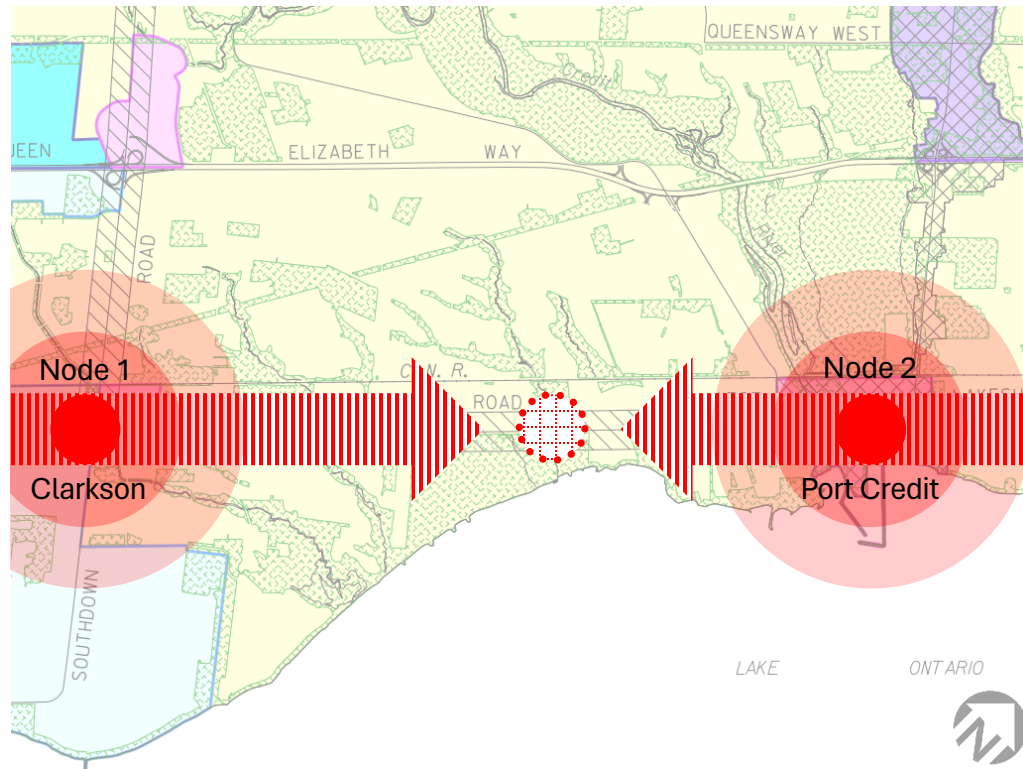
Green System

-  Green System

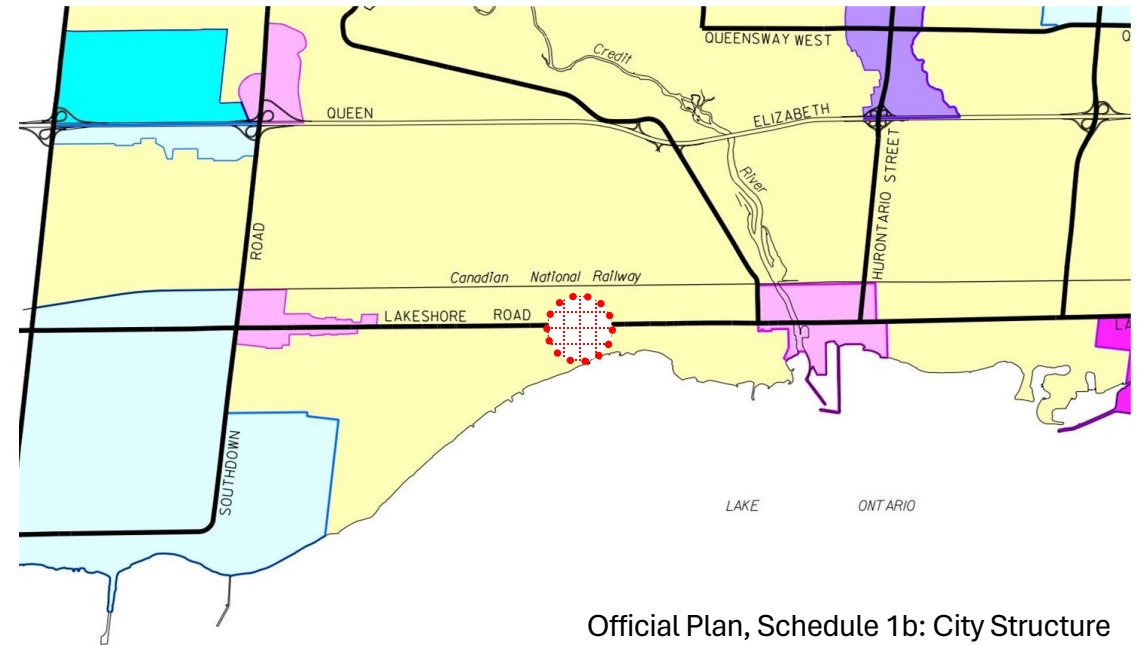


3 Spatial Planning Guidelines

Project Site & City of Mississauga's Urban System



Situated between the two “radiating” Urban Nodes

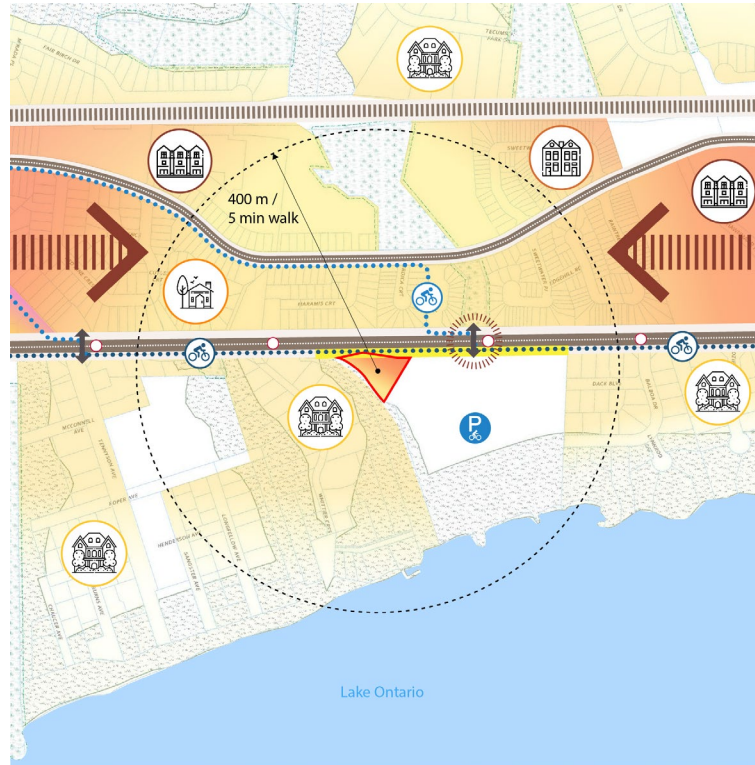


Official Plan, Schedule 1b: City Structure

3 Spatial Planning Guidelines

Strategically Contextualizing the Development Activity in Two Urban Nodes of Densification & Growth

Ward 2: Clarkson

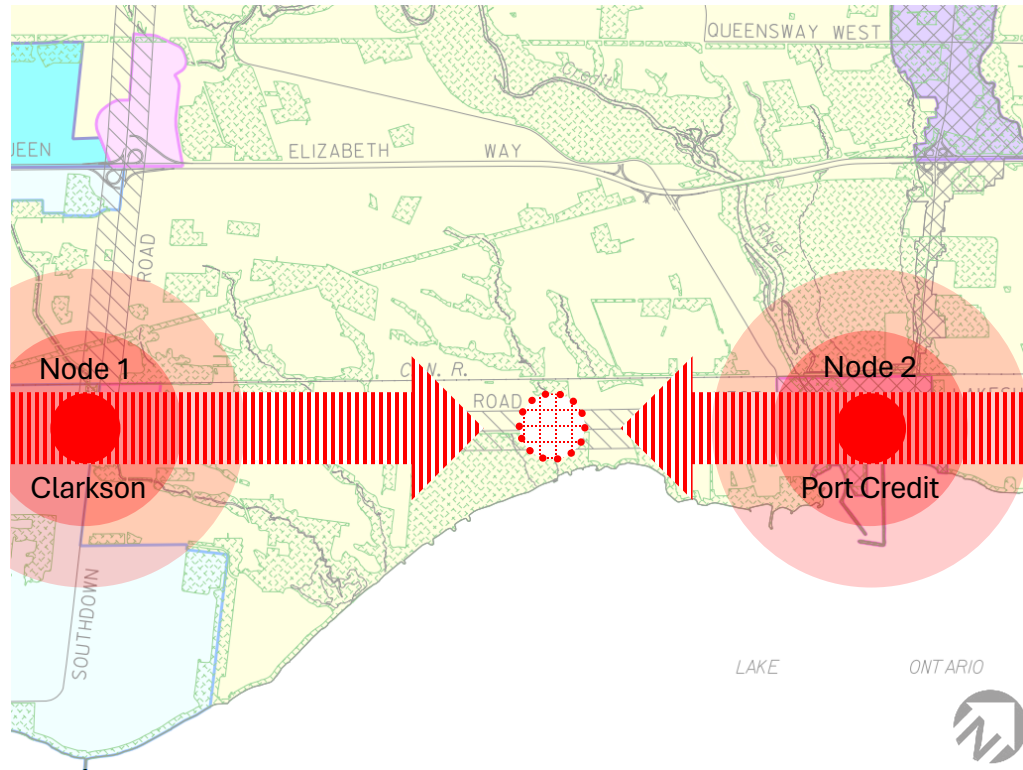


Ward 1: Port Credit



3 Spatial Planning Guidelines

Providing the Neighbourhood with Enhanced Housing Options

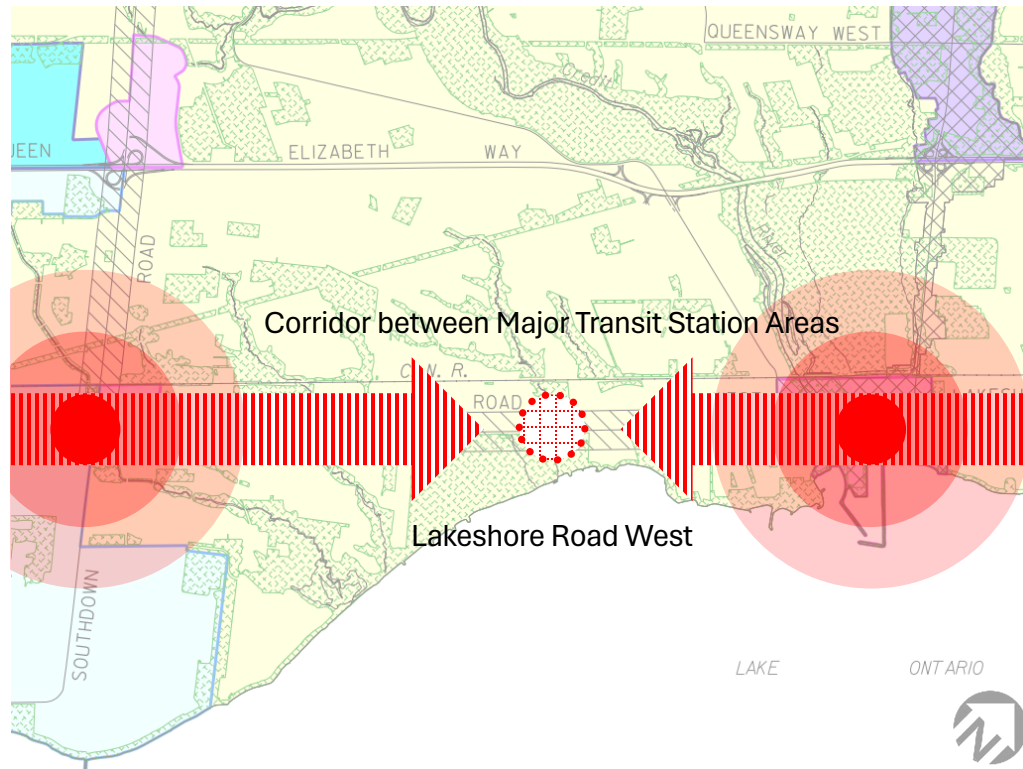


Bird's Eye View of the development between the two Nodes

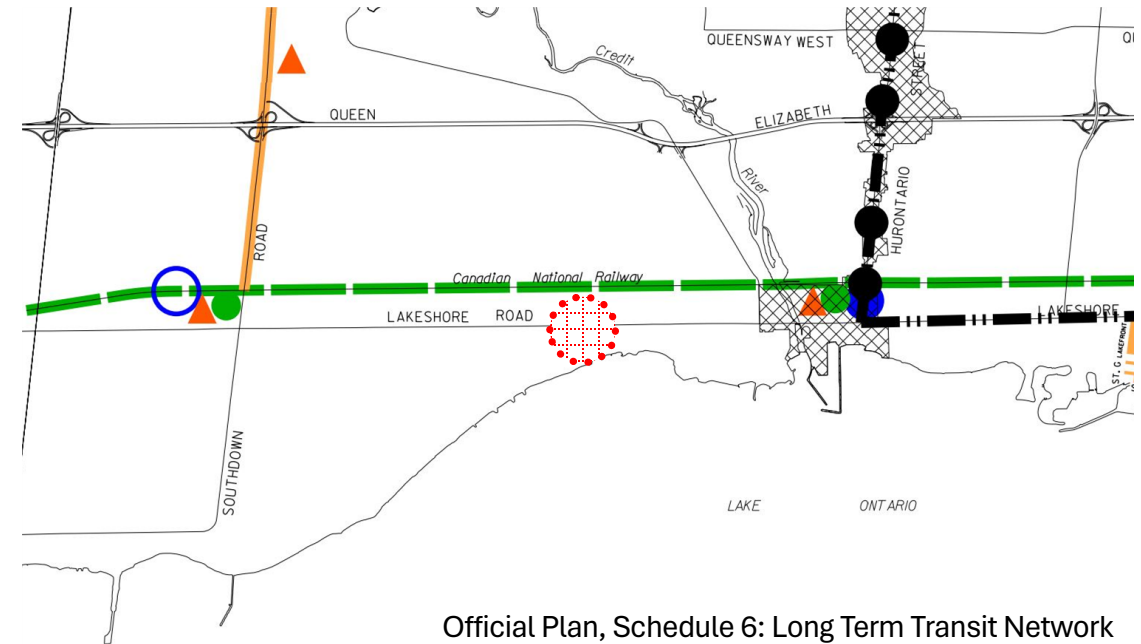


3 Spatial Planning Guidelines

Project Site & City of Mississauga's Urban System

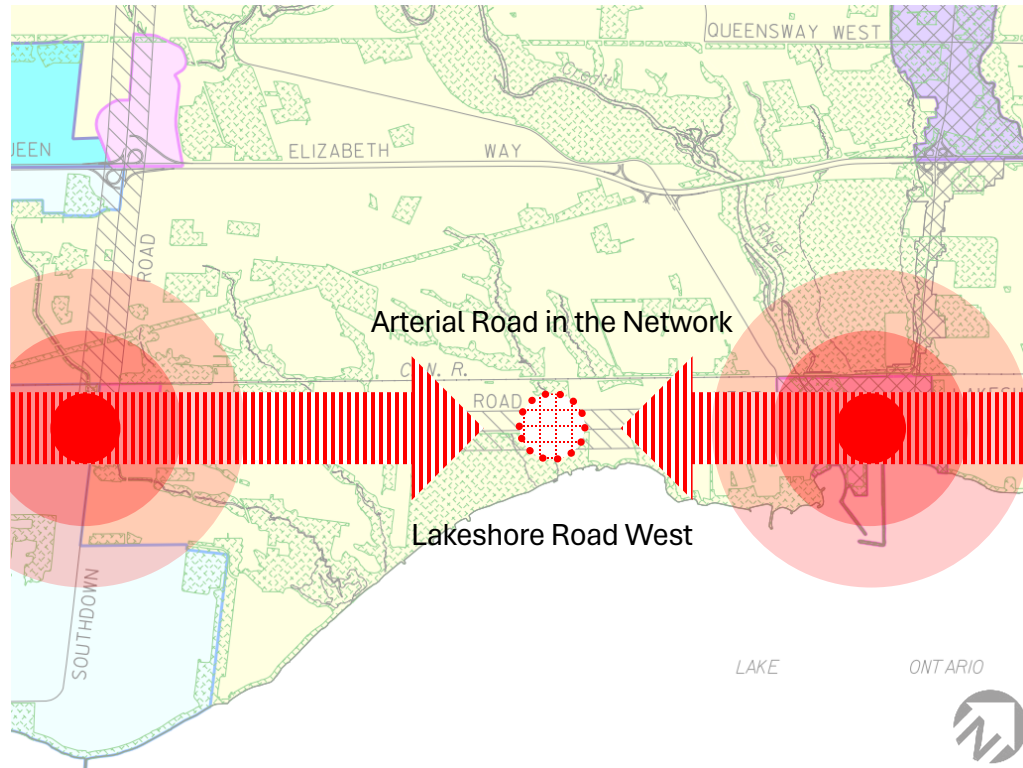


Located on the axis between existing & potential Mobility Hubs

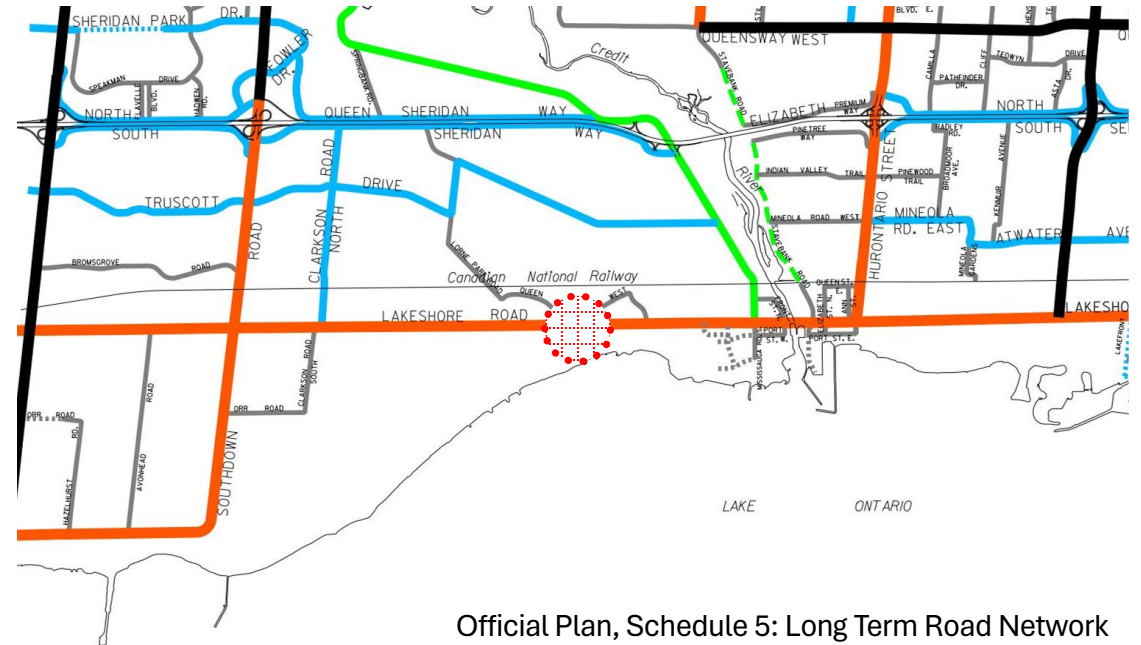


3 Spatial Planning Guidelines

Project Site & City of Mississauga's Urban System



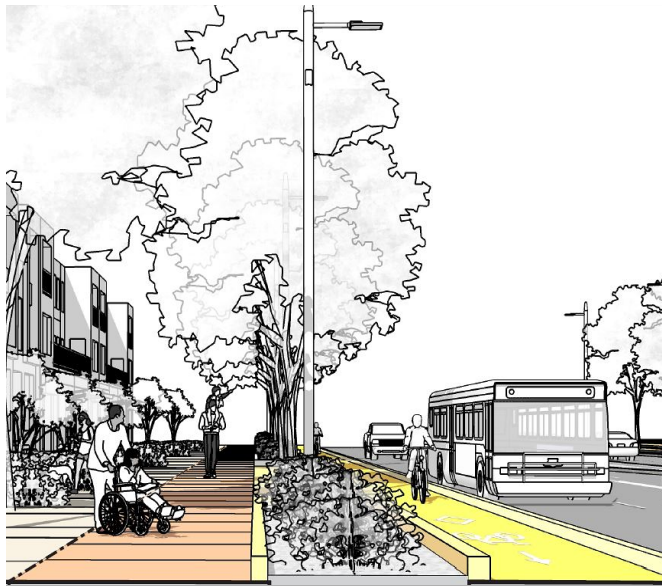
Located along Arterial Road & serviced by 23 MiWAY bus route



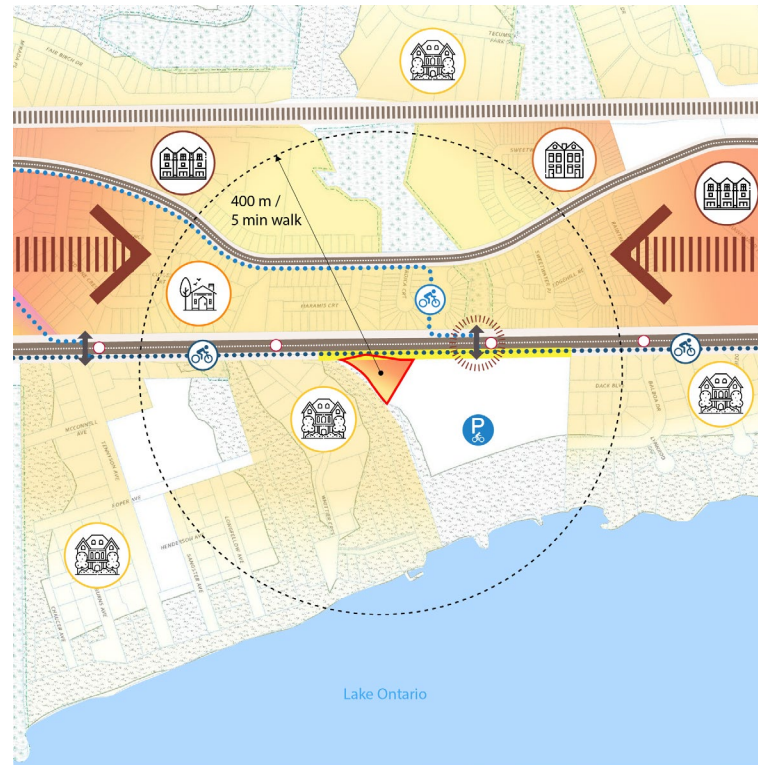
3 Spatial Planning Guidelines

Improving the Urban Qualities & Connectivity of the Arterial Neighbourhood

Mainstreaming Complete Streets



Credit: City of Mississauga Complete Streets Guide, Draft, Figure 4.4



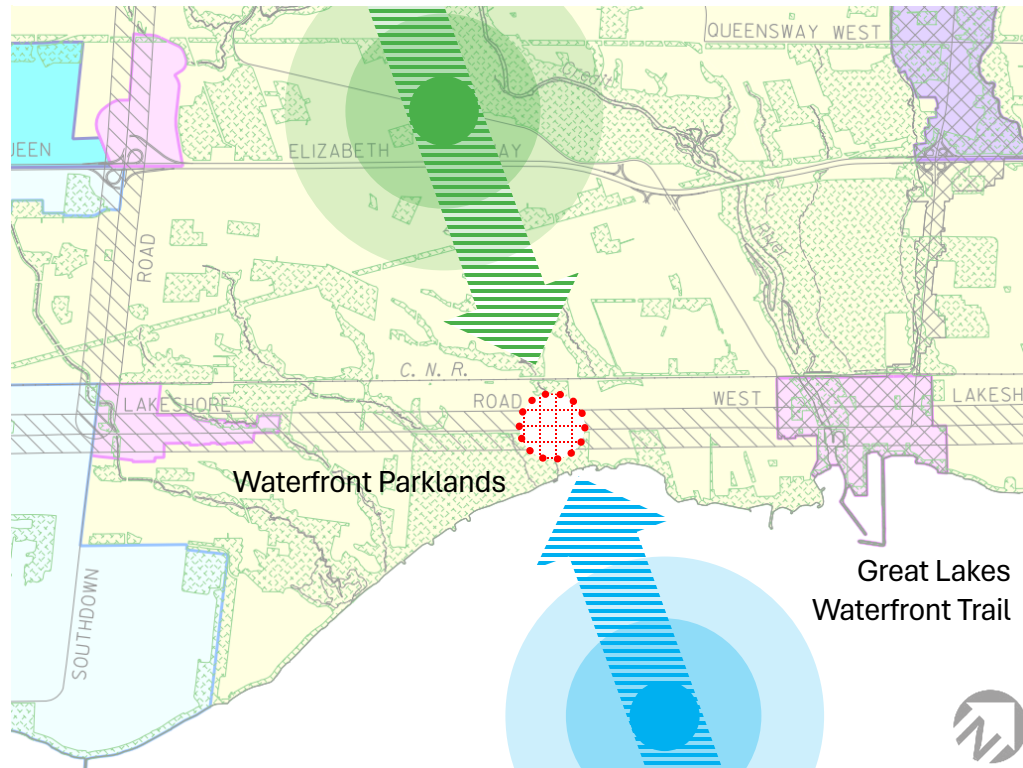
Transit & Active Transportation



Credit: Mississauga Official Plan, Figure 8-6

3 Spatial Planning Guidelines

Project Site & City of Mississauga's Urban System

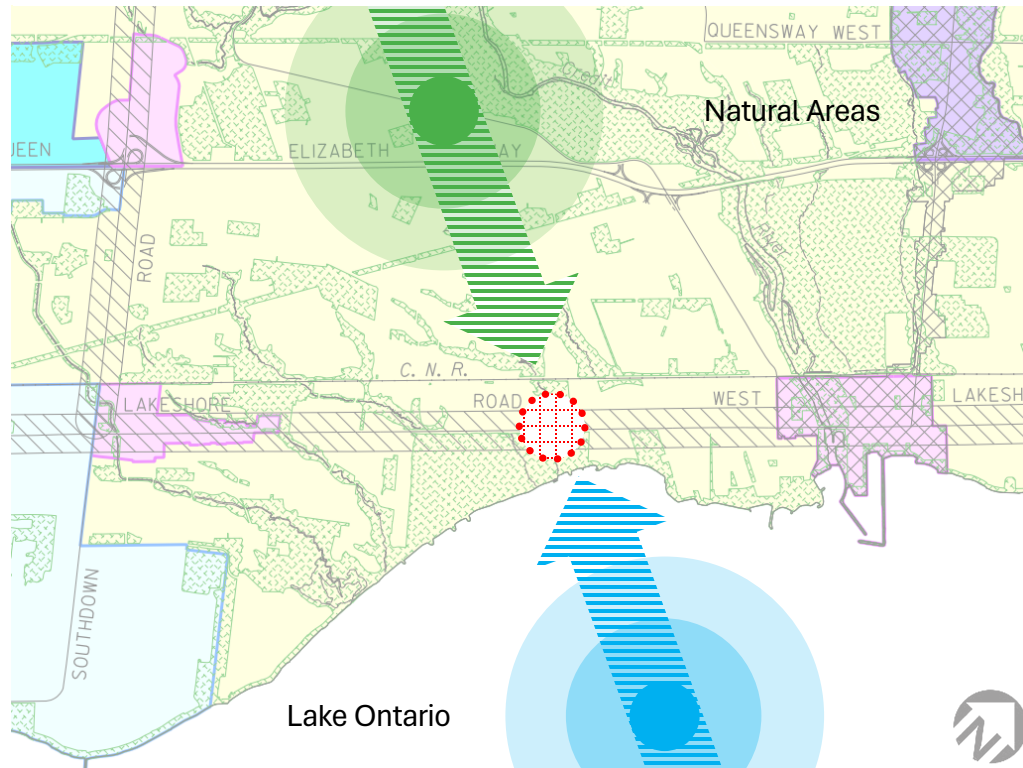


Adjacent to a Multi-use & the Great Lakes Waterfront Trails

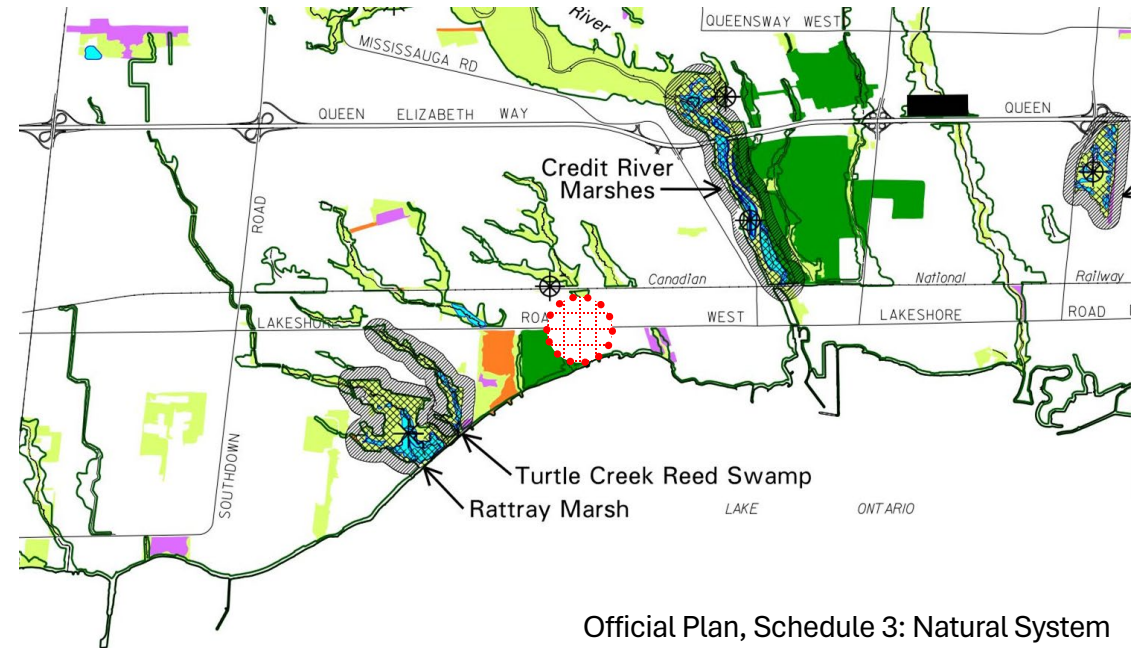


3 Spatial Planning Guidelines

Project Site & City of Mississauga's Urban System



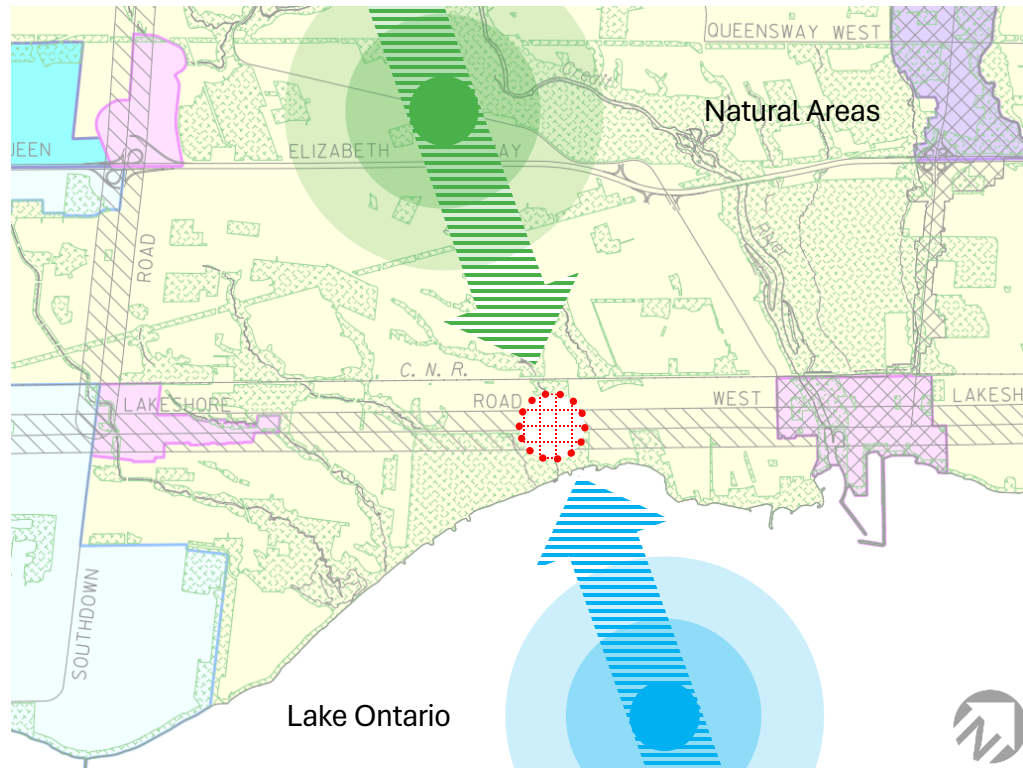
Located within Residential Woodlands & Natural Green Spaces



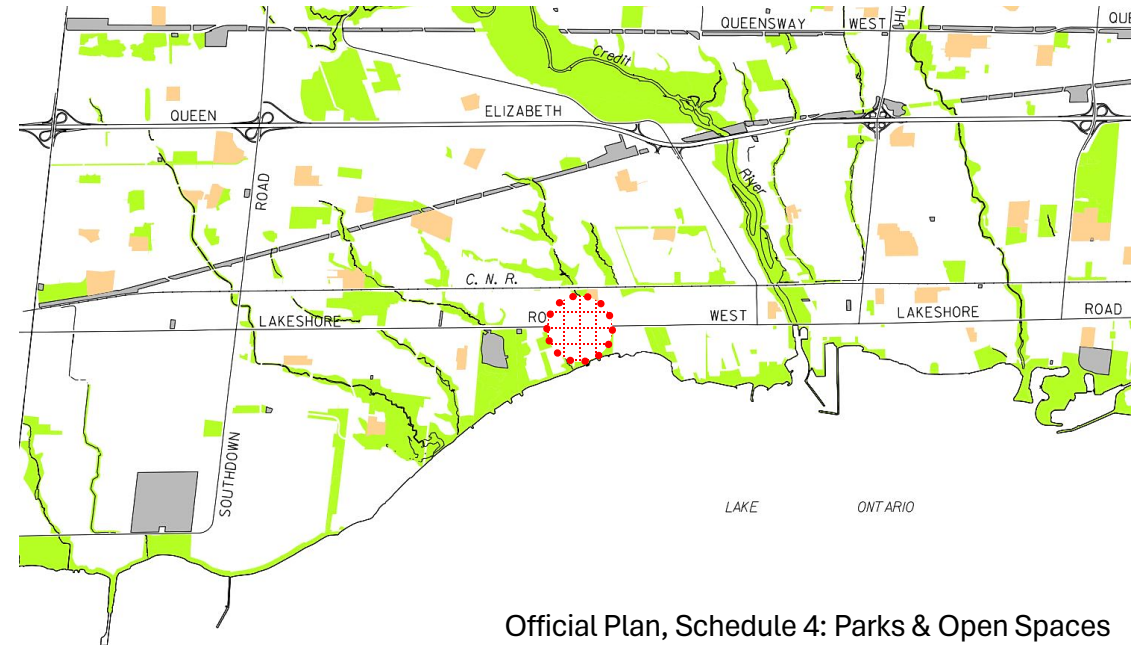
Official Plan, Schedule 3: Natural System

3 Spatial Planning Guidelines

Project Site & City of Mississauga's Urban System



Integrated with the Parks & Open Spaces Network



Official Plan, Schedule 4: Parks & Open Spaces

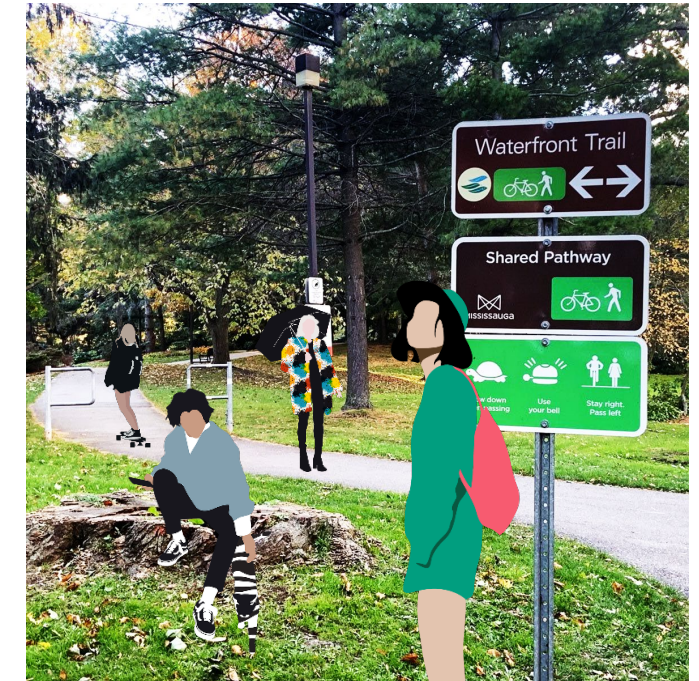
3 Spatial Planning Guidelines

Enhancing Environmental Responsibility through Active Transportation Modes

Linking up to walking & cycling trails



Leading the public to the parks



3 Spatial Planning Guidelines

Enabling Integration between the Waterfront & Surrounding Ecosystems

Making walking safe & comfortable



Bringing the community to the Lake



3 Spatial Planning Guidelines

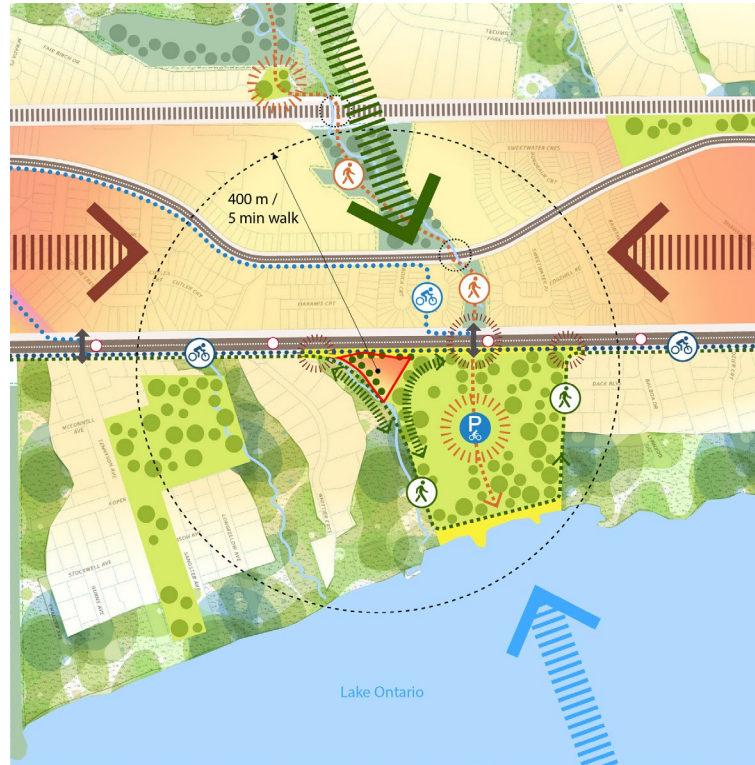
Synthesis Plan & Key Spatial Planning Guidelines for the Proposed Development

Guideline 1

- * Innovative Housing Typology that enhances quality of life in the neighbourhood & articulates its character

Guideline 3

- * Pedestrian-friendly & Transit-Supportive Urban Design that enriches living & recreational opportunities of the community



Guideline 2

- * Building as Visual & Physical Landmark that leads the community through the park to the waterfront

Guideline 4

- * Environmentally Responsive Solutions that integrate the building with ecosystems

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4 Urban Design & Architectural Proposal

Proposed Development for the Site



Development Statistics

Height: 10 Storeys

* 32.2 metres (excl. mph)

FSI: 4.28

Unit Count: 178

Parking:

* 4-levels and 210 spaces

* 1.1 spaces/unit

Setbacks:

* F: 0.9

* E: 4.0

* W: 9.0

Amenity Area: 1,117.5 sq. m

* 5.6 sq. m / unit

4 Urban Design & Architectural Proposal

Site Plan Ground Floor * 1:200



4 Urban Design & Architectural Proposal

Level 2 * 1:200



Parking Level 1 * 1:200

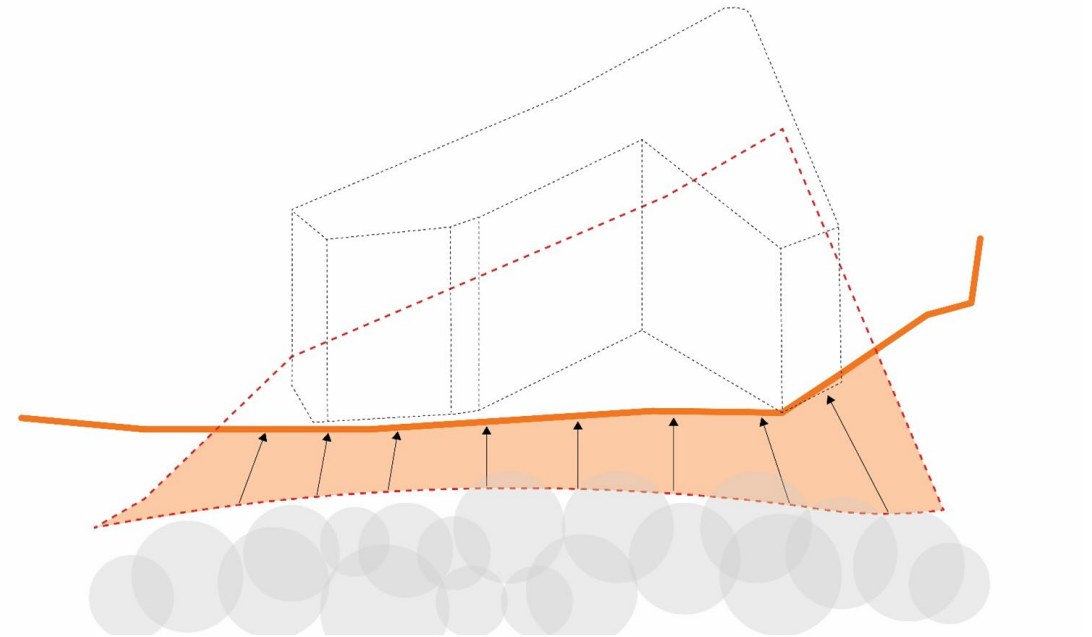


4 Urban Design & Architectural Proposal

Urban Design Guideline 1: Environmental Setbacks from Built Form



Largely Adhering to 10 m Dripline Setback from Woods.
Minimum 6 m setback from Stable Top of Bank.

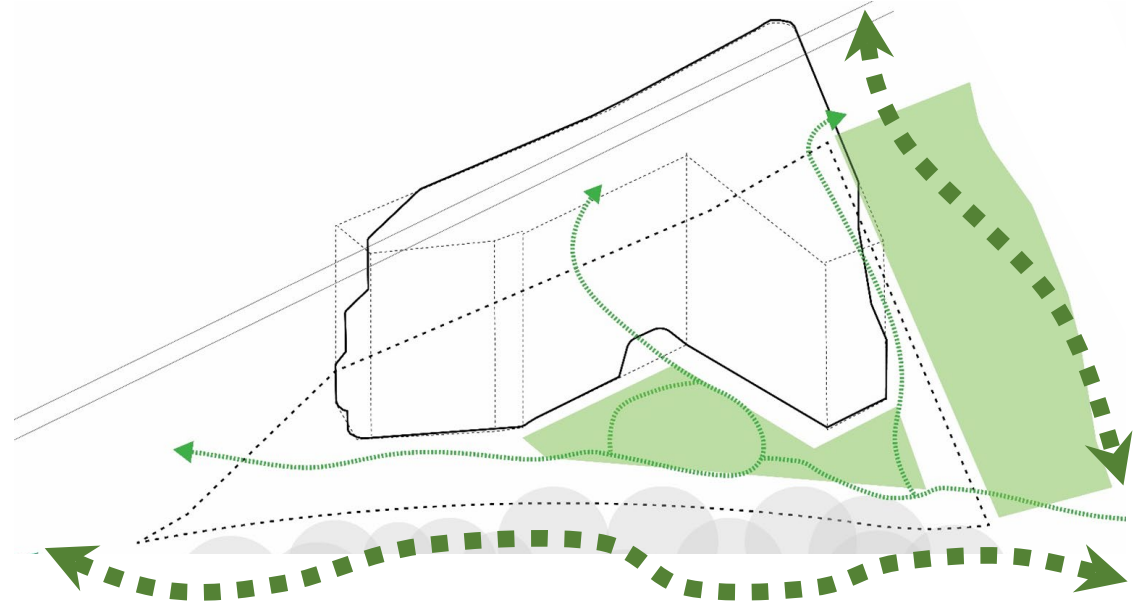


4 Urban Design & Architectural Proposal

Urban Design Guideline 3: Internal Circulation linking 'Loop' park network



Connecting built form to nature and providing through building connection

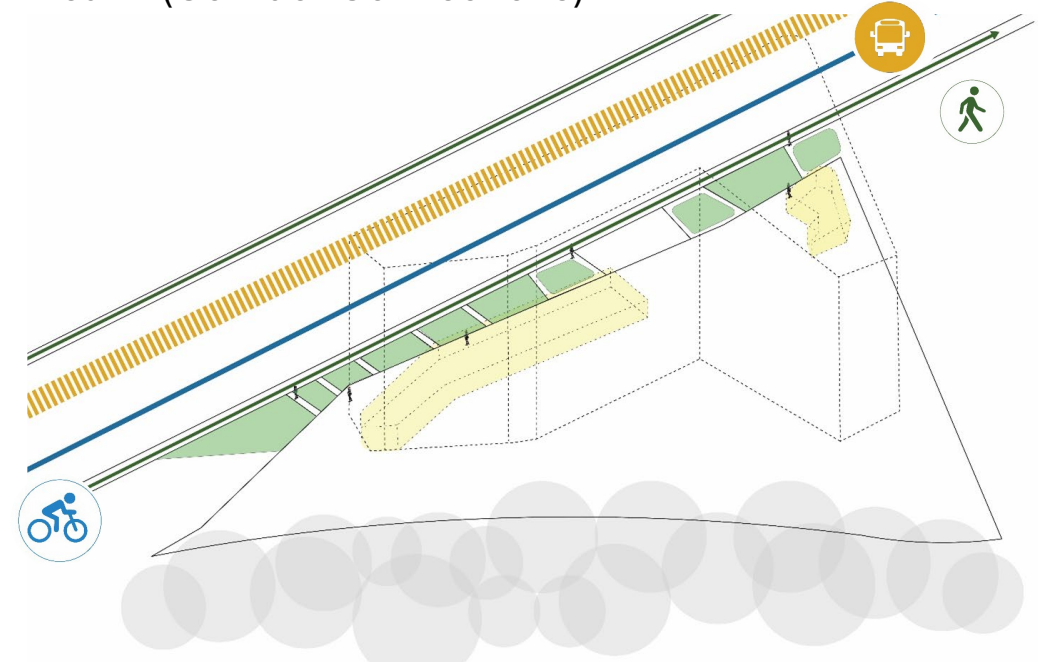


4 Urban Design & Architectural Proposal

Urban Design Guideline 4: Engaging the Built Frontage with the Lakeshore Corridor



Grade related units and Amenity Space to engage public realm (Corridor Connections)

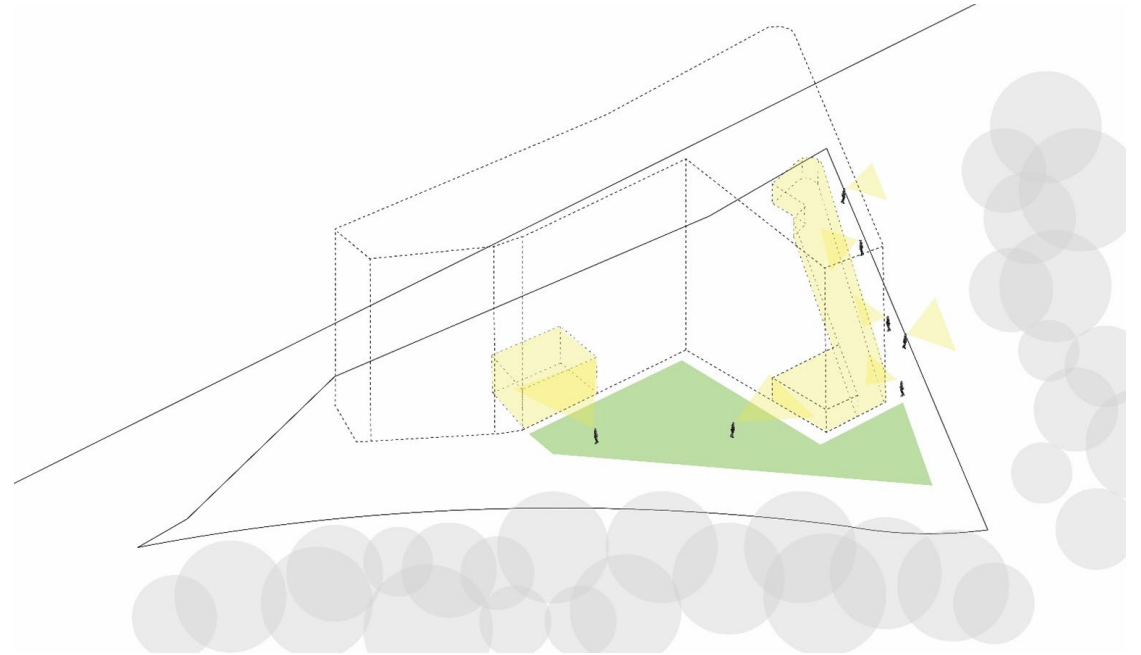


4 Urban Design & Architectural Proposal

Urban Design Guideline 5: Passive Engagement with Park Amenity Areas



Programming for Safety and Activation

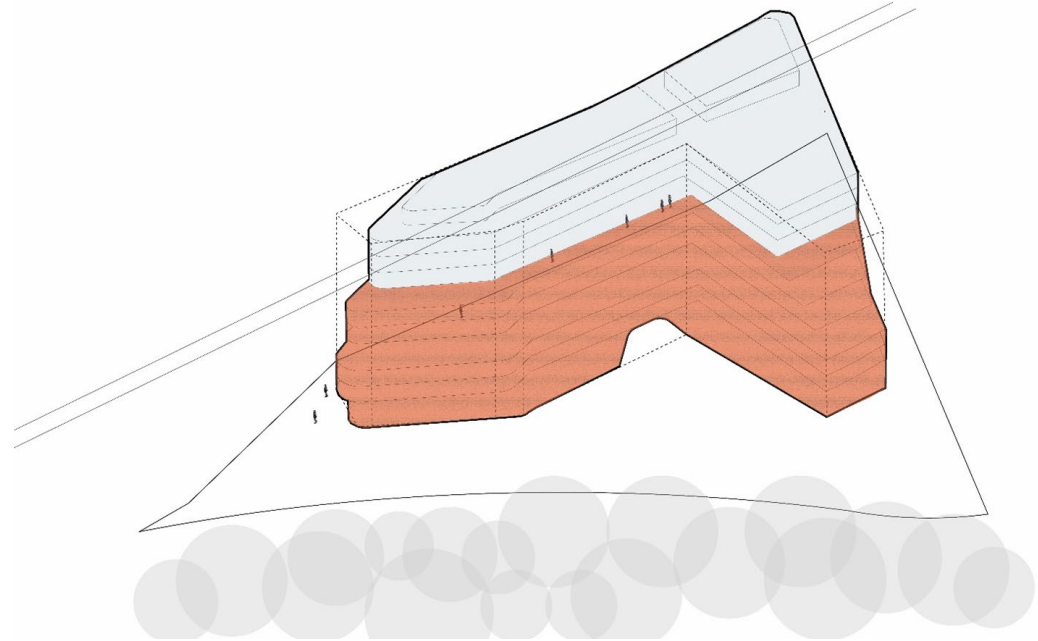


4 Urban Design & Architectural Proposal

Urban Design Guideline 6: Two-tone Materiality



Two-tone materiality for ‘human-scaled’ street wall and glazed upper component for ‘lightness’

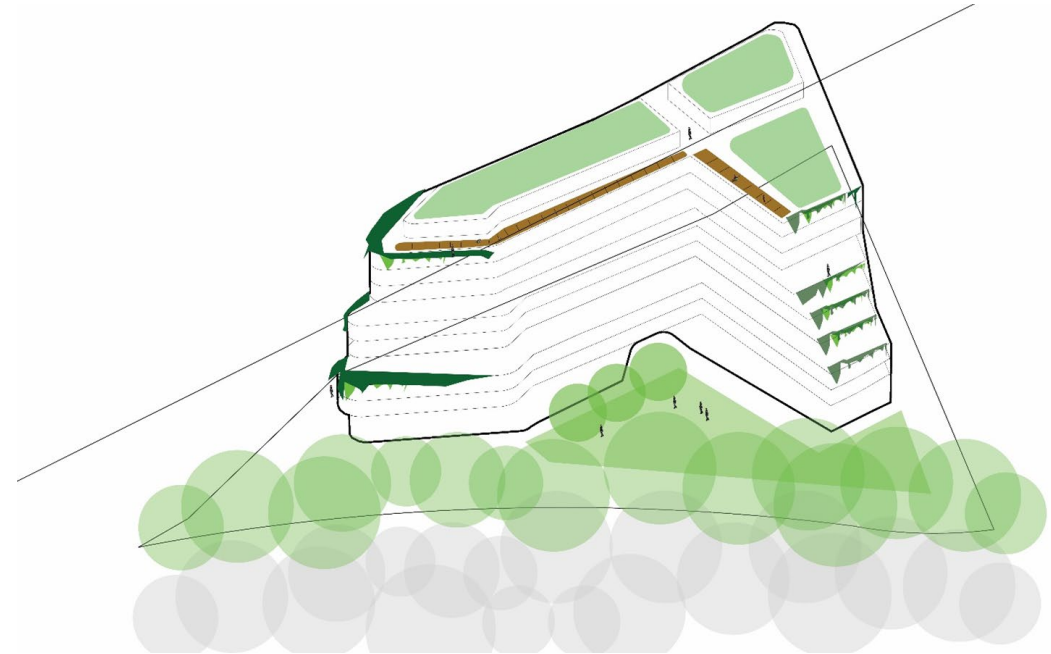


4 Urban Design & Architectural Proposal

Urban Design Guideline 7: Green Integration with Building



‘Green’ Integration (green roofs, plantings and allotment garden on building and Landscaping and Ravine Extension

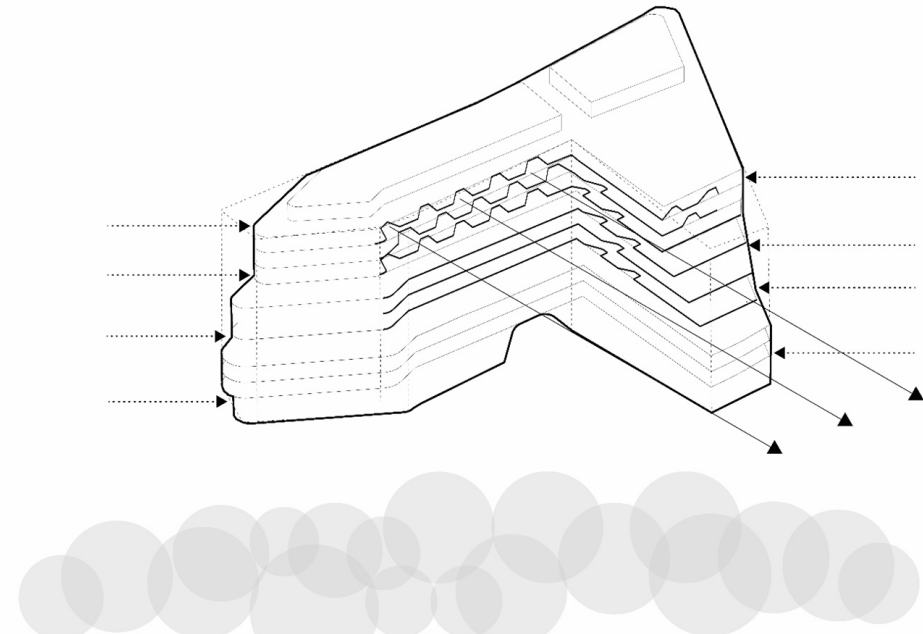


4 Urban Design & Architectural Proposal

Urban Design Guideline 8: Step-backs and Framed Views

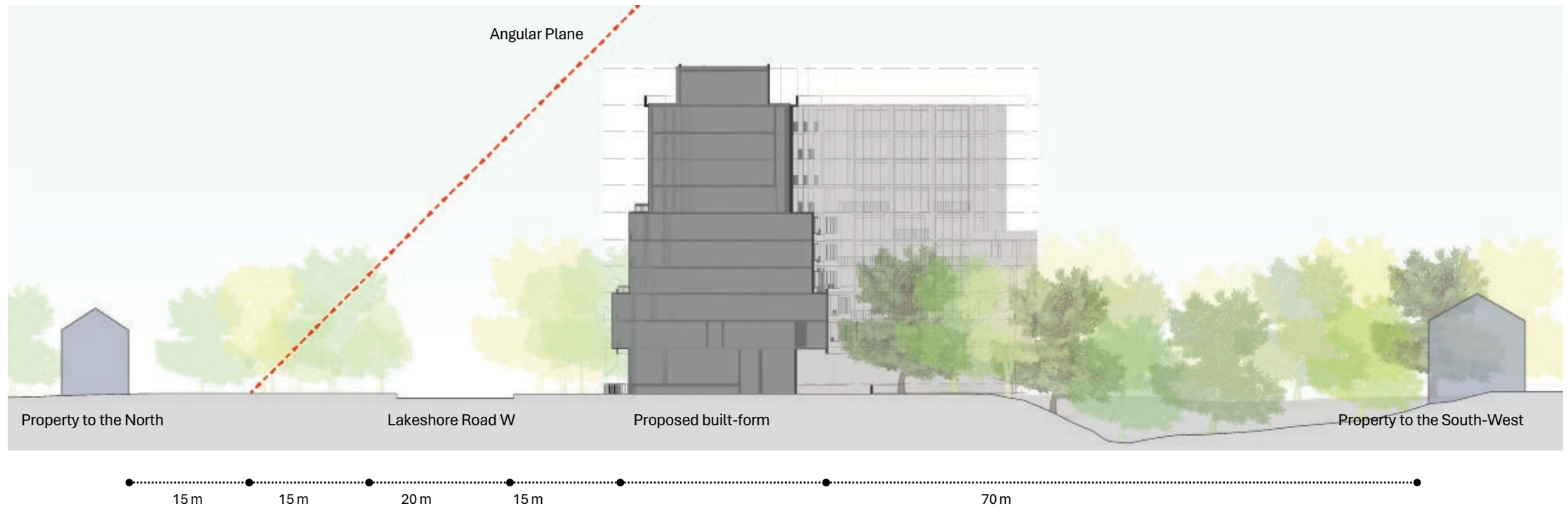


Step-backs for Human-scale and shadow impact.
Framing Views Away from low-scale residential uses.



4 Urban Design & Architectural Proposal

Urban Design Guideline 8: Step-backs and Framed Views



*Please note that all dimensions are approximate.

4 Urban Design & Architectural Proposal

Urban Design Guideline 8: Framed Views

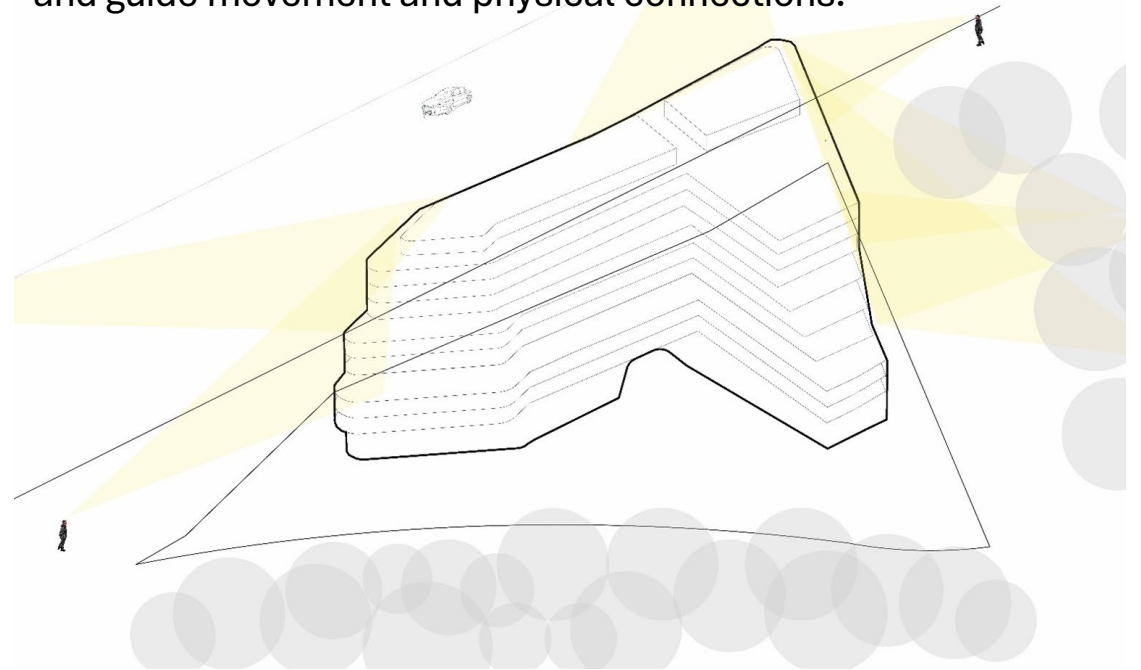


4 Urban Design & Architectural Proposal

Urban Design Guideline 9: Building as a Landmark

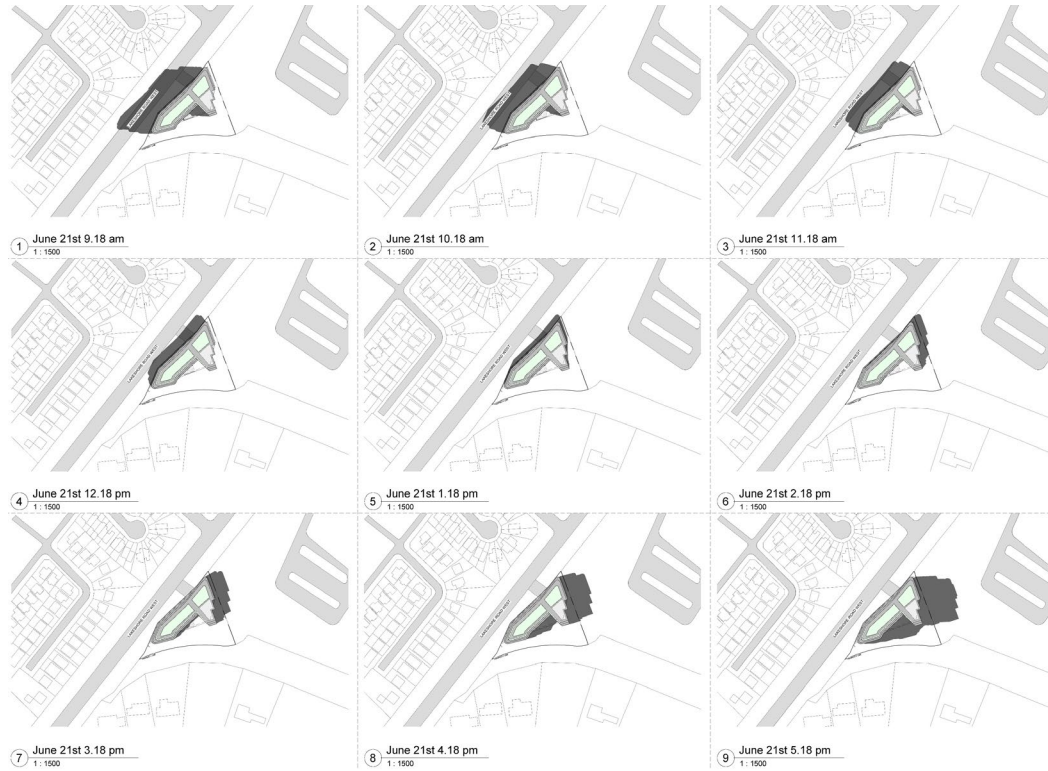


Building as visual and physical landmark to provide wayfinding and guide movement and physical connections.

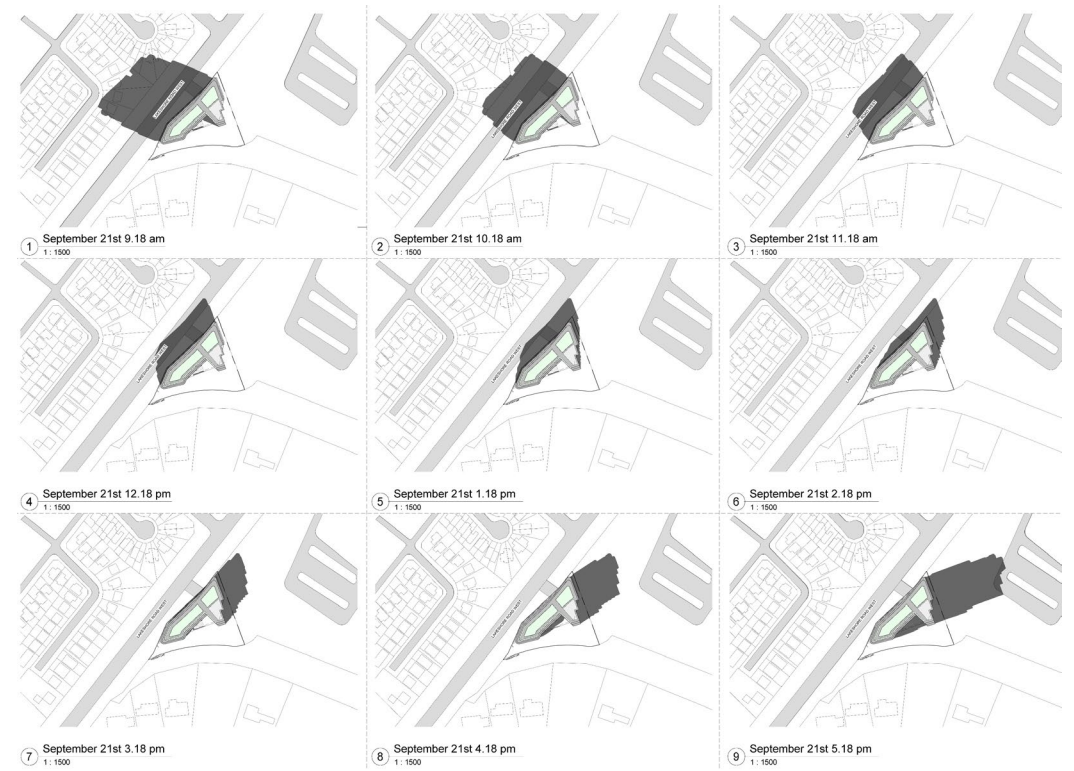


4 Urban Design & Architectural Proposal

Sun/Shadow Study: June 21st



Sun/Shadow Study: September 21st



4 Urban Design & Architectural Proposal



Meeting Structure

1 Introduction

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900 Lakeshore Road West, Mississauga (Community Engagement Meeting)

Community Engagement Meeting Comments Response Matrix

Held virtually on December 19th, 2023, 18:30-20:30

Project No.: 23016

Panel Members:

Alvin Tedjo – Ward 2 City Councillor, City of Mississauga

Ryan Vopni – Executive Assistant to Councillor Tedjo, City of Mississauga

Paul Stewart – Lead Planner, Development & Design, City of Mississauga

Hugh Lynch – Manager, Development South, City of Mississauga

Kregg Fordyce, Founder and President, KFA

Kosta Derbish, Urban Planner, KFA

Vladyslav Tyminskiy, Intermediate Planner, KFA

Community Meeting Feedback		
Participant:	Comment / Question:	Response:
Bill Johnson (President, Lorne Park Estates Association)	Comments <ul style="list-style-type: none"> More information on the client is required. Process has been ‘opaque’. Mentioned the building as measuring 11 storeys in height. Zoning-related issues were addressed “fairly well”. The picture relative to the ‘clay render’ developed a lot of ‘passion’. The building is too large and “does not belong here” – “fitting into” the neighborhood is an issue. Cutting down the trees is an issue. The affordability issue was raised. Infrastructural challenges, such as overloaded Lakeshore Rd W and servicing, must be carefully addressed. The community is not against progress, but we feel that this is ‘ruining the neighbourhood’. 4-plexes would be a more appropriate proposal. 	KFA Responses <ul style="list-style-type: none"> The property owners were identified in the Community Meeting during the proponent presentation. The building is 10 storeys in height. The mechanical penthouse is a permitted encroachment into the maximum height of the building and does not constitute a storey. We believe the scale of the building is appropriate for the site, and that the proposed use and density is compatible with the surrounding land uses. Arborist materials have been prepared in support of this application. Given the high cost of the average home sold in the surrounding area, we believe this development will increase affordability on average. A Transportation Impact Statement (TIS) has been prepared in support of this application.
Rona & Howard	Questions <ul style="list-style-type: none"> What is the proposed Zoning amendment? 	KFA Responses <ul style="list-style-type: none"> We are proposing to rezone the site from R2-5 to RA3-#.

M.R.	<p>Comments</p> <ul style="list-style-type: none"> ▪ The proposed development is a “good deal to make money”. ▪ The building is “bad for the neighbourhood” – “we enjoy the way we live”. ▪ The impact on local educational institutions is of concern. ▪ We moved to the suburbs for parks. ▪ Concerns around not enough room at local schools. 	<p>KFA Responses:</p> <ul style="list-style-type: none"> ▪ We will ensure to work with municipal staff to ensure the appropriate measures are taken that address impact on the educational institutions. ▪ No aspect of the proposal requires that parkland will be removed or appropriated for the sake of this development.
Sue	<p>Comments</p> <ul style="list-style-type: none"> ▪ The site is not located within the Clarkson node – the transportation situation might be worsened by the proposed development. ▪ “Intensification of this level is not acceptable”. ▪ The setbacks are not large enough! ▪ Alvin, please confirm to your area residents that you will be voting against this in the city meeting. <p>Questions</p> <ul style="list-style-type: none"> ▪ What are setbacks in feet? It looks like 2 very small step-backs. 	<p>KFA Responses:</p> <ul style="list-style-type: none"> ▪ A TIS has been prepared in support of this application. The results of the study do not suggest that the proposed development will significantly impact local traffic. ▪ We believe the scale of the building is appropriate for the site, and that the proposed use and density is compatible with the surrounding land uses. ▪ The current proposed setbacks are (metres/feet): <ul style="list-style-type: none"> ○ Front Yard: 0.5/1.6; ○ Side Yard (east): 4.0/13.1; and, ○ Side Yard (west): 9.6/31.5.
Colin Saldanha	<p>Comments</p> <ul style="list-style-type: none"> ▪ The development “violates” the 5 Strategic Plan Principles. ▪ RE Move principles - Lakeshore Rd W does not have capacity to accommodate the growth. ▪ RE Belong – This does not belong this is concrete not greenspace ▪ Does not like the pathway through the ravine system. ▪ This proposal does not enhance but is destructive. ▪ Wildlife in the ravines will be distracted by the intensification proposed (according to the local environmental association he heads). ▪ The following studies are essential: 1) traffic, 2) conservation, and 3) educational institutions’ capacity. <p>Questions</p> <ul style="list-style-type: none"> ▪ Does the development trigger the privatization of the public Parklands? ▪ How soon the application will be submitted? ▪ Will there be an opportunity for the LPA to meet with consultants or staff department involved prior to their reports’ being approved? 	<p>KFA Responses:</p> <ul style="list-style-type: none"> ▪ We believe that the development conforms to the Strategic Plan principles: <ul style="list-style-type: none"> ○ Re: MOVE – Developing for residential intensification along a Corridor that accommodates vehicular, transit, and active forms of transportation conforms to the MOVE principle; and, ○ Re: BELONG – Developing a variety of housing options and sizes in an area predominantly characterized by low-rise housing provides greater opportunity for more diverse populations to find a home in this neighbourhood, which conforms to the BELONG principle. ▪ We believe that providing high-quality housing options, and beginning the development of a pedestrian-oriented street frontage will enhance the area. ▪ An Environmental Impact Statement (EIS) has been prepared in support of this application, and will ensure that impact on local wildlife is mitigated wherever appropriate. ▪ EIS and TIS studies have been prepared in support of this application. ▪ We will ensure to work with municipal staff to ensure the appropriate measures are taken that address impact on the educational institutions. ▪ No aspect of the proposal requires that parkland will be removed or appropriated for the sake of this development.
John Ozolins	<p>Comments</p> <ul style="list-style-type: none"> ▪ The opinion of the taxpayers must be supported by the Councilor. ▪ The rear view of the residents’ backyards is a cause for concern. 	<p>KFA Responses:</p> <ul style="list-style-type: none"> ▪ Overlook will be mitigated through design measures, physical distance, and existing tree coverage.

	<ul style="list-style-type: none"> Sorry, but it's not just semis and townhouses. There are a majority of detached houses across the street and behind you is a "Very Special" Many Heritage Designated Properties. You would be totally "out of place and an eyesore". <p>Questions</p> <ul style="list-style-type: none"> Is it market housing or affordable housing project? 	<ul style="list-style-type: none"> All units are currently planned to be "market price" units.
Ian Benwell	<p>Comments</p> <ul style="list-style-type: none"> There are concerns about "taking out the beauty of the neighbourhood and its existing park system". Not to mention the existing traffic congestion. There's no guarantee people will use public transit to ease Lakeshore traffic congestion. The condos will overlook the backyards of everyone in the nearby neighborhood which is a huge threat to privacy and safety, especially with so many children in the area. There's no foliage coverage in winter to the north. I sincerely think that the proposed building will benefit those who can afford to pay for their view of the lake, not the local residents. I disagree that adding a brick building in this residential area enhances its green, quiet character. People from all over Mississauga, Oakville, and the GTA come to this area at the weekends to enjoy the waterfront and green space. There's no parking in the parks already. The new building and guests will choke the area of any private space to enjoy the greenery and its said character. Again, I would really like to have information on the unit prices to understand how affordable this proposal justifies it to be. "Once a building is placed here, it is over". <p>Questions</p> <ul style="list-style-type: none"> Why aren't they showing the view looking north as well? Are there no other areas in Mississauga to ease housing needs? This is the only lakefront; you must preserve the beauty of Mississauga. 	<p>KFA Responses:</p> <ul style="list-style-type: none"> No aspect of the proposal requires that parkland will be removed or appropriated for the sake of this development. A TIS has been prepared in support of this application. The results of the study do not suggest that the proposed development will significantly impact local traffic. Overlook will be mitigated through design measures, physical distance, and existing tree coverage. It is too early in the application process (still pre-application) to comment on individual unit costs.
Levin	<p>Comments</p> <ul style="list-style-type: none"> Roberts rules of order questions. Who is the developer? Who was notified as North side of Queen St W for ex wasn't notified. Is 120 m a reasonable catchment under Miss Bylaw? Was the 7-business day notice fair under Miss fairness Bylaw? Sidewalks cross the creek six times and the length of it actually over the creek. Do they salt and plow into the creek? Do they plow parking lot into creek and park? Alvin, you bragged in your ad materials about being involved in Great Lakes and St Lawrence Cities initiative to secure \$420m of fed funds for lake cleanup! What? Where do you stand? 	<p>KFA Responses:</p> <ul style="list-style-type: none"> The property owners were identified in the Community Meeting during the proponent presentation. Impacts from the development onto the creek will be mitigated throughout the development application process. No aspect of the proposal requires that parkland will be removed or appropriated for the sake of this development.

	<ul style="list-style-type: none"> Yony: I am happy to join Lorne Park Estates Corp if they are on and others for a fulsome judicial review if Alvin pushes this through. 120 metre notice is ridiculous. My neighbours on N side of Queen St not notified. I am a retired late in life guy. This probably won't be built in my lifetime. My interest and legacy are not to leave this like Toronto where they covered the lakefront in condos. It is very special that I can walk and walk my dog Molly in these parks close to me. Please save my parks. You can't get it back if this is where the city goes. I can rant about traffic and density and be dismissed for NIMBYism but it is about saving the parks and lake cleanliness! The main issue is to save the park and lake! <p>Questions</p> <ul style="list-style-type: none"> What does he mean by a "more welcoming lakeshore environment"? So, the principle of an East-West corridor means parks are done? 	
Petra Scheller	<p>Comments</p> <ul style="list-style-type: none"> This is the third proposal I have seen circulating – albeit always at a disturbingly late stage. One was 5 homes with 5 driveways exiting onto Lakeshore Rd. One was 7 homes with 1 driveway exiting onto Lakeshore Rd. And now an 11-storey building with 189 units and 1 driveway exiting onto Lakeshore Rd. ...on a 1.162-acre property, in a highly sensitive natural environment bordering on parkland and CVC jurisdictions, next to Orient Creek. How did we get here? <p>Questions</p> <ul style="list-style-type: none"> Given that Bill 23 has given the Provincial Government under Doug Ford the authority to override municipal governments' Official Plans with ad hoc Ministerial Zoning Orders (MZO's), are we being presented with and are discussing a fait accompli? What are CVC's comments? Would this development fall under affordable housing? All this on a 1.162 acre property? 	<p>KFA Responses:</p> <ul style="list-style-type: none"> The Credit Valley Conservation (CVC) authority have provided their requirements and terms of reference which have been incorporated into the EIS prepared in support of this application. All units are currently planned to be "market price" units. We believe the scale of the building is appropriate for the site, and that the proposed use and density is compatible with the surrounding land uses.
Brian Dixon	<p>Comments</p> <ul style="list-style-type: none"> I have to leave shortly and would like to review it later. I am actually more concerned about this proposal than about the Indwell development that caused such a ruckus a few days ago. <p>Questions</p> <ul style="list-style-type: none"> Is this discussion being recorded? 	<p>Panel Member Responses:</p> <p>Ryan Vopni: This is being recorded and the presentation will be available on https://www.alvintedjo.ca/</p>
Rana Khalife	<p>Comments</p> <ul style="list-style-type: none"> Too many stories, not enough setbacks. Too tall a building for this location. Not enough setback from Lakeshore. Too big a change in zoning. 	<p>KFA Responses:</p> <ul style="list-style-type: none"> We believe the scale of the building is appropriate for the site, and that the proposed use and density is compatible with the surrounding land uses. We believe the redesignation from low density residential to high density residential is appropriate given the site conditions and

	<p>Questions</p> <ul style="list-style-type: none"> Can someone explain the current zoning for this location residential 2 exception 5? 	<p>extensive housing policy from provincial, regional, and municipal levels.</p> <ul style="list-style-type: none"> Zoning designation R2 permits detached dwellings. Exception R2-5 contains additional requirements for infill development and minimum lot frontage.
Robert Gale	<p>Comments</p> <ul style="list-style-type: none"> This building will completely infringe on my backyard view of the park and lake. Not to mention this building will now be the backyard view to whomever lives on Serdica Court! My serenity of the park and lake will be replaced by a large building! Not to mention the additional traffic! Can you imagine, without Brightwater even completed the traffic is unbearable. Howard Chen's point about the sunshine is relevant. There goes my sunrise and little sun I get in my home. Not heavy foliage. Sun/Shadow not considering Serdica Court. 	<p>KFA Responses:</p> <ul style="list-style-type: none"> It is unavoidable that any development on the south side of Lakeshore Road West will impede the lake view from properties to the north of Lakeshore Road West, as the elevation drops towards Lake Ontario. A TIS has been prepared in support of this application. The results of the study do not suggest that the proposed development will significantly impact local traffic. A Sun/Shadow impact study has been performed based on the Mississauga terms of reference which suggests there will not be significant impacts on the sun access and shadowing of the properties to the north.
Joncarlo	<p>Comments</p> <ul style="list-style-type: none"> Design is horrible. Clarkson developments on the north side of lakeshore 1594 Lakeshore Rd W are only 4 stories. People in a housing crisis will not be able to afford your condos. Please don't insult us and use the housing affordability act as your means to completion. The main issue is that it's too high. They will also use the area of LPEA. Too bad the architects don't know the area. <p>Questions</p> <ul style="list-style-type: none"> Is there any information from Credit Valley Conservation? Where is the green space on their property? What about the CVC? 	<p>KFA Responses:</p> <ul style="list-style-type: none"> Given the high cost of the average home sold in the surrounding area, we believe this development will increase affordability on average. We believe the scale of the building is appropriate for the site, and that the proposed use and density is compatible with the surrounding land uses. The CVC have provided their requirements and terms of reference which have been incorporated into the EIS prepared in support of this application. There is significant green space to the rear of the site that will remain naturalized areas.
Anna Zielinski	<p>Comments</p> <ul style="list-style-type: none"> We can all say goodbye to a lovely drive along Lakeshore filled with trees and no obstructions. This will open the door for future developers to buy other properties with entrances on Lakeshore and build their towers. We live here and we like our residential area, we love our trees. We don't want a high tower blocking our view. You will be cutting down huge trees and replacing with tiny ones... Such a pity to lose the greenery on the current property. Provide price list please of studio, 1,2 and 3 bedrooms... Will be unaffordable for most. This is suffocating to the current landscape on lakeshore. More backlog along lakeshore. 	<p>KFA Responses:</p> <ul style="list-style-type: none"> It is too early in the application process (still pre-application) to comment on individual unit costs. A TIS has been prepared in support of this application. The results of the study do not suggest that the proposed development will significantly impact local traffic.

	<ul style="list-style-type: none"> ▪ The site has lots of greenery and is not lacking character. We want greenery, not a landmark. We don't need this. ▪ This is a money grabbing exercise for the developer who paid 2.35M for the lot and will make millions. ▪ Tell us the prices... Who can afford these? ▪ These 189 units would be better suited to the planned redevelopment at Sheridan center. Or split the difference and add them to the development proposal at the Scooters Roller palace, which is already concrete. ▪ The city needs to take a good look at how the future of that Lakeshore corridor is going to look. It should not turn into a concrete jungle... We need green space and stop cutting down mature trees and removing wildlife. ▪ Higher density is fine. But again, move it to where the concrete already exists. ▪ Sheridan Center on Erin Mills is supposed to be redeveloped and could take this number of units. ▪ This is a NO go and will forever change the landscape in a terrible way. 	
Ken Schmidt	<p>Comments</p> <ul style="list-style-type: none"> ▪ Consideration: Raise money and buy the property back from the developer. Then the consortium made up of immediately local residents can vote on what to do with the land? ▪ Probably same prices as Brightwater plus 10-25% premium due to no other big buildings nearby and your own park next door! <p>Questions</p> <ul style="list-style-type: none"> ▪ Do they have to use parkland to accommodate this (development)? ▪ Alvin, can you explain to all of us how we can prevent this from getting approved? What steps are required? ▪ Can the city planner please explain what potential paths exist to have this proposed building application denied? 	<p>KFA Responses:</p> <ul style="list-style-type: none"> ▪ It is too early in the application process (still pre-application) to comment on individual unit costs. ▪ No aspect of the proposal requires that parkland will be removed or appropriated for the sake of this development.
Arno Schmidt	<p>Comments</p> <ul style="list-style-type: none"> ▪ OSP is Open Space Private: no development allowed, NO homes, sheds, etc. It boggles the mind that the city planners stripped LPEA of all zoning and now this group plans to ignore the R2 status of this lot. Why do we have a Plan? Time to take a clear stand on adjacent lands and say “no” to developer’s plans that make a sham of the city plan. ▪ Stop [...] the BS on density . This is only targeted at high income owners and the plan is a sledgehammer to kill an ant. 	
Michael	<p>Comments</p> <ul style="list-style-type: none"> ▪ Have you seen how busy Richard Memorial, Jack Darling and the Waterfront Trail are from May – October? This building will add 	<p>KFA Responses:</p> <ul style="list-style-type: none"> ▪ We believe that the design and intention of a public parks system is to be used by the people.

	<p>additional pressure on the park system that is already getting overloaded.</p> <ul style="list-style-type: none"> Talking about the Neighbourhood development, there has been ton of infill development that has happened along Maple Pine and Benson, typically when a single-family house is sold, and duplex is built in its place. This has effectively doubled the density over the past few years. Have you seen how the parks are used in the summertime? They are unusable because there is NO MORE ROOM in the Parks. It seems that the development is taken as an individual proposal and not as a total development e.g., Brightwater, other developments along Lakeshore and the side streets off Lakeshore. 	<ul style="list-style-type: none"> All development applications and their supporting studies must incorporate analysis of the current development context in the immediate area.
Shelley	<p>Comments</p> <ul style="list-style-type: none"> The current Lakeshore traffic is busy already considering the Bright Water Project. People who live here need to go to work, not only walk to the park. <p>Questions</p> <ul style="list-style-type: none"> Biking in winter? 10 floors? Or 11? Have they ever taken bus 23? 	<p>KFA Responses:</p> <ul style="list-style-type: none"> A TIS has been prepared in support of this application. The results of the study do not suggest that the proposed development will significantly impact local traffic. We believe that developing for residential intensification along a Corridor that accommodates vehicular, transit, and active forms of transportation will create a greater transportation modal shift, encouraging more trips by transit and active transportation and fewer by car. The building is 10 storeys in height. The mechanical penthouse is a permitted encroachment into the maximum height of the building and does not constitute a storey.
Linda	<p>Comments</p> <ul style="list-style-type: none"> I have no issue with the current crossing to Richard's Memorial – not sure how much more it can be enhanced. The building is too tall. I am not sure that (safety) is really an issue in this park. Do you have stats on the crime in the park to be referencing it? We have no leaves for 5 months! No autumn morning sun for north of lakeshore! This is too tall – we need to consider the lakeshore corridor where 4 to 6 stories are the max. I think you are insulting us by saying costing/pricing has not been fully determined yet. You are businesspeople, the investment on the property must have had some expected ROI. <p>Questions</p> <ul style="list-style-type: none"> What about the Coyotes – how will they be impacted and therefore us? 	<p>KFA Responses:</p> <ul style="list-style-type: none"> We believe the scale of the building is appropriate for the site, and that the proposed use and density is compatible with the surrounding land uses. A Sun/Shadow impact study has been performed based on the Mississauga terms of reference which suggests there will not be significant impacts on the sun access and shadowing of the properties to the north. An EIS has been prepared in support of this application, and will ensure that impact on local wildlife is mitigated wherever appropriate.
Terry Butryn	<p>Comments</p> <ul style="list-style-type: none"> High condos blocking lakeview and infringing on parklands and conservation area is NOT enhancing to this beautiful area. Not to mention as others have commented large addition of already unbearable Lakeshore traffic. 	<p>KFA Responses:</p> <ul style="list-style-type: none"> A TIS has been prepared in support of this application. The results of the study do not suggest that the proposed development will significantly impact local traffic.

	<ul style="list-style-type: none"> ▪ Don't forget lights from units at night shining into everyone's yards around this. ▪ Nice views looking into existing backyards and invading privacy. ▪ This WILL have a negative impact on the surrounding area. ▪ It is only good on a level for the developers and architects. 	<ul style="list-style-type: none"> ▪ Overlook will be mitigated through design measures, physical distance, and existing tree coverage.
Michael Wong	<p>Comments</p> <ul style="list-style-type: none"> ▪ I suspect a concrete mass of this size will have a significant impact on the local ecosystem and environment. It will obviously have a negative impact which is something that existing green space should not be subjected to. The CVC should certainly have a negative view on this. ▪ This massive concrete structure would barely be appropriate for the "Nodes "of PC or Clarkson, let alone in the middle of single residence dwellings, beside an existing park and ravine. It would stand alone and provide no "architectural" beautification. More of an "architectural" eyesore. 	<p>KFA Responses:</p> <ul style="list-style-type: none"> ▪ An EIS has been prepared in support of this application, and will ensure that impact on local ecological systems is mitigated wherever appropriate. ▪ We believe the scale of the building is appropriate for the site, and that the proposed use and density is compatible with the surrounding land uses.
Nancy Dunn	<p>Comments</p> <ul style="list-style-type: none"> ▪ It's way too big and does not blend in with the natural environment. ▪ Why do we need a landmark? ▪ Doesn't fit at all with existing landscape. ▪ It needs to be smaller lower and have much more green space surrounding it. It shouldn't stand out like a "landmark". ▪ Reduce the number of units and stories. 	<p>KFA Responses:</p> <ul style="list-style-type: none"> ▪ We believe the scale of the building is appropriate for the site, and that the proposed use and density is compatible with the surrounding land uses.
Natalie Half	<p>Comments</p> <ul style="list-style-type: none"> ▪ The building looks pretty clunky, but this is a gorgeous site. ▪ I imagine the units will be pricey, but hopefully less than the surrounding detached homes if your goal is for local residents to be able to age in place. 	<p>KFA Responses:</p> <ul style="list-style-type: none"> ▪ Given the high cost of the average home sold in the surrounding area, we believe this development will increase affordability on average.
Kathy Thorpe	<p>Comments</p> <ul style="list-style-type: none"> ▪ This is not compatible with the existing neighbourhood. ▪ Traffic is currently heavily congested along the lakeshore. ▪ The green spaces are packed with people on the weekend, and this overwhelms the existing neighbourhoods and creates massive traffic congestion. ▪ The area is better suited to townhomes or semi-detached. 	<p>KFA Responses:</p> <ul style="list-style-type: none"> ▪ We believe the scale of the building is appropriate for the site, and that the proposed use and density is compatible with the surrounding land uses. ▪ A TIS has been prepared in support of this application. The results of the study do not suggest that the proposed development will significantly impact local traffic.
Howard Chen	<p>Comments</p> <ul style="list-style-type: none"> ▪ Current northern residents' sunshine will be cut in half. ▪ R2-5 only allows single detached house with the minimum frontage 100 feet. <p>Questions</p> <ul style="list-style-type: none"> ▪ Rezone R2-5 to RA3, is there any example? 	<p>KFA Responses:</p> <ul style="list-style-type: none"> ▪ A Sun/Shadow impact study has been performed based on the Mississauga terms of reference which suggests there will not be significant impacts on the sun access and shadowing of the properties to the north.
Michael Ribeiro	<p>Comments</p> <ul style="list-style-type: none"> ▪ I have no issues with more housing, just concerned about the infrastructure enhancements. Hypocritical of me to be NIMBY 	

	<p>when I believe we need more housing. See similar developments along Lakeshore.</p> <ul style="list-style-type: none"> I grew up in the High Park area and saw similar developments along the lakeshore, around Ellis Avenue. Change is hard, but I don't see this as a major issue without the infrastructure concerns that are real. Removing stories might be a compromise for the shadow concerns. 	<p>KFA Responses:</p> <ul style="list-style-type: none"> A TIS has been prepared in support of this application. The results of the study do not suggest that the proposed development will significantly impact local traffic.
Tony Vettese	<p>Comments</p> <ul style="list-style-type: none"> We'll need to consider how much we can pool as a community for the ongoing legal challenges to this project. The developer's discussion is ludicrous on so many fronts. It's quite clear that this developer has no interest in the community at all. This will be a fight that we will have to take on for the sake of our neighbourhood and our parks. 	
Ritu Jain	<p>Comments</p> <ul style="list-style-type: none"> We would like to keep the greenery. <p>Questions</p> <ul style="list-style-type: none"> Path through the ravine?! 	<p>KFA Responses:</p> <ul style="list-style-type: none"> No aspect of the proposal requires that parkland will be removed or appropriated for the sake of this development. The ravine pathway is a potential option for incorporating more pedestrian access through Mississauga's natural heritage system. Further collaboration with Mississauga staff would be required to determine the feasibility of these potential connections.
Edith Kaus	<p>Comments</p> <ul style="list-style-type: none"> The ravine is owned by Lorne Park Estates. The ravine is part of the heritage designated forest which is privately owned. 	
Keltie Neville	<p>Comments</p> <ul style="list-style-type: none"> In all fairness, no one living there will be taking Mississauga transit. Please be realistic. <p>Questions</p> <ul style="list-style-type: none"> When you said "amenity" on the ground floor, does that mean retail? If so, where will people park to access those shops? There is a housing crisis due in large part to cost. What is the proposed cost of these units? Are you suggesting this is affordable housing? 	<p>KFA Responses:</p> <ul style="list-style-type: none"> Ground floor amenity refers to amenity space for the residents of the building. There is no proposed retail use. Given the high cost of the average home sold in the surrounding area, we believe this development will increase affordability on average.
HP	<p>Comments</p> <ul style="list-style-type: none"> This monstrosity will destroy whatever is left of a diminishing beautiful green space that all of Mississauga has left along the Lakeshore. I will be appealing if the Conservation Authority agrees to this. Where is the Building Department authorizing the height of this building? When we built our home, they were all over the place with measurements on a two-storey building not fitting in with the neighbourhood! And now they are going to approve this ugly building! 	<p>KFA Responses:</p> <ul style="list-style-type: none"> No aspect of the proposal requires that parkland will be removed or appropriated for the sake of this development. Given the high cost of the average home sold in the surrounding area, we believe this development will increase affordability on average.

	<ul style="list-style-type: none"> ▪ This building is only Beautiful to the Builder.... beautiful money! ▪ Please do not destroy our world by destroying what little greenland is left. ▪ Wake up City of Mississauga and Conservation!! Do not let builders gobble us up. ▪ One only has to base the price on Brightwater, which is definitely not affordable. 	
Cynthia	<p>Comments</p> <ul style="list-style-type: none"> ▪ Eyes on the park will be eyes on the backyards of the homes that border this development. Please don't use " eyes on the park" as a positive attribute of your plans. ▪ The park on the east side is used to maximum capacity on the weekends. People who live north of the city in apartment buildings use this park as a way to escape their cement neighbourhoods. Your development will shut these people out as your residents will use that space as their own backyard. That is why they will buy your units. You will steal this away from people who need this park. ▪ A "cruise ship" is an excellent way to label this development. ▪ Give us a range of costs. ▪ The residents of the new development will use this space as an extended backyard. Visitors to 900 Lakeshore will use those parking spaces from the park. Families will no longer get to gather in Richards Memorial Park. It will be stolen by the occupants of 900 Lakeshore. ▪ Deer, coyotes, opossums, racoons all traverse my property across Whittier through the property across which will border your development. These animals cross from one ravine to another for protection and repose. Your development will endanger their survival. <p>Questions</p> <ul style="list-style-type: none"> ▪ Land south of the Lakeshore is a highway for wildlife to travel safely without having to cross the busy road. Animals live in the ravines. What studies have you done to determine how your development will uproot these animals? 	<p>KFA Responses:</p> <ul style="list-style-type: none"> ▪ Overlook will be mitigated through design measures, physical distance, and existing tree coverage. ▪ We believe that the design and intention of a public parks system is to be used by the people. There is nothing to suggest that the residents of the proposed development will prevent other residents of Mississauga from accessing the parks network. ▪ It is too early in the application process (still pre-application) to comment on individual unit costs. ▪ We are currently proposing the zoning by-law mandated amount of residential visitor parking. ▪ An EIS has been prepared in support of this application, and will ensure that impact on local wildlife is mitigated wherever appropriate.
Jeff Davie	<p>Comments</p> <ul style="list-style-type: none"> ▪ Don't obfuscate. This is not going to be affordable housing! These will be marketed as high-end condos close to the lake with the pricey cost that goes with that. ▪ An official public meeting in front of the Council is required. ▪ I trust that the developer will consider comments made today and go back to the drawing board before filing a formal application on which Council will vote AFTER we have had a public meeting, not this kind of "information" meeting. I understand only those who make formal presentations at such a public meeting will be able to appeal any decision with which they disagree. 	<p>Panel Member Responses:</p> <p>Hugh Lynch: Yes, this is correct. We will provide notice of that date when we receive the application. The meeting is held at City Hall with Planning Committee.</p> <p>KFA Responses:</p> <ul style="list-style-type: none"> ▪ Given the high cost of the average home sold in the surrounding area, we believe this development will increase affordability on average. ▪ We will coordinate with municipal transportation engineering staff to ensure that the site access is designed to be compliant with all relevant safety measures.

	<ul style="list-style-type: none"> Left turn INTO project is a big safety concern. Crossing over existing bike/pedestrian way is a safety concern. The traffic study needs to address this. <p>Questions</p> <ul style="list-style-type: none"> Aren't 178 cars coming out of a single-entry way that crosses over the existing bike/multi use path a significant safety concern for those using that path? What about those making a left hand turn from lakeshore on to the property across 2 lanes of traffic? Has a traffic study been conducted? Once the application is filed doesn't the City have to hold an official meeting, right? Hugh Lynch, I understood that for a zoning change application Council is statutorily required to hold a public meeting. Please confirm. 	<ul style="list-style-type: none"> A TIS has been prepared in support of this application.
Harold	<p>Comments</p> <ul style="list-style-type: none"> The so-called "Clarkson Node" and "Port Credit Node" were built in areas with little to no existing homes because Clarkson was a large garbage dump and Port Credit was a large oil refinery. Here, there is an old growth forest within which exists many single-family homes and townhomes. Clarkson and Port Credit are not comparable in any sense of the word. Did anyone look at the townhomes on the NE corner of Lorne Park and Lakeshore Roads as what may be acceptable? Still represents increased density but avoids the obvious major concerns... environmental, tree removal, way out of character, infrastructure, trees, shadows, schools, transit congestion, park congestion etc. etc. 	
Ellen Karp	<p>Comments</p> <ul style="list-style-type: none"> This is baloney – using all the buzzwords to try to justify this monstrosity with zero understanding of the essence of the area that they'll erode. How dare they use the words “green” and “enhance” when they aim to debase both? 	
David Culham	<p>Questions</p> <ul style="list-style-type: none"> Have there been questions of the impact on water tables for the land west of the site given the 4 levels of car basements? 	<p>KFA Responses:</p> <ul style="list-style-type: none"> A Hydrogeological Investigation report has been prepared in support of this application. The current proposed scheme only contemplates three levels of underground parking.
AW	<p>Comments:</p> <ul style="list-style-type: none"> Online Petition “Halt the building of an 11-storey condominium in Lorne Park”: https://www.change.org/p/halt-the-building-of-an-11-storey-condominium-in-lorne-park?redirect=false 	
Rino De Campo	<p>Comments</p> <ul style="list-style-type: none"> Looking at the preparation of this project, it is almost a done deal regardless of the negative feedback from the residents. This 	

	project will be the start of destroying the garden look of Lorne Park & like cancer it will grow into the rest of the suburb.	
Gina	<p>Comments</p> <ul style="list-style-type: none"> ▪ Interesting that there is a lot of stress put on bringing together two hubs but disregards the fact that it is actually between two parks. This appears to be a complete disruption to the continuation of the connection between the properties. ▪ Reduce it to 4 stories. <p>Questions</p> <ul style="list-style-type: none"> ▪ How many trees will be taken down, and what is the age of those trees? I doubt anything that gets planted will be able to replace the trees that are taken down. 	<p>KFA Responses:</p> <ul style="list-style-type: none"> ▪ We believe the scale of the building is appropriate for the site, and that the proposed use and density is compatible with the surrounding land uses. ▪ Arborist materials have been prepared in support of this application.
Rebecca	<p>Comments</p> <ul style="list-style-type: none"> ▪ The waterfront is special and should have special consideration. 	
Mel Tintpolver	<p>Questions</p> <ul style="list-style-type: none"> ▪ Does anyone talk about the 150 cars from this proposal and the 2400 cars from Brightwater moving along Lakeshore? ▪ Is there anything in the bylaws that dictates the amount of green space such a building must have? Public green space shouldn't be considered. Just look at TO. 	<p>KFA Responses:</p> <ul style="list-style-type: none"> ▪ A TIS has been prepared in support of this application. The results of the study do not suggest that the proposed development will significantly impact local traffic.
Don	<p>Comments</p> <ul style="list-style-type: none"> ▪ 1001-1011 Lakeshore Rd W is a better example of how 900 Lakeshore Rd W could be converted to a high density use without destroying the area. Has this been considered? 	
LM	<p>Comments</p> <ul style="list-style-type: none"> ▪ 4 months is not a lot of time to fully consider a decision this big! <p>Questions</p> <ul style="list-style-type: none"> ▪ Can the height of the building be reduced to something more reasonable that "fits" within the existing neighbourhood? 	<p>KFA Responses:</p> <ul style="list-style-type: none"> ▪ We believe the scale of the building is appropriate for the site, and that the proposed use and density is compatible with the surrounding land uses.
Kerrie	<p>Comments</p> <ul style="list-style-type: none"> ▪ Building means more than the community 	
M.R.	<p>Comments</p> <ul style="list-style-type: none"> ▪ There are many other locations to consider, but they wouldn't make as much money. As much as they are trying to avoid saying it, they will charge a premium for the units and none of them will be considered "affordable". 	<p>KFA Responses:</p> <ul style="list-style-type: none"> ▪ Given the high cost of the average home sold in the surrounding area, we believe this development will increase affordability on average.
Linda Young	<p>Comments</p> <ul style="list-style-type: none"> ▪ I am a resident of Serdica Ct (#1006), and my property would be backing directly to this development. I logged on to the Community Meeting last night, but was unable to figure out where to add comments, so they are: <p>1) I was absolutely shocked when I saw the images of the proposal. I do not know how the architects can even mouth the words that</p>	<p>KFA Responses:</p> <ul style="list-style-type: none"> ▪ We believe the scale of the building is appropriate for the site, and that the proposed use and density is compatible with the surrounding land uses. ▪ A TIS has been prepared in support of this application. The results of the study do not suggest that the proposed development will significantly impact local traffic.

	<p>this is aesthetically appealing and fits the streetscape. If 'node' means an ugly box that interrupts the beautiful rhythm of the street, I guess they have achieved that. Of course, they are working for the client who I am sure provided instructions to fit as many units as they can within the small triangular footprint. This explains the box which is the best they can do to meet that requirement.</p> <p>2) As I know the process to get developments such as this approved is now very easy, thanks to steps which started at the federal level, and now the provinces are following through to pretty much rubber stamp anything without regard to how it affects the neighbour. The results of these actions permanently change the lovely areas where we live.</p> <p>3) My background is Interior Design and Architectural Design. Considering this project from that perspective, the building on this site should fit organically to the site. It should be set back on the property, with some large trees in front, and look more like a series of interesting town houses rather than a box arbitrarily popped on the lot. Think Frank Lloyd Wright design philosophy.</p> <p>4) The increase in traffic will also be significant. I am not sure why a study is necessary to confirm this. Currently the street noise is very loud. Adding so much additional traffic will probably make our backyards unusable, and unless a streetlight is installed, there will be lots of accidents from left turns onto Lakeshore.</p>	
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