
Planning and Development Committee

Date: December 6, 2021
Time: 6:00 PM
Location: Council Chambers, Civic Centre, 2nd Floor
300 City Centre Drive, Mississauga, Ontario, L5B 3C1
And Online Video Conference

Members

Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Ron Starr	Ward 6 (Vice-Chair)
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11 (Chair)
Councillor Carolyn Parrish	Ward 5 (ex-officio)
Councillor Pat Saito	Ward 9 (ex-officio)

Participate Virtually or In Person

Advance registration is required to participate and/or make a comment in the meeting virtually or in-person. **To attend the meeting in-person proof of identification and being fully vaccinated against COVID-19 at point of entry to the Council Chamber is required.** Please email deputations.presentations@mississauga.ca no later than Friday, December 3, 2021 at 4:00 p.m. Any materials you wish to show the Committee during your presentation must be provided as an attachment to the email. Links to cloud services will not be accepted. You will be provided with directions on how to participate from Clerks' staff.

Participate Via Telephone

Residents without access to the internet, via computer, smartphone or tablet, can participate and/or make comment in the meeting via telephone. To register, please call Megan Piercey at 905-615-3200 ext. 4915 no later than Friday, December 3, 2021 at 4:00 p.m. You must provide your name, phone number, and application number if you wish to speak to the Committee. You will be provided with directions on how to participate from Clerks' staff.

Contact

Megan Piercey, Legislative Coordinator, Legislative Services

905-615-3200 ext. 4915

megan.piercey@mississauga.ca

PUBLIC MEETING STATEMENT: In accordance with the *Ontario Planning Act*, if you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Ontario Land Tribunal (OLT), and may not be added as a party to the hearing of an appeal before the OLT.

Send written submissions or request notification of future meetings to:

Mississauga City Council Att: Development Assistant

c/o Planning and Building Department – 6th Floor

300 City Centre Drive, Mississauga, ON, L5B 3C1

Or Email: application.info@mississauga.ca

1. **CALL TO ORDER**

2. **INDIGENOUS LAND STATEMENT**

"We acknowledge the lands which constitute the present-day City of Mississauga as being part of the Treaty and Traditional Territory of the Mississaugas of the Credit First Nation, The Haudenosaunee Confederacy the Huron-Wendat and Wyandotte Nations. We recognize these peoples and their ancestors as peoples who inhabited these lands since time immemorial. The City of Mississauga is home to many global Indigenous Peoples.

As a municipality, the City of Mississauga is actively working towards reconciliation by confronting our past and our present, providing space for Indigenous peoples within their territory, to recognize and uphold their Treaty Rights and to support Indigenous Peoples. We formally recognize the Anishinaabe origins of our name and continue to make Mississauga a safe space for all Indigenous peoples."

3. **DECLARATION OF CONFLICT OF INTEREST**

4. **MINUTES OF PREVIOUS MEETING - Nil**

5. **MATTERS TO BE CONSIDERED**

5.1. PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit 18 townhomes east side of Hurontario Street, south of South Service Road.

Address: 1575 Hurontario Street

Owner: 10422967 Canada Corp. (Dream Maker Inc.)

File: OZ 17/021 W1

5.2. SECTION 37 COMMUNITY BENEFITS REPORT (WARD 5)

Community Benefits contribution under Section 37 to permit four Condominium apartment buildings with heights of 32, 35, 35 and 38 storeys northwest corner of Eglinton Avenue West and Hurontario Street.

Address: 0 and 5044 Hurontario Street

Owner: Pinnacle International (Ontario) Ltd.

File: OZ 18/011 W5

5.3. RECOMMENDATION REPORT (WARD 1)

Lakeview West Infill Housing Study: Proposed Zoning By-law Amendments

File: CD.06-LAK W1

5.4. PUBLIC MEETING RECOMMENDATION REPORT (WARD 11)

Official Plan Amendment, Rezoning and Draft Plan of Subdivision applications to permit 6 semi-detached dwellings and 13 condominium townhomes.

Address: 6611 Second Line West

Owner: 2512461 Ontario Limited

File: OZ 17/017 W11

5.5. PUBLIC MEETING RECOMMENDATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit an 11 storey condominium apartment building containing 166 residential units with ground floor commercial space and two levels of underground parking southwest corner of Lakeshore Road East and Enola Avenue.

Address: 420 Lakeshore Road East

Owner: 2828778 Ontario Inc. (formerly known as Starbank Group of Companies)

File: OZ 20/009 W1

6. ADJOURNMENT

City of Mississauga

Corporate Report



<p>Date: November 12, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: OZ 17/021 W1</p>
	<p>Meeting date: December 6, 2021</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

**Official Plan Amendment and Rezoning applications to permit 18 townhomes
1575 Hurontario Street, east side of Hurontario Street, south of South Service Road**

Owner: 10422967 Canada Corp. (Dream Maker Inc.)

File: OZ 17-021 W1

Recommendation

That the report dated November 12, 2021 from the Commissioner of Planning and Building regarding the applications by 10422967 Canada Corp to permit 18 townhomes with underground parking on a private condominium road, under File OZ 17-021 W1, 1575 Hurontario Street, be received for information.

Background

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

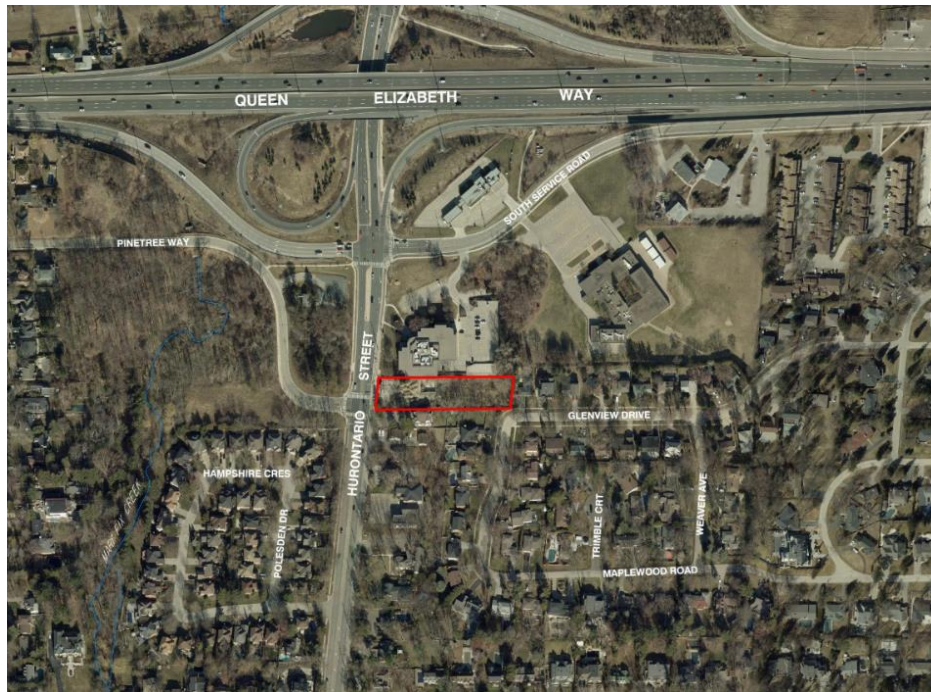
PROPOSAL

The official plan amendment and rezoning applications are required to permit 18 townhomes with underground parking on a private condominium road. The applicant is proposing to amend the Official Plan to Residential Medium Density. The zoning by-law will also need to be amended from **R1-1** (Detached Dwellings – Typical Lots – Exception) to **RM4-Exception** (Townhouses - Exception) to implement this development proposal.

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

Comments

The property is located on the east side of Hurontario Street, south of South Service Road within the Mineola Neighbourhood Character Area. The site is currently vacant.



Aerial image of 1575 Hurontario Street



Applicant's rendering of the proposed 18 townhomes

LAND USE POLICIES AND REGULATIONS

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

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

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

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

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

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

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

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

Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional

technical information, review of reduced parking standards and rear yard setbacks, ensuring compatibility of new buildings and that waste collection meets Region of Peel standards.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Lucas Petricca, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: 10422967 Canada Corp. (Dream Maker Inc.)

1575 Hurontario Street

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1. Proposed Development

The applicant proposes to develop the property with 18 townhomes separated into two blocks on a private condominium road with underground parking. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: December 21, 2017 Deemed complete: January 16, 2018 Revised: September 9, 2021	
Developer/ Owner:	10422967 Canada Corp (Dream Maker Inc.)	
Applicant:	Glen Schnarr and Associates	
Number of units:	18 units	
Proposed Gross Floor Area:	3 511.74 m ² (37,800 ft ²)	
Height:	3 storeys / 12.85 m (42.16 ft.)	
Lot Coverage:	29.92%	
Floor Space Index:	0.32	
Landscaped Area:	29.05%	
Road Type:	Private condominium road	
Anticipated Population:	56* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	36	36
visitor spaces	5	4
Total	41	40

Supporting Studies and Plans

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

- Arborist Report
- Planning Justification Report
- Concept Plan and Elevations
- Noise Study
- Stage 1 and 2 Archaeological Assessment and Ministry Letter
- Draft Official Plan and Zoning By-law Amendments
- Functional Servicing Report
- Phase I and II Environmental Site Assessment
- Grading and Servicing Plans
- Landscape Plan
- Geotechnical Investigation
- Hydrogeological Investigation
- Traffic Impact Study and Parking Justification Study
- Tree Inventory Preservation Plan
- Underground Parking Plan

Application Status

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

The previous submission proposed 42 back to back and stacked townhouse dwellings. A community meeting was held by Ward 1 Councillor Stephen Dasko regarding the previous proposal on March 2, 2020. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

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No. issued for:	Date:
1. ISSUED FOR CLIENT REVIEW: RAB/VA	

SCA)

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t. (416) 775-0075 f. (416) 642-1691

<p>The undersigned has reviewed and takes responsibility for this design, and has the qualifications and met the requirements set out in the Ontario Building Code to design the work shown on the attached drawing.</p> <p>QUALIFICATION INFORMATION</p> <p>Required unless design is exempt under 3.2.4.3 (5) Division C of the Ontario Building Code.</p>		
MARIN ZADIN	45550	
NAME	SIGNATURE	BCIN
<p>REGISTRATION INFORMATION</p> <p>Required unless design is exempt under 3.2.4.7, Division C of the Ontario Building Code.</p>		
CONTENPO Studio	44172	
FIRM NAME	BCIN	

PROPOSED NEW 18 UNIT
TOWN HOME COMPLEX AT
1575 HURONTARIO STREET
MISSISSAUGA, ON

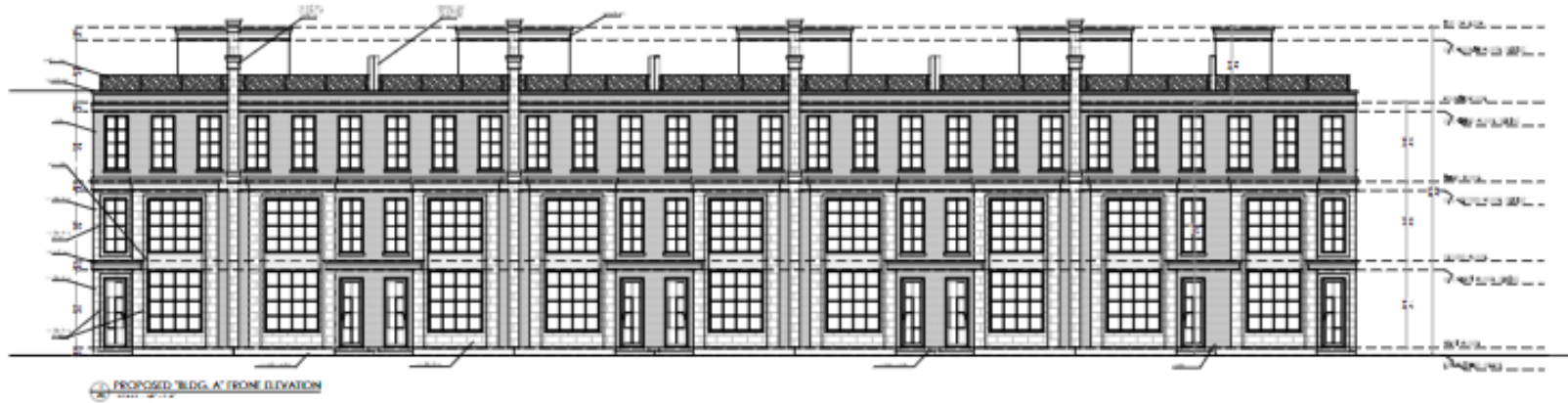
SITE PLAN + STATISTICS



Project number:	2020-75
Rev. No.:	0
Status:	AS NOTED
Date:	2020-12-18
Drawn by:	BM
Checked by:	MAJ

A

Site Plan



Elevations

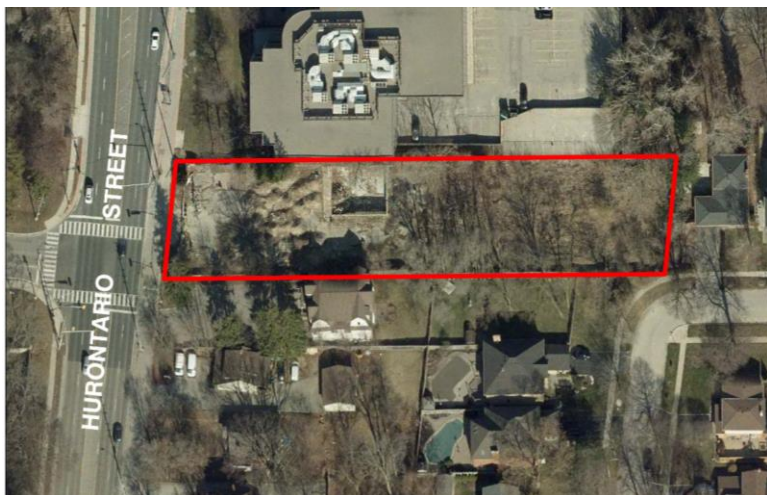


Applicant's Rendering

2. Site Description

Site Information

The property is located in the Mineola Neighbourhood Character Area, on the east side of Hurontario Street, south of South Service Road. With a depth of 129 m (423.2 ft.), the property extends to Maplewood Road/Glenview Drive at the rear. A McDonald's restaurant occupied the property from 1970 to 2009, when it was demolished. Apart from the remains of the concrete foundation of the restaurant and associated parking area, the subject lands are vacant. There are several mature trees that occupy the property, particularly around the perimeter and in the rear yard.



Aerial Photo of 1575 Hurontario Street

Property Size and Use	
Frontages:	30.50 m (100 ft.)
Depth:	129 m (423.2 ft.)
Gross Lot Area:	0.4 ha (0.9 ac.)
Existing Uses:	Vacant



Photo from Hurontario Street, facing east

Site History

- 1970 – A McDonald's restaurant was constructed on the property.
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **R1-1** (Detached Dwellings – Exception) from the previous zone **R1-1821** (Detached Dwellings – Exception) identified in By-law 5500.

- September 7, 2006 – Applications for Official Plan Amendment and Rezoning, under file OZ 06/018 W1, were received to permit the development of a two storey office building. The applications were ultimately cancelled as a result of inactivity
- November 2006 – the City initiated an Official Plan Amendment, under file OPA 06/062 W1, which resulted in Official Plan Amendment 62 (MOPA 62) to Mississauga Plan. MOPA 62 has the effect of providing greater clarity to the land use objectives for Special Site 2 policies of the Mineola Neighbourhood Character Area (refer to Section 5 of this appendix for additional details)
- April 2, 2008 – Site Plan Application, under file SP 08/073 W1, was received to permit the development of a two storey office building. The applications were ultimately cancelled as a result of inactivity
- 2009 – The McDonald's restaurant was demolished
- November 14, 2012 – Mississauga Official Plan came into force. The subject property is designated **Residential Low Density I** in the Mineola Neighbourhood Character Area
- December 21, 2017 – Submission of official plan amendment and rezoning application under OZ 17/021 W1 to permit 60 back to back and stacked townhomes

- October 30, 2019 – Resubmission to permit 42 back to back and stacked townhomes
- September 3, 2021 – Resubmission to permit 18 townhomes

3. Site Context

Surrounding Land Uses

The surrounding area is characterized by a mix of residential, office and community uses. Immediately north of the subject property is a three storey office building. The lands to the east contains one and two storey detached dwellings. Abutting the subject property to the south is an office use. There is a parking area west of the subject property.

The surrounding land uses are:

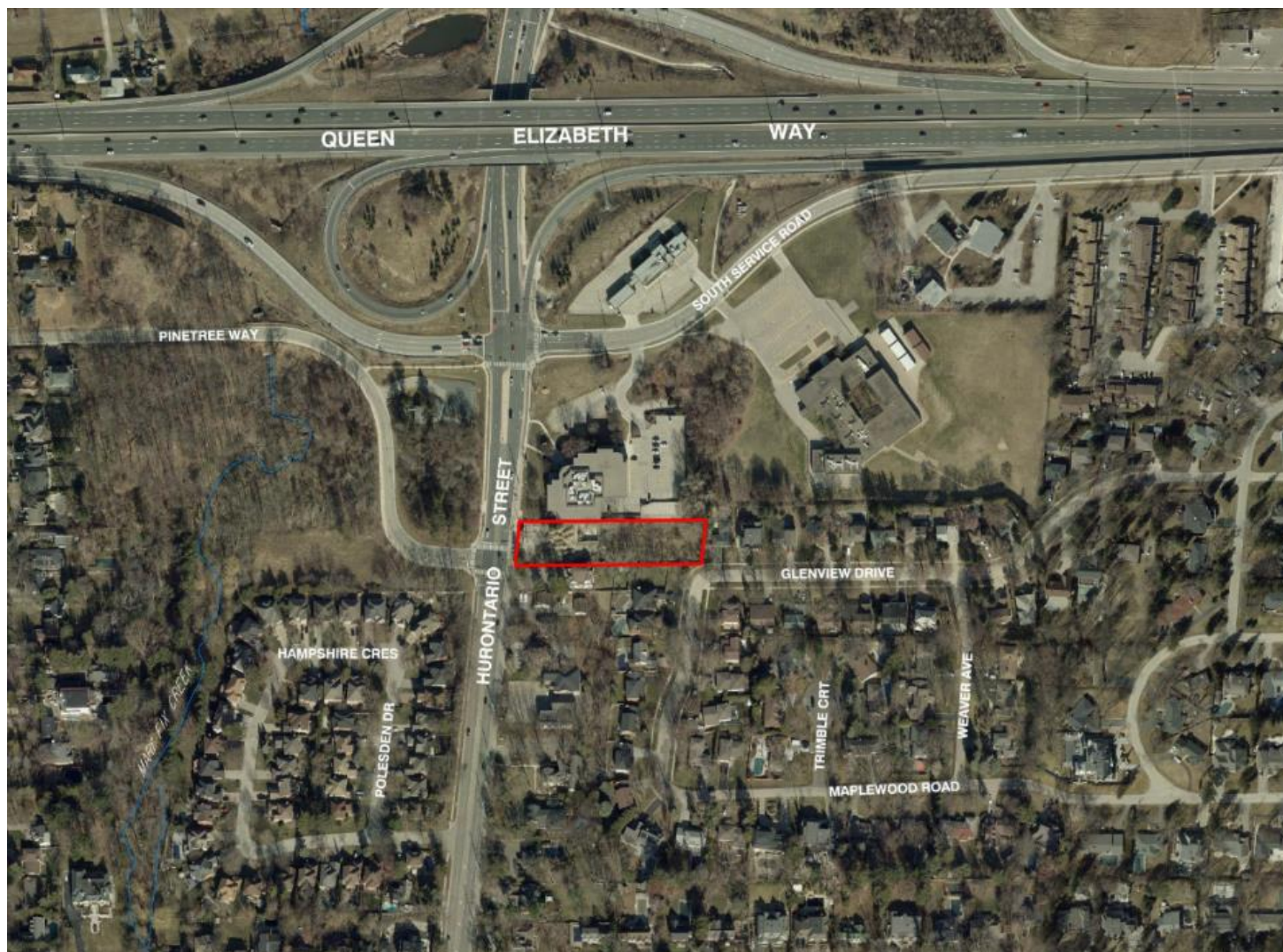
- North: Three storey office building, Queen Elizabeth Senior Public School, South Service Road, an Ontario Provincial Police (OPP) station, and the QEW
- East: Detached dwellings
- South: Office uses and detached dwellings
- West: Pinetree Way, vacant lands, and detached dwellings

Neighbourhood Context

The subject property is located in the Mineola Neighbourhood Character Area, which is an area that developed in the 1950s

and 1960s with predominantly detached dwellings on large lots with generous setbacks. Large replacement detached dwellings have become prevalent in the Mineola Neighbourhood over the past several years.

Hurontario Street is identified as an Intensification Corridor in Mississauga Official Plan and is planned to accommodate the Hurontario Light Rail Transit (HLRT) system. The properties fronting onto Hurontario Street between the QEW and the Canadian National Railway (CNR) are primarily occupied by detached homes, many of which have been converted to office uses. Further south on Hurontario Street, approaching the CN rail line, are townhomes and commercial uses, including Cousin's Market, Tim Horton's, a Petro Canada and other service commercial uses.



Aerial Photo of 1575 Hurontario Street

Demographics

Based on the 2016 census, the existing population of the Mineola Neighbourhood area is 9,590 with a median age being 44 (compared to the City's median age of 40). Sixty-six percent of the neighbourhood population are of working age (15 to 64 years of age), with 18% children (0-14 years) and 16% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 10,500 and 10,700 respectively. The average household size is 3 persons with none of the population living in apartments taller than 5 storeys, as that built form is not present in the Neighbourhood Character Area. The mix of housing tenure for the area is 2,990 units (91%) owned and 315 units (10%) rented with a vacancy rate of approximately 0.8%*. In addition, the number of jobs within this Character Area is 932. The combined employment and population number for the Mineola Neighbourhood is 20 people and jobs per hectare (8.1 people and jobs per acre).

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

Other Development Applications

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

- OZ 20/006 W1 – 42-46 Park Street East and 23 Elizabeth Street – development proposal for a 22 storey apartment building
- OZ 16/006 W1 – 1130, 1136, 1138 Mona Road – development proposal for 17 three storey homes and 1 three storey detached dwelling
- OZ 19/008 W1 – 78 Park Street East and 22-28 Ann Street – approval was obtained for a 22 storey apartment building with retail and office uses at grade, subject to "H" holding zone provisions in March 2020
- OZ 18/001 W1 – 200 South Service Road and 201 Radley Road – development proposal for 5 detached homes
- OZ 14/004 W1 and SP 17/158 W1 – 1630-1650 Crestview Avenue – approval was obtained for 20 three storey townhomes in December 2017 (Rezoning) and August 2019 (Site Plan)

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

Community and Transportation Services

These applications will have minimal impact on existing services in the community.

City owned parkland known as Mary Fix Park is located approximately 700 m (0.43 miles) west of the subject property,

which represents a 3 minute car ride / 6 minute walk. On a larger scale, the Port Credit GO Station is located approximately 1.6 km (0.99 miles) away from the subject property, representing an 8 minute car ride / 13 minute bus ride. The Port Credit Library and Port Credit Memorial Arena is also located approximately 3.3 km (2.05 miles) southwest of the subject property. This represents an approximate 8 minute car ride/17 minute bus ride.

In addition to the community facilities, there is an existing multi-use trail (MUT) on Hurontario Street that provides a paved path separate from the road and shared by pedestrians and cyclists. This MUT provides connections to other trails, bicycle routes and bicycle lanes throughout the broader community.

The following major MiWay bus route currently services the site:

- Route 2– Hurontario

The Hurontario Light Rail Transit (HLRT) will provide 18 km (11.2 miles) of rapid transit within a dedicated right-of-way along Hurontario Street, from the Port Credit GO Station to the Brampton Gateway Terminal. An HLRT station is proposed immediately north of the QEW. The station and the area surrounding it have been identified as a Major Transit Station Area (MTSAs). The Region of Peel is in the process of delineating the boundaries of MTSAs, which will be within an approximate 500 m to 800 m (1,640 ft. to 2,625 ft.) radius of the station.

4. Summary of Applicable Policies, Regulations and Proposed Amendments

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>A land use pattern, density and mix of uses should be promoted that minimize support current and future use of transit and active transportation. (PPS 1.6.7.4)</p> <p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities. (PPS 1.6.8.3)</p> <p>Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
<p><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></p>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas (MTSAs) on priority transit corridors, including zoning in a manner that implements the policies of this Plan. (Growth Plan 2.2.4.1)</p> <p>For MTSAs on priority transit corridors, upper-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station. (Growth Plan 2.2.4.2)</p> <p>MTSAs on priority transit corridors will be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit. (Growth Plan 2.2.4.3)</p> <p>Within MTSAs on priority transit corridors, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited. (Growth Plan 2.2.4.6)</p> <p>Within all MTSAs, development will be supported by planning for a diverse mix of uses to support existing and planned transit service levels and providing alternative development standards, such as reduced parking standards. (Growth Plan 2.2.4.9)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<p>Region of Peel Official Plan (ROP)</p>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.	General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

Mississauga Official Plan

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

Existing Designation

The lands are located within the Mineola Neighbourhood Character Area and are designated **Residential Low Density I**. The **Residential Low Density I** designation permits only detached dwellings in the Mineola Neighbourhood Character Area. The lands are also located within the Special Site 2 area of the Mineola Neighbourhood Character Area, which also

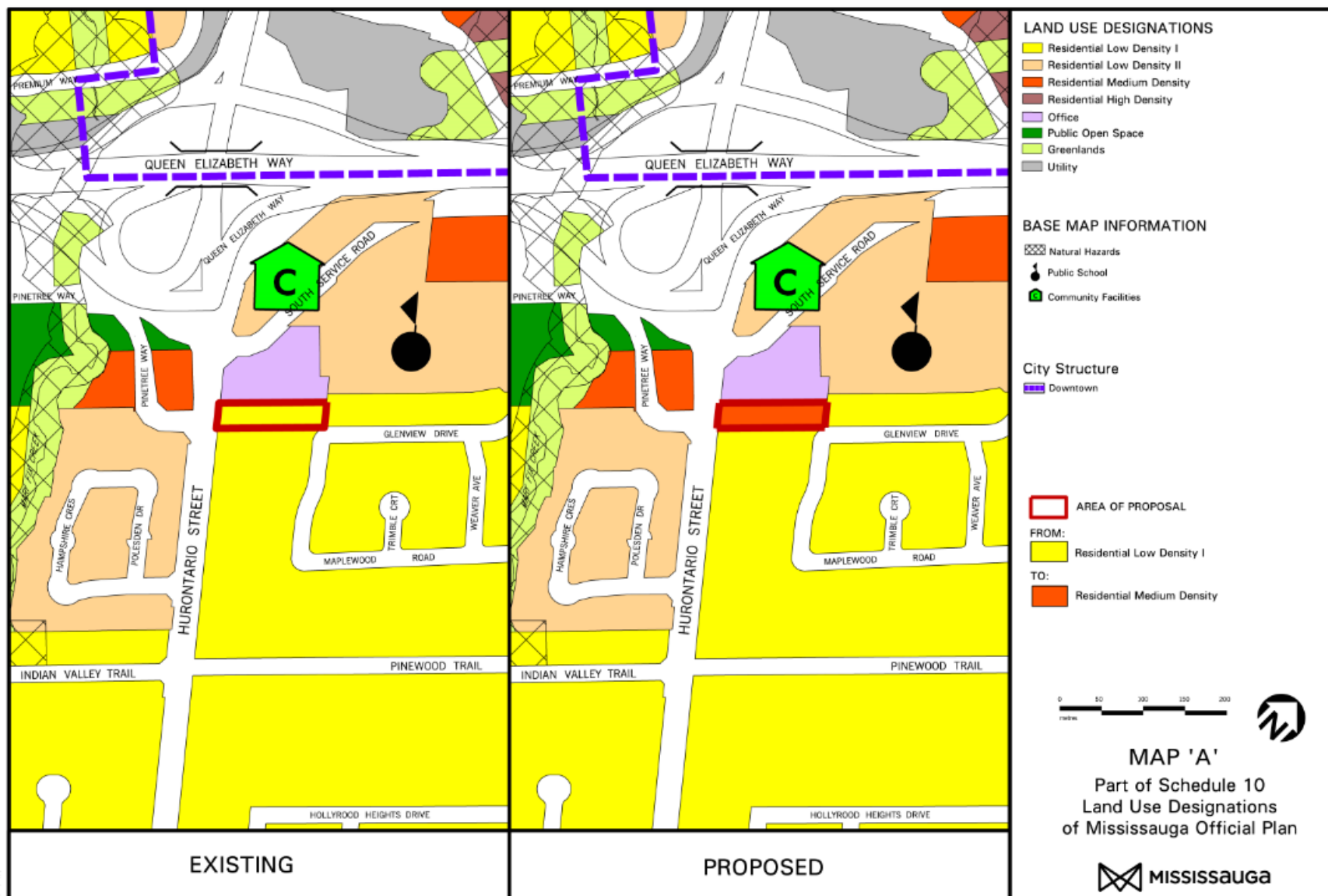
permits office and commercial uses, subject to specific requirements.

The subject property is located within a planned Major Transit Station Area (MTSA).

Proposed Designation

The applicant is proposing to change the designation to **Residential Medium Density** to permit 18 townhomes. The applicant will need to demonstrate consistency with the intent of MOP and shall have regard for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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



Excerpt of Mineola Neighbourhood Character Area

Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 5 Direct Growth	<p>Most of Mississauga's future growth will be directed to Intensification Areas. (Section 5.1.4)</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. (Section 5.3.5.1)</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas. (Section 5.3.5.2)</p> <p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres. (Section 5.3.5.3)</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. (Section 5.3.5.5)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4)</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands. (Section 5.4.5)</p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless the Character Area policies specify alternative building height requirements. (Section 5.4.8)</p> <p>Hurontario Street and Dundas Street have been identified as Intensification Corridors. These are Intensification Areas. (Section 5.4.11)</p> <p>Not all segments of Intensification Corridors are appropriate for intensification. Planning studies for Intensification Corridors will identify</p>

	<p>General Intent</p> <p>appropriate locations for intensification and the appropriate densities, land uses and building heights. (Section 5.4.12)</p> <p>Low density residential development will be discouraged from locating within Intensification Corridors. (Section 5.4.13)</p> <p>A number of Light rail Transit Stations, which will be located along the Hurontario Street Intensification Corridor to serve the proposed light rail transit system area a form of Major Transit Station Areas. (Section 5.4.15)</p> <p>The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas. (Section 5.5.1)</p> <p>Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. (Section 5.5.3)</p>
Chapter 6 Value The Environment	<p>To ensure that contaminated sites are identified and appropriately addressed by the proponent of development, the following will be required:</p> <ul style="list-style-type: none"> a. the owners of lands proposed for development will submit information as required by the City to identify the potential for contamination; c. the development approval or approval of amendments to this Plan for known or potentially contaminated sites will be deferred until the proponent of development undertakes a study assessing the potential for contamination in accordance with the Provincial Government regulations and standards and City policies. d. If the study indicates potential for soil or ground water contamination, an assessment of the soil and groundwater conditions will be required. If contamination is confirmed, a remedial action plan in accordance with Provincial Government regulations and standards appropriately addressing contaminated sites will be required. Recommendations contained within the plan will be implemented by way of conditions to development approval. (Section 6.7.1) <p>Mississauga will actively promote the redevelopment and clean up, if necessary, of brownfield sites. (6.7.4)</p>
Chapter 7 Complete Communities	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p>

	General Intent
Chapter 9 Build A Desirable Urban Form	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5)</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. (Section 9.2.1.4)</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> a. Respect existing lotting patterns; b. Respect the continuity of front, rear and side yard setbacks; c. Respect the scale and character of the surrounding area; d. Minimize overshadowing and overlook on adjacent neighbours; e. Incorporate stormwater best management practices; f. Preserve mature high quality trees and ensure replacement of the tree canopy; and g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3) <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> a. Assemble small land parcels to create efficient development parcels; b. Face the street, except where predominate development patterns dictate otherwise; c. Not locate parking between the building and the street; d. Site buildings to frame the street; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6) <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. (Section 9.5.1.1)</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. (Section 9.5.1.5)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p>

	<p>General Intent</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.12)</p> <p>Development proponents will be required to demonstrate the successful application of universal design principles and compliance with legislated standards. (Section 9.5.2.6)</p> <p>Street facing facades should have the highest design quality. Materials used for the front façade should be carried around the building where any facades are exposed to the public view at the side or rear. (Section 9.5.3.6)</p>
<p>Chapter 11 General Land Use Designations</p>	<p>In addition to the Uses Permitted in all Designations, lands designated Residential Low Density I will also permit the following uses:</p> <ul style="list-style-type: none"> • Detached dwelling; • Semi-detached dwelling; and • Duplex dwelling (Section 11.2.5.3) <p>Lands designated Residential Medium Density will permit all forms of townhouse dwellings. (Section 11.2.5.5)</p>
<p>Chapter 16 Neighbourhoods</p>	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)</p> <p>Notwithstanding the Residential Low Density I policies of this Plan, the Residential Low Density I designations permit only detached dwellings. (Section 16.18.2.1)</p> <p>Notwithstanding the Residential Medium Density policies of this Plan, the Residential Medium Density designation permits only townhouse dwellings. (Section 16.18.2.2)</p> <p>Special Site 2 Notwithstanding the provisions of the Residential Low Density I designation, the following additional policies will apply:</p> <ol style="list-style-type: none"> The following uses will also be permitted: <ul style="list-style-type: none"> • Offices, provided that medical offices are used for the consultation, examination or therapeutical treatment by a physician, dentist, drugless practitioner or health professional licensed by the Province of Ontario. Medical offices may not include hospital or other accessory medical uses such as laboratories, diagnostic facilities for medical and dental purposes, a drug and optical dispensary, nor a medical supply and equipment store; and • A detached dwelling containing a maximum of one dwelling unit in combination with office uses; and, Commercial uses, which include personal service uses, will not be permitted as a primary or as an accessory use; All buildings used for office or residential-office purposes, whether new or modified, will have a residential appearance which is compatible with the form, design, and scale of the surrounding residential area. All development will be designed so that it does not negatively impact abutting properties used for residential purposes, in terms of light, privacy, noise and rear yard amenity;

	General Intent
	<p>d. The use must be of a nature and intensity that results in a parking demand which does not negatively impact the function of Hurontario Street nor abutting local roads. In this regard, applicants for rezoning will be required to demonstrate, through the submission of traffic studies, parking justification studies and business operation information, that the proposed use is suitable for its location. Developments which result in a reduced parking demand are preferred;</p> <p>e. All office related parking will be accommodated within the front and side yards only, with a minimal loss of vegetation or in underground facilities. Rear yard parking, with the exception of parking for residential dwellings, is not permitted. Surface parking areas are permitted to be constructed of permeable materials in order to achieve sustainable and urban design objectives and reduce impacts on drainage and grading systems. The portion of the access driveway within the road allowance is to be constructed of hard surface pavement;</p> <p>f. Where appropriate, mutual driveway access will be permitted between abutting property owners provided this arrangement is registered on title;</p> <p>g. For developments located at intersections, access to the minor streets will be discouraged, and where technically feasible, access will be permitted on Hurontario Street;</p> <p>h. Street frontages are required to be enhanced with landscaping to reflect Hurontario Street's role as a gateway to the Mineola and Port Credit Character Areas. On-site parking areas should not dominate the streetscape and are required to be appropriately screened by vegetation and landscape treatments which are complementary to the character of the area. In this regard the following will also apply:</p> <ul style="list-style-type: none"> • A minimum of 40% of the front yard of interior lots, will be landscaped open space. Landscaped open space may include pedestrian walkways but will exclude paved parking areas <p>A landscape buffer ranging from 4.5 m (14.8 ft.) to 7.5 m (24.6 ft.) in depth will be provided along the Hurontario Street frontage (Section 16.18.5.2)</p>
Chapter 19 Implementation	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • that a municipal comprehensive review of the land use designation or a five year review is not required; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)

Mississauga Zoning By-law

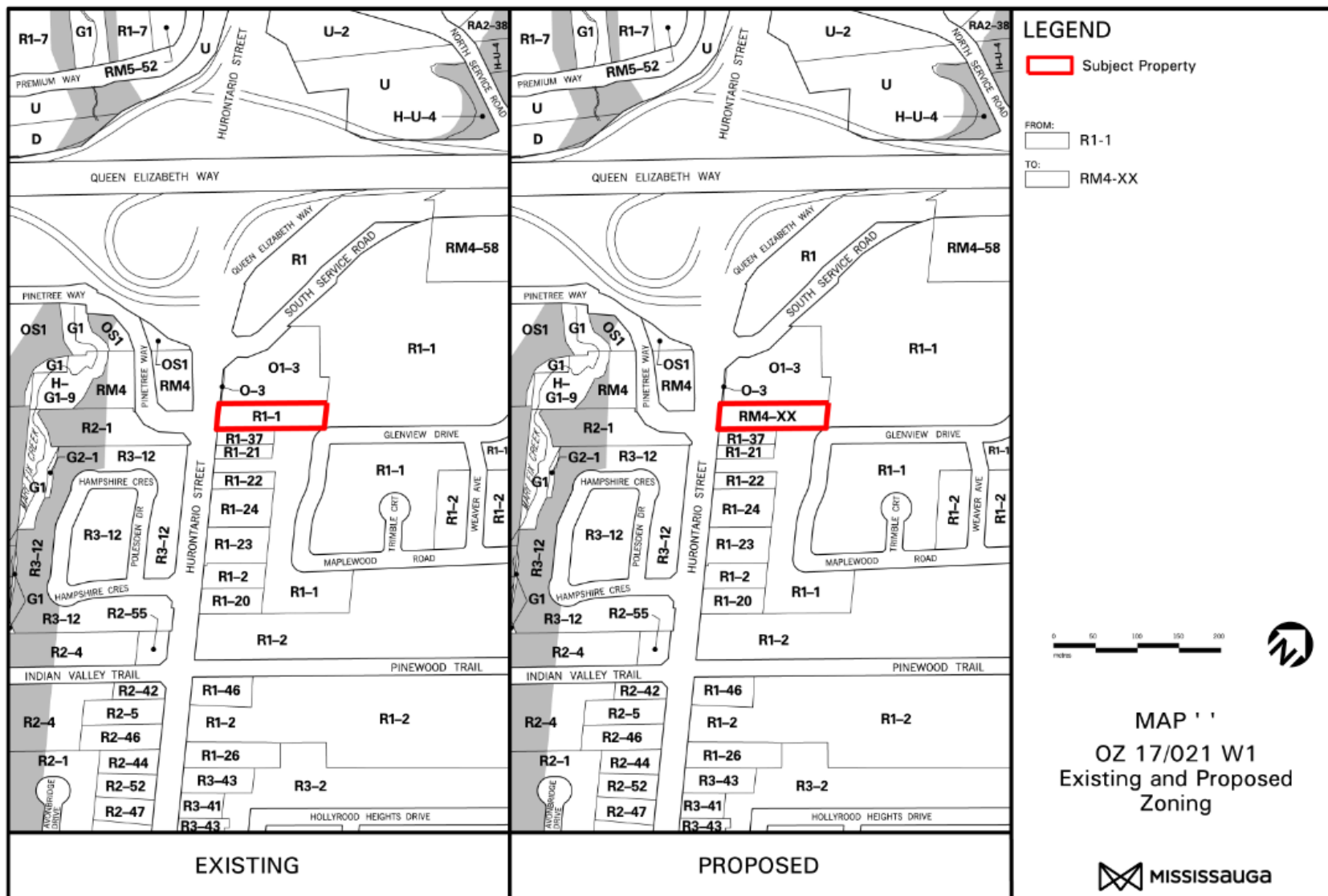
Existing Zoning

The subject property of the site proposed for redevelopment is currently zoned **R1-1** (Detached Dwellings – Typical Lots – Exception), which permits detached dwellings.

Proposed Zoning

The applicant is proposing to zone the property **RM4-Exception** (Townhouses – Exception) to permit 18 townhomes with underground parking on a private condominium road.

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



Excerpt of Zoning Map

Proposed Zoning Regulations

Zone Regulations	RM4 Zone Regulations	Proposed RM4-Exception Zone Regulations
Required Number of Parking Spaces for Residential Uses	0.25 visitor spaces per unit	0.2 visitor spaces per unit
Parking Space Dimensions	Parking spaces with a parking angle exceeding 15°, except those designated for persons with disabilities, shall have an unobstructed rectangular area with a minimum width of 2.6 m (8.53 ft.) and a minimum length of 5.2 m (17.06 ft.), exclusive of any aisle or driveway	Minimum parking space width of 2.5 m (8.2 ft.)
Minimum Landscaped Area	40% of lot area	30%
Minimum Lot Line Setback from the rear wall of a townhouse to a lot line that is not a street line	7.5 m (24.6 ft.)	6.5 m (21.32 ft.)
Minimum Internal Setback from a front and/or side wall of townhouse to a condominium road , sidewalk or visitor parking space	4.5 m (14.76 ft.)	0 m (0 ft.)
Minimum Internal Setback from a side wall of townhouse to an internal walkway	1.5 m (4.92 ft.)	0 m (0 ft.)
Maximum Height	10.7 m (35.1 ft.) and 3 storeys	12.85 m (42.16 ft.)

Zone Regulations	RM4 Zone Regulations	Proposed RM4-Exception Zone Regulations
Minimum setback of a parking structure constructed above or partially above finished grade to any lot line	6 m (19.68 ft.)	0.3 m (0.98 ft.)
Minimum setback of a parking structure constructed completely below finished grade to any lot line	3 m (9.84 ft.)	1 m (3.28 ft.)
Minimum width of a sidewalk	2 m (6.56 ft.)	1.3 m (4.26 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

Affordable Housing

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

incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

The strategy targets non-rental residential developments of 50 units or more, and seeks that 10% of new residential units after the initial 50 units be affordable. This development does not meet the threshold to require the provision of affordable housing.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation			
2 Kindergarten to Grade 6	Mineola Public School	Forest Avenue Public School	Queen Elizabeth Senior Public School	Port Credit Secondary School
1 Grade 7 to Grade 8				
2 Grade 9 to Grade 12	Enrolment: 341 Capacity: 429 Portables: 0	Enrolment: 198 Capacity: 199 Portables: 0	Enrolment: 348 Capacity: 262 Portables: 4	Enrolment: 1,248 Capacity: 1,203 Portables: 1

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
2 Kindergarten to Grade 8	St. Dominic	St. Paul
1 Grade 9 to Grade 12	Enrolment: 311 Capacity: 271 Portables: 5	Enrolment: 533 Capacity: 807 Portables: 0

6. Community Questions and Comments

A community meeting was held by Ward 1 Councillor, Stephen Dasko, on March 2, 2020. Approximately 35 people attended and approximately 5 written submissions were received. This community meeting was held prior to the current development proposal. As such the comments below relate to the previous submission which proposed 42 back to back and stacked townhomes.

The following comments made by the community, if still

applicable to the new proposal, as well as any others raised at the public meeting will be addressed in the Recommendation Report.

- There is already too much traffic on Hurontario Street, the addition of the HLRT, increased densities in Port Credit and this application will make gridlock worse.
- The existing MiWay stop at Hurontario Street and Pinetree Way needs to be relocated further south to not interfere with the intersection.
- The proposed parking rates are insufficient. People have

more than one car and visitors will park on Glenview Drive/Maplewood Road.

- A solid wood fence should be provided along the property line to prevent visitors from parking on abutting local roads and accessing the property.
- A pedestrian access through the property from the abutting Glenview Drive/Maplewood Road would allow ease of access to the HLRT for residents of the adjacent subdivisions.
- The development is too dense.
- Existing mature trees should be preserved.

- The small amenity area will be in shadow from the buildings.
- Light pollution from these types of developments is an issue.

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (October 22, 2021)	<p>The Functional Servicing Report (FSR) submitted has been deemed satisfactory and requires no additional revisions at this time. It should be noted that the FSR review fee is still outstanding.</p> <p>Additionally, as the proposal has been revised from 42 back to back and stacked townhomes to just 18 townhomes, the proposal is eligible for curbside waste collection for each unit. The application proposes to use the front-end collection point, which was previously proposed for the back to back and stacked townhomes. This will not allow the collection of organics, thereby reducing our level of service. The Region of Peel cannot support any development design that will result in a reduced level of service. As such, curbside cart based collection for this proposal will be required.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (October 18, 2021)	<p>Dufferin-Peel Catholic District School Board and the Peel District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by the City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that</p>

Agency / Comment Date	Comments
	<p>some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions to be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
<p>City Community Services Department – Park Planning Section (September 9, 2021)</p>	<p>In comments dated September 9, 2021, Community Services Department notes that the subject site is located within 135 m (443 ft.) of City owned lands identified as Mary Fix Park (P - 058) which is zoned Open Space - Community Park (OS1) on the north side and Greenbelt (G-1) on the south side and contains no park amenities.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
<p>City Transportation and Works Department (October 25, 2021)</p>	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, prior to this department making a recommendation on the application, the owner has been requested to provide additional technical details and revisions as follows:</p> <p><u>Stormwater</u></p> <p>A Functional Servicing & Preliminary Stormwater Management Report (FS&SWM Report), prepared by Crozier Consulting Engineers, dated August 2021, was submitted in support of the proposed development. The purpose of the report is to evaluate the impact of the proposed development on the municipal drainage system (e.g. storm sewers, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls. The applicant is proposing to extend the storm sewer within the adjacent property to the south to service the development lands, manage the external drainage from the north through a proposed municipal easement on their site, and implement on-site stormwater management controls for the post development discharge.</p> <p>The FS&SWM Report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving municipal drainage system, on-site stormwater management controls for the post development discharge is required. However, the applicant hasn't yet demonstrated a satisfactory stormwater servicing concept.</p> <p>The applicant is required to provide further technical information to demonstrate the feasibility of the proposed servicing concept, including:</p> <ul style="list-style-type: none"> demonstrating the feasibility of the storm sewer outlet and sewer capacity ;

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> • developing an acceptable strategy to accommodate external drainage from the adjacent property, if any; • providing a municipal storm easement from the adjacent land owner to the south, and • demonstrating that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site. <p>An ECA will also be required from MECP for the proposed municipal storm sewer extension.</p> <p><u>Environmental Compliance</u></p> <p>Based on the review of the Phase One and Phase Two Environmental Site Assessment reports, prepared by Terraprobe and dated October 12, 2018, and June 13, 2019, respectively. The Environmental Site Assessments indicated that soil and/or groundwater quality at the site met the applicable Ministry of Environment, Conservation and Parks (MECP) standards.</p> <p>The following documents must be submitted prior to a Recommendation meeting:</p> <ul style="list-style-type: none"> • Reliance letter for both reports, including any updates as may be required; • Confirmation that any land dedication to the City complies with the City's environmental requirements; • Dewatering commitment letter; • Monitoring well decommissioning letter <p>Please note that a Record of Site Condition is required prior to By-law enactment.</p> <p><u>Geotechnical</u></p> <p>A Geotechnical Investigation and separate Hydrological Investigation, both prepared by Terraprobe and dated June 12, 2019, were submitted to assess the geotechnical suitability of the proposed development. The purpose of the reports is to determine the soil and groundwater conditions in order to provide recommendations for the design of foundations, basement drainage, pavement structure, groundwater control and installation of underground utilities.</p> <p>The above noted reports are to be updated to provide additional technical information to address all staff comments.</p> <p><u>Traffic</u></p> <p>A traffic impact study (TIS), prepared by Crozier & Associates Inc. and dated August 5 2021, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the assumptions provided.</p>

Agency / Comment Date	Comments
	<p>The applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • An updated Traffic Impact Study addressing all staff comments; • A review of the driveway access to ensure both Hurontario Street and the internal driveway can operate efficiently. • Approval from MTO and the HULRT office <p><u>Noise</u></p> <p>The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic. Noise mitigation may be required, including sound barriers for outdoor living areas; the details of which will be confirmed through the Site Plan process. Potential noise sources that may be generated by the development, including mechanical equipment, will be mitigated through the detailed design of the building. The applicant has been requested to show the location of any required noise fences.</p> <p><u>Engineering Plans/Drawings</u></p> <p>The applicant has submitted a number of technical plans and drawings (i.e. Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards. All drawings and reports are to reflect the latest proposal and remove any aboveground and underground encroachment into any City right-of-way.</p> <p>Municipal infrastructure works will be required to support this development, namely the relocation of the municipal storm sewer. Further, works shall include, but not be limited to land dedications, design and construction of roads and boulevards, existing road and boulevard improvements/reinstatements, which shall have consideration for the proposed Hurontario Light Rail Transit (LRT) system design and impact on site grading, property access and turning movements. These works shall form part of the Development Agreement as part of a future Lifting of the 'H' application. Detailed design, securities and insurance will be addressed through the Development Agreement. However, the extent of the works must first be satisfactorily determined prior to making a recommendation on the application.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Community Services Department, Heritage Planning - Community Services Department, Arborist – City & Private Property - Community Services Department, Arborist – Public Art - Fire Prevention - Hurontario Light Rail Transit Office - MiWay

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> - Canada Post - Alectra - Enbridge Gas - Enersource - Bell Canada - Greater Toronto Airport Authority - Metrolinx

Development Requirements

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

8. Section 37 Community Benefits (Bonus Zoning)

Section 37 community benefits (bonus zoning) may be applicable for the current proposal. The evaluation of bonus zoning will be determined in the recommendation report in accordance with Corporate Policy 07-03-01.

9. Next Steps

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

- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, building height, setbacks and site access?
- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Are the proposed zoning by-law exception standards appropriate?
- Can the proposed layout of the site accommodate curbside waste collection for each unit to meet Region of Peel design standards?

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department

will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.

City of Mississauga

Corporate Report



<p>Date: November 12, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: OZ 18/011 W5</p>
	<p>Meeting date: December 6, 2021</p>

Subject

SECTION 37 COMMUNITY BENEFITS REPORT (WARD 5)

Community Benefits contribution under Section 37 to permit four Condominium apartment buildings with heights of 32, 35, 35 and 38 storeys 0 and 5044 Hurontario Street, northwest corner of Eglinton Avenue West and Hurontario Street
Owner: Pinnacle International (Ontario) Ltd.
File: OZ 18/011 W5

Recommendation

1. That a By-law be enacted under Section 37 of the *Planning Act* to authorize the Commissioner of Planning and Building and the City Clerk to execute the Section 37 agreement with Pinnacle International (Ontario) Ltd., and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor to secure the community benefits contribution, as outlined in the corporate report dated November 12, 2021, from the Commissioner of Planning and Building under File OZ 18/011 W5, Pinnacle International (Ontario) Ltd., 0 and 5044 Hurontario Street.
2. That the sum of \$2,500,000 be approved as the amount for the Section 37 Community Benefits contribution.

Executive Summary

- The City is seeking a Community Benefits contribution under Section 37 of the *Planning Act*, in conjunction with the proponent's official plan amendment and rezoning applications
- The proposal has been evaluated against the criteria contained in the Corporate Policy and Procedure on Bonus Zoning

- The Community Benefits contribution comprises \$2,500,000 towards affordable housing
- The request can be supported subject to the execution of a Section 37 agreement and providing a cash contribution, 20 units sold at or below the affordable price threshold, 20 rental units, or a combination of these contributions by the owner prior to condominium registration

Background

On September 8, 2020, a Recommendation Report was presented to Planning and Development Committee (PDC) recommending approval of official plan amendment and rezoning applications on the subject lands under File OZ 18/11 W5, by Pinnacle International (Ontario) Ltd., to permit four condominium apartment buildings with heights of 32, 35, 35 and 38 storeys. Recommendation PDC-0030-2020 which was subsequently adopted by Council on September 16, 2020. As part of the recommendation, staff was directed to hold discussions with the applicant to secure Community Benefits in accordance with Section 37 of the *Planning Act* and the Corporate Policy and Procedure on Bonus Zoning, and to return to Council with a Section 37 report outlining the recommended Community Benefits. The purpose of this report is to provide comments and a recommendation with respect to the proposed Section 37 Community Benefits.

Present Status

Official Plan Amendment 110 and the implementing zoning by-law (0050-2021) for the northern portion of the subject site were adopted by Council on March 3, 2021. This report addresses the outstanding Section 37 contribution for the southern portion of the subject property prior to the approval of the implementing Zoning By-law.

Comments

Background information including an aerial photograph and the concept plan for the proposed development is provided in Appendices 1 and 2.

Section 37 Community Benefits Proposal

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in Mississauga Official Plan, this policy enables the City to secure community benefits when increases in permitted development are deemed good planning by Council through the approval of a development application. The receipt of the Community Benefits discussed in this report conforms to Mississauga Official Plan and the Corporate Policy and Procedure on Bonus Zoning.

"Community Benefits" is defined in the Corporate Policy and Procedure as meaning facilities or cash secured by the City and provided by an owner/developer for specific public capital facilities, services or matters. Chapter 19.8.2 of the Official Plan provides examples of potential

Community Benefits, e.g. the provision of public art, multi-modal transportation facilities, streetscape improvements, etc.

Planning staff met with representatives from Community Services, Transportation and Works, and Corporate Services to discuss potential community benefits. Subsequent to this meeting, Planning staff met with the developer and Ward 5 Councillor Carolyn Parrish to discuss possible community benefits relating to the proposal.

Written confirmation has been provided by the owner confirming that the Community Benefit is \$2,500,000 towards affordable housing, consisting of a payment of \$2,500,000 to be indexed to Consumer Price Index, 20 units sold at or below the affordable price threshold of \$420,000, or 20 rental units both with an even mix of one and two bedroom units, or a combination of these contributions. The precise contribution will be determined at the time of condominium registration, with 25% of the contribution occurring with the registration of the North Phase (anticipated in year 2022), and 75% of the contribution to occur with the registration of the South Phase (anticipated in the year 2024 or 2025).

Guiding Implementation Principles

The Section 37 Community Benefits proposal has been evaluated against the following guiding implementation principles contained in the Corporate Policy and Procedure on Bonus Zoning.

1. Development must represent good planning.

A fundamental requirement of the use of Section 37 is that the application being considered must first and foremost be considered good planning regardless of the Community Benefit contribution.

The Recommendation Report dated August 14, 2020 presented to PDC on September 8, 2020, evaluated the proposed official plan amendment and rezoning and recommended that the applications be approved as they are acceptable from a planning standpoint and represent good planning.

2. A reasonable planning relationship between the secured Community Benefit and the proposed increase in development is required.

The application of eligible Community Benefits is considered according to priority. The proposed contribution towards affordable housing is considered a "highest priority" Community Benefit, as it involves the sale of affordable units or rental of affordable units on site. However, if the applicant chooses to provide a financial contribution towards affordable housing at the time of condominium registration, it will be considered as a "next priority" Community Benefit, as in this case it would be a contribution in the form of funds used to address a City-wide need which is related to the site, but which cannot be included on the site.

In order to determine a fair value of the Community Benefits, Realty Services retained an independent land appraisal to determine the increased value of the land resulting from the height and density increase. In this instance, acknowledging that Mississauga Official Plan policies permit apartment buildings with a maximum of 1 969 dwelling units, a maximum height of 34 storeys, and a maximum floor space index (FSI) of 5.19 in Area 6A (northern portion of the subject property) and maximum FSI of 7.11 in 6B (southern portion of the subject property). It was determined that the relationship between the proposed \$2,500,000 worth of community benefits and the land value of the requested height and density increase is acceptable. This amount represents approximate 57% of the land lift value, which meets and exceeds the Corporate Policy and Procedure and is acceptable to both the City and the owner.

3. Community Benefit contributions should respond to community needs.

The creation of complete communities including affordable housing is one of Mississauga Official Plan's guiding principles. Providing a variety of affordable dwelling types for both the ownership and rental markets is one way in which the City can achieve this goal. In accordance with the Corporate Policy and Procedure, Ward 5 Councillor, Carolyn Parrish, has been consulted regarding the negotiations and supports the proposed Community Benefit contribution.

4. Ensure that the negotiation process of Section 37 Agreements is transparent.

If the applicant chooses to sell or rent affordable housing units (as opposed to providing a financial contribution), a condition of condominium registration will be that the applicant confirm that 20 units have been sold at or below the affordable threshold or that conditions have been placed on rental units to maintain the units at an affordable rent. This confirmation must be provided to the City Planning Strategies Division in a form satisfactory to the City. Alternatively, following the receipt of the Community Benefit financial contribution, City Planning Strategies Division staff would review the opportunities to implement affordable housing in this community. The proposed housing and timing of implementation would be subject to a detailed assessment. The earliest implementation date of this is likely to be 2025 based on the applicant's proposed timelines.

Section 37 Agreement

The Planning and Building Department and the owner have reached a mutually agreed upon terms and conditions of the Community Benefit and related agreement for the subject lands. The agreement provisions will include the following:

- a Community Benefit contribution of \$2,500,000;
- the contribution is to be used towards affordable housing;
- the agreement is to be registered on title of the lands in a manner satisfactory to the City Solicitor, to secure the benefits.

Financial Impact

Cash benefits received from a Section 37 agreement will be collected by the Planning and Building Department and held in a Section 37 Reserve Fund set up for that purpose. This fund will be managed by Accounting, Corporate Financial Services, who are responsible for maintaining a record of all cash payments received under this policy.

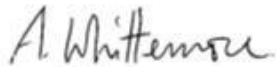
Conclusion

Staff have concluded that the proposed Section 37 Community Benefit is appropriate, based on the increased height and density that was recommended through the official plan amendment and rezoning applications. This proposed benefit adheres to the criteria contained in the Corporate Policy and Procedure on Bonus Zoning. Further, the contribution towards affordable housing; will help to implement the guiding principle of complete community policies in Mississauga Official Plan.

Attachments

Appendix 1: Aerial Photograph

Appendix 2: Concept Plan



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

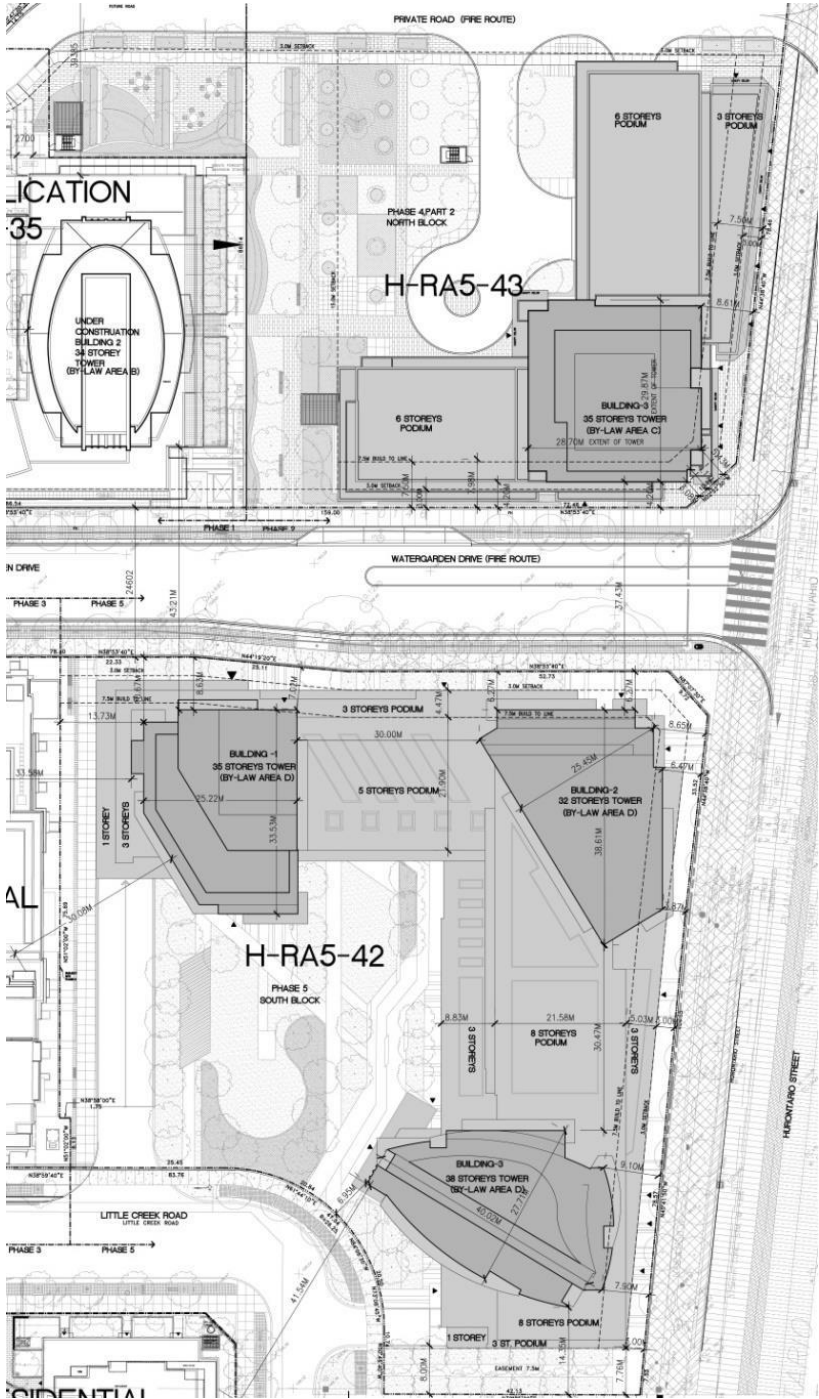
Prepared by: Caleigh McInnes, Development Planner

Appendix 1

Aerial Photograph



Concept Plan



City of Mississauga Corporate Report



<p>Date: November 12, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: CD.06-LAK W1</p>
	<p>Meeting date: December 6, 2021</p>

Subject

RECOMMENDATION REPORT (WARD 1)

Lakeview West Infill Housing Study: Proposed Zoning By-law Amendments

File: CD.06-LAK W1

Recommendation

1. That the proposed amendments to Zoning By-law 0225-2007, as detailed in Appendix 3, be approved as outlined in the corporate report dated November 12, 2021, from the Commissioner of Planning and Building entitled "Lakeview West Infill Housing Study: Proposed Zoning By-law Amendments".
2. That the implementing Zoning By-law be brought to a future City Council meeting.

Background

A public meeting was held by the Planning and Development Committee on April 19, 2021, at which time an Information Report was received for information. The report can be accessed at the following link:

<https://pub-mississauga.escribemeetings.com/FileStream.ashx?DocumentId=11192>

Recommendation PDC-0023-2021 was then adopted by Council on May 5, 2021.

1. That the report dated March 26, 2021, from the Commissioner of Planning and Building regarding potential zoning by-law amendments for the Lakeview West Infill Housing Study area under File CD.06-LAK W1, be referred back to staff for further consultation with local rate payers groups and report back to the Planning and Development Committee.

1. That three oral submissions be received.

Comments

The proposed amendments, as outlined in the Information Report are summarized as follows:

- Rezone properties currently zoned **R3-75** (Detached Dwellings – Typical Lots – Exception) and **D** (Development) to **RM2-42** (Semi-Detached – Exception)
- Permit both detached and semi-detached homes in the **RM2-42** zone
- Allow a maximum dwelling height of 9.5 m (31.2 ft.) for sloped roofs and 7.5 m (24.6 ft.) for flat roofs

Appendix 3 details the proposed zoning changes that were considered in the Information Report.

COMMUNITY ENGAGEMENT

The public meeting was held on April 19, 2021. Three members of the public made deputations regarding the proposal. Based on a request from the Planning and Development Committee, City staff met with representatives from the Lakeview Ratepayers Association. Responses to the issues raised at the public meeting, from correspondence received and from the meeting with the ratepayers association can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

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

A detailed Planning Analysis is found in Appendix 2. The proposal is consistent with the *Provincial Policy Statement* and conforms to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan.

The City's proposal to rezone lands zoned **R3-75** and **D** to **RM2-42** within the Lakeview West Infill Housing Study Area has been found to be acceptable, based upon the following:

- The proposal to permit semi-detached homes is an appropriate form of intensification and will contribute to the range of housing types within the Lakeview Neighbourhood.
- The character of the Lakeview West Infill Housing Study Area has been evolving through recent Committee of Adjustment and Ontario Land Tribunal (OLT – formerly Local Planning Appeal Tribunal) approvals resulting in 37% of the properties being permitted to have semi-detached homes.
 - The **RM2-42** zone is an established zone in the Lakeview West Infill Housing Study Area. On Shaw Drive, City Council approved a rezoning application in 2005 to permit

semi-detached homes, and the regulations were subsequently amended through a city-initiated amendment to decrease the maximum height restrictions in 2015. The **RM2-42** zone retains current height limitations for sloped and flat roofs that apply widely throughout Ward 1, resulting in a consistent approach to building height.

Strategic Plan

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

Financial Impact

Not applicable

Conclusion

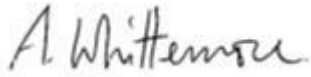
In summary, the proposed zoning by-law amendments for the Lakeview West Infill Housing Study Area should be approved for the following reasons:

1. The proposed zoning amendments conform with the policies of Mississauga Official Plan.
2. The proposed **RM2-42** zone is appropriate and consistent with development that has already occurred in the neighbourhood.
3. The proposed zoning amendments represent a balanced compromise between maintaining redevelopment potential, providing a mix of low density residential housing forms and preserving neighbourhood character in the Lakeview Neighbourhood.

Should the amendments be approved by Council, the implementing zoning by-law will be brought forward to Council at a future date.

Attachments

- Appendix 1: Information Report
- Appendix 2: Detailed Planning Analysis
- Appendix 3: Proposed Zoning By-law Amendments



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

Prepared by: Jordan Lee, Planner

City of Mississauga Corporate Report



Date: March 26, 2021

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Originator's file:
CD.06-LAK W1

Meeting date:
April 19, 2021

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Lakeview West Infill Housing Study: Potential Zoning By-law Amendments

File: CD.06-LAK W1

Recommendation

That the report dated March 26, 2021, from the Commissioner of Planning and Building regarding potential zoning by-law amendments for the Lakeview West Infill Housing Study area under File CD.06-LAK W1, be received for information.

Background

On November 20, 2019, Council passed Resolution No. 0270-2019 directing staff to undertake an infill housing study for a portion of the Lakeview West sub-area in the Lakeview Neighbourhood.

WHEREAS most of the properties on Enola Avenue, Shaw Drive, Roosevelt Road and Revus Avenue, north of Lakeshore Road East in the Lakeview Neighbourhood are currently zoned "R3-75", which only permits detached homes;

AND WHEREAS this area is experiencing infill redevelopment pressure as individual property owners apply to the Committee of Adjustment for new residential built forms;

AND WHEREAS it is appropriate for the City to holistically review the residential built form and zoning regulations to ensure orderly development of the area;

NOW THEREFORE LET IT BE RESOLVED that Council direct staff to review the zoning regulations that apply to the residential properties on Enola Avenue, Shaw Drive, Roosevelt Road, and Revus Avenue, north of Lakeshore Road East, currently zoned

"R3-75" and "D", and proceed to a statutory public meeting for potential zoning amendments.

The Council resolution acknowledges that the neighbourhood is currently in a period of transition from the older housing stock to new housing forms consisting primarily of semi-detached homes. Out of 112 properties in the study area, 20 properties are zoned **R3-75** (Detached Dwellings – Typical Lots – Exception) but contain semi-detached homes that were permitted through minor variance at the Committee of Adjustment and/or by the Local Planning Appeal Tribunal (LPAT). The majority of those approvals were obtained in the last ten years. An additional 21 properties in the study area are already zoned to permit semi-detached homes. Between the minor variance approvals and as-of-right zoning, 37% of the properties in the study area are permitted to have semi-detached homes.

Comments

Area of the Lakeview West Infill Housing Study

The properties in the study area are located in a somewhat isolated pocket of low density housing in Ward 1. The study area is bounded to the north by the Lakeshore line of the GO train, to the west by apartment sites and employment lands, to the east by a commercial plaza and a future high density development, and to the south by more apartment sites, commercial properties and Lakeshore Road East.

The majority of the properties are either zoned **R3-75** or **D** (Development), which are the zones subject to the potential amendments. The other zones including **RM1-26** (Semi-Detached - Exception) and **RM2-42** (Semi-Detached – Exception) will not be subject to any amendments, but are included in the study for context and comparison.

Appendix 1, part 2 delineates the area of the study, and identify the current zoning for each property.

Existing Zoning

The majority of properties in the study area are zoned **R3-75**, which permits detached dwellings on lots with minimum lot frontages of 15.0 m (49.2 ft.) and minimum lot areas of 550 m² (5,920 ft²). Maximum height is limited to 9.5 m (31.2 ft.) measured to the peak of a sloped roof and 7.5 m (24.6 ft.) for flat roof dwellings. Dwelling depth is also limited to 20.0 m (65.6 ft.).

There are also two properties zoned **D**, which only permit a building or structure that legally existed on the date of the passing of the Zoning By-law. Those properties currently contain a triplex and fourplex, respectively.

Potential Zoning By-law Amendments

Given the changing nature of the neighbourhood, staff are considering the appropriateness of rezoning properties zoned **R3-75** and **D** in the study area to **RM2-42**. The **RM2-42** zone already applies to four of the properties in the study area and permits the following:

- Detached dwelling in compliance with **R5** (Detached Dwellings – Typical Lots) zone regulations and the following:
 - Maximum height for sloped roof: 9.5 m (31.2 ft.)
 - Maximum height for flat roof: 7.5 m (24.6 ft.)
 - Maximum height of eaves: 6.4 m (21.0 ft.)
 - Maximum dwelling unit depth: 20 m (65.6 ft.)
- Semi-detached dwelling in compliance with the following:
 - Minimum lot area: 200 m² (2,153 ft²)
 - Minimum lot frontage: 6.8 m (22.3 ft.)
 - Maximum height for sloped roof: 9.5 m (31.2 ft.)
 - Maximum height for flat roof: 7.5 m (24.6 ft.)
 - Maximum height of eaves: 6.4 m (21.0 ft.)
 - Maximum dwelling unit depth: 20 m (65.6 ft.)

The maximum height of dwellings and eaves, as well as maximum dwelling unit depth would be the same as the existing **R3-75** zoning.

Appendix 1, parts 3 to 6 demonstrate the massing of existing homes compared to the maximum size of a home under the current **R3-75** zone, as well as sloped and flat roof homes that could be built in accordance with the **RM2-42** zone.

COMMUNITY ENGAGEMENT

A virtual community meeting was held by Ward 1 Councillor Stephen Dasko on October 14, 2020. Seven members of the public were in attendance. Following the community meeting, a survey was sent out to all of the property owners in the study area, asking for their input on potential changes to the Zoning By-law. Fourteen responses were received, with mixed opinions on the potential for permitting semi-detached homes in the area. Out of the fourteen responses, six residents were in favour of semi-detached homes, while the remaining eight were in opposition. There was also no discernible distinction between the responses from the different streets.

LAND USE POLICIES AND REGULATIONS

The relevant policies of Mississauga Official Plan are consistent with the Provincial Policy Statement (PPS), Growth Plan for the Golden Horseshoe (Growth Plan) and Region of Peel Official Plan (ROP). The Greenbelt Plan and Parkway Belt Plan policies do not apply. The potential amendments are consistent with the PPS and conform to the Growth Plan and the

ROP. Appendix 1 contains a detailed analysis of consistency and conformity with Provincial regulations.

Financial Impact

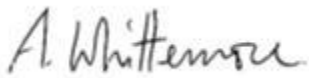
Not applicable.

Conclusion

Once public input has been received, and all issues are identified, the Planning and Building Department will be in a position to make recommendations regarding proposed amendments to Zoning By-law 0225-2007 for the Lakeview West Infill Housing Study area.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Jordan Lee, Planner

Detailed Information and Preliminary Planning Analysis

City Initiated Zoning By-law Amendment

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1. Site Context

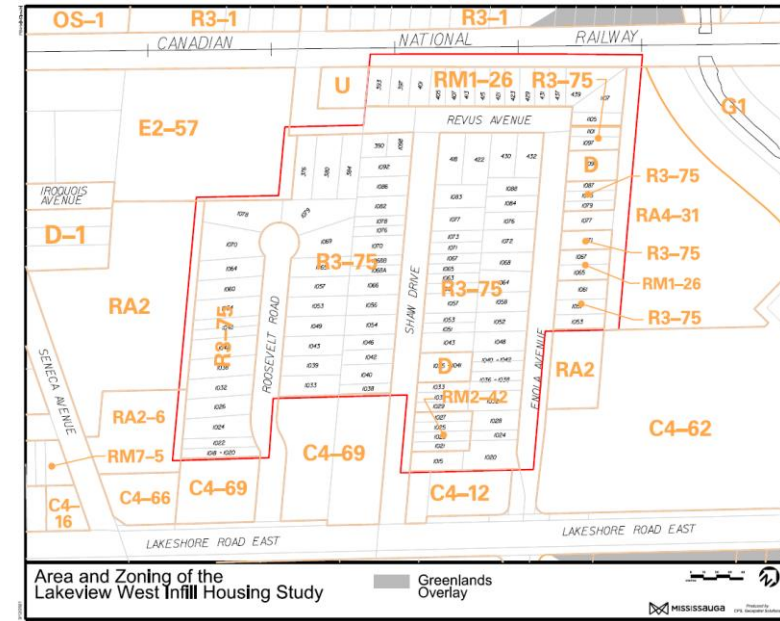
Surrounding Land Uses

The study area of the Lakeview West Infill Housing Study is bounded to the north by the Lakeshore Line of the GO train, to the west by employment and apartment sites, to the south by Lakeshore Road East with commercial and apartment sites, and to the east by a commercial plaza and a future high-density residential development.

Neighbourhood Context

The infill study area is located in the Lakeview Neighbourhood, which was generally developed through plans of subdivision that date back to the 1940s. By 1950, Lakeview had transformed from a rural area into a suburban landscape. Currently, Lakeview is made up of stable residential neighbourhoods characterized by detached and semi-detached housing. Many homes built in the 1950s and 1960s are being renovated today. A typical lot in the study area is approximately 700 m² (7,500 ft²) and has a frontage of 15.2 m (50.0 ft.).

2. Lakeview West Infill Housing Study Area





Aerial of Lakeview West Infill Housing Study

3. Demonstration – Existing Conditions – Typical Lot

LAKEVIEW WEST INFILL HOUSING STUDY

EXISTING CONDITIONS TYPICAL LOT



R3-75 (Detached Dwellings)

4. Demonstration – Maximum Detached House – Existing Zoning

LAKEVIEW WEST INFILL HOUSING STUDY

MAXIMUM DETACHED HOUSE EXISTING ZONING

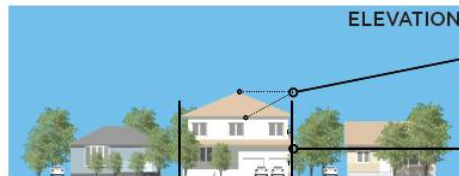


Minimum Rear Yard:
7.5 m (24.6 ft.)

Maximum Dwelling Depth:
20 m (65.6 ft.)

Minimum Front yard:
7.5 m (24.6 ft.)

PLAN



Maximum Height: 9.5m (31.2 ft.) to peak of sloped roof; 7.5 m (24.6 ft.) for flat roof. Max. height of eaves 6.4m (21.0 ft.)

Minimum Interior Side yard:
1.2 m (3.9 ft.) to 1st storey 1.81 m (5.9 ft.) to 2nd storey



Maximum Dwelling Size:
460 m² (5,000 sq. ft.)

Max. Lot Coverage
35%

Minimum
Lot Frontage 15.0 m
(49.2 ft.)

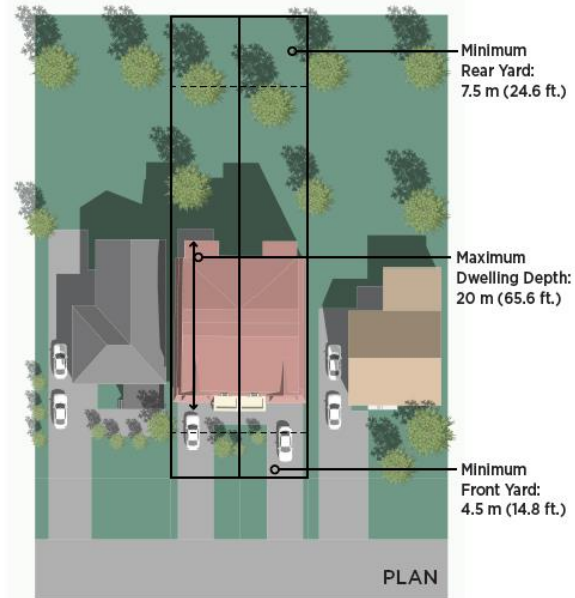
PERSPECTIVE

R3-75 (Detached Dwellings)

5. Demonstration – Maximum Semi-Detached Houses

LAKEVIEW WEST INFILL HOUSING STUDY

MAXIMUM SEMI-DETACHED HOUSES



RM2-42 (Semi-Detached)

6. Demonstration – Maximum Semi-Detached Houses – Flat and Sloped Roof

LAKEVIEW WEST INFILL HOUSING STUDY

MAXIMUM SEMI-DETACHED HOUSES FLAT AND SLOPED ROOF



7. Summary of Applicable Policies, Regulations and Proposed Amendments

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Region of Peel Official Plan (ROP)	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>

Mississauga Official Plan

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

Existing Designation

The lands are located within the Lakeview Neighbourhood and are designated **Residential Low Density II**. The **Residential Low Density II** designation permits detached, semi-detached and duplex dwellings, as well as triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

Relevant Mississauga Official Plan Policies

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

<p>Chapter 5 Direct Growth</p>	<p>General Intent</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. (Section 5.3.5.1)</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas. (Section 5.3.5.2)</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. (Section 5.3.5.5)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p>
<p>Chapter 7 Complete Communities</p>	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets (Section 7.2.2) <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p>
<p>Chapter 9 Build A Desirable Urban Form</p>	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>The city vision will be supported by site development that:</p> <ul style="list-style-type: none"> a. Respects the urban hierarchy; c. Demonstrates context sensitivity, including the public realm (Section 9.1.10) <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> a. Respect existing lotting patterns;

	<ul style="list-style-type: none"> b. Respect the continuity of front, rear and side yard setbacks; c. Respect the scale and character of the surrounding area; d. Minimize overshadowing and overlook on adjacent neighbours; e. Incorporate stormwater best management practices; f. Preserve mature high quality trees and ensure replacement of the tree canopy; and g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3) <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p>
Chapter 11 General Land Use Designations	<p>Lands designated Residential Low Density II will permit the following uses:</p> <ul style="list-style-type: none"> a. Detached dwelling; b. Semi-detached dwelling; c. Duplex dwelling; and d. Triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.
Chapter 16 Neighbourhoods	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)</p> <p>To preserve the character of lands designated Residential Low Density I and Residential Low Density II, the minimum frontage and area of new lots will be evaluated in the context of the existing lot pattern in the surrounding area. (Section 16.1.2.1)</p>
Chapter 19 Implementation	<p>To ensure that the policies of this Plan are being implemented, the following controls will be regularly evaluated:</p> <ul style="list-style-type: none"> b. Mississauga Zoning By-law (Section 19.4.2)

Relevant Lakeview Local Area Plan Policies

	General Intent
Chapter 5 Vision	<p>Neighbourhoods in Lakeview are stable and offer a variety of housing choices. It is recognized that some change will occur, and development should provide appropriate transition to the existing stable areas, and protect the existing character and heritage features. (Section 5.0)</p> <p>Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development. (Section 5.1.2)</p> <p>Support complete communities through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities. (Section 5.1.3)</p> <p>Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Neighbourhoods are considered to be primarily stable residential areas that may include a commercial centre to serve the surrounding area. South Residential Neighbourhood Precinct, composed of the sub-areas of Lakeview West, Lakeview Village, Creekside and Lakeside, contain a mix of different forms of housing including detached, semi-detached, duplexes, triplexes, quadruplexes, and townhouses. There are also apartment clusters in this area. (Section 5.2.2)</p>

	General Intent
Chapter 6 Direct Growth	<p>Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites. (Section 6.1.1)</p> <p>Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types. (Section 6.1.2)</p> <p>Intensification will be sensitive to the existing character of the residential areas and the planned context. (Section 6.1.3)</p>
Chapter 10 Desirable Urban Form	<p>Development should reflect one to two storey residential building heights and will not exceed three storeys. (Section 10.1.1)</p> <p>Lakeview West has potential for intensification, particularly on the lands east and west of Cooksville Creek. Development should, among other matters, address the following:</p> <ul style="list-style-type: none"> a. Ensure transition to Lakeshore Road East, adjacent stable residential neighbourhoods, and Cooksville Creek; <p>For the development of detached, semi-detached, duplex and triplex dwellings, the following will be addressed, among other things:</p> <ul style="list-style-type: none"> a. New housing within Lakeview should maintain the existing character of the area; and b. Development will fit the scale of the surrounding area and take advantage of the features of a particular site, such as topography contours, and mature vegetation. (Section 10.3.1)

Mississauga Zoning By-law

Existing Zoning

The properties within the Lakeview West Infill Housing Study Area are currently zoned **R3-75** (Detached Dwellings – Typical Lots – Exception), **RM1-26** (Semi-Detached – Exception), **RM2-42** (Semi-Detached – Exception) and **D** (Development). Only properties zoned **R3-75** and **D** will be subject to the proposed amendments.

The **R3-75** zone permits detached dwellings with a minimum lot area of 550 m² (5,920 ft²) and a minimum lot frontage of 15.0 m (49.2 ft.). The maximum height is limited to 9.5 m (31.2 ft.) for a sloped roof and 7.5 m (24.6 ft.) for a flat roof. The maximum height of eaves is 6.4 m (21.0 ft.) and the maximum dwelling unit depth is 20.0 m (65.6 ft.).

The **D** zone permits a building or structure legally existing on the date of the passing of the Zoning By-law and the existing legal use of such building or structure.

Proposed Zoning

City staff are considering rezoning the properties in the Lakeview West Infill Housing Study Area zoned **R3-75** and **D** to **RM2-42**.

The **RM2-42** zone permits either a semi-detached dwelling or a detached dwelling in compliance with the **R5** zone regulations. Regardless of dwelling type, the maximum height is limited to 9.5 m (31.2 ft.) for a sloped roof and 7.5 m (24.6 ft.) for a flat roof. The maximum height of eaves is 6.4 m (21.0 ft.) and the maximum dwelling unit depth is 20.0 m (65.6 ft.).

Proposed Zoning Regulations

Zone Regulations	Existing R3-75 Zone Regulations	Existing D Zone Regulations	Proposed RM2-42 Zone Regulations
Permitted Uses	Detached dwelling	A building or structure legally existing on the date of the passing of Zoning By-law 0225-2007 and the existing legal use of such building or structure	Detached dwelling in compliance with R5 zone regulations; Semi-detached dwelling
Minimum Lot Area	550 m ² (5,920 ft ²) for interior lot; 720 m ² (7,750 ft ²) for corner lot	N/A	200 m ² (2,152 ft ²)
Minimum Lot Frontage	15.0 m (49.2 ft.) for interior lot; 19.5 m (64.0 ft.) for corner lot	N/A	6.8 m (22.3 ft.) for interior lot; 9.8 m (32.2 ft.) for corner lot
Maximum Lot Coverage	35%	N/A	45%
Minimum Front Yard	7.5 m (24.6 ft.) for interior lot; 6.0 m (19.7 ft.) for corner lot; Garage face setback shall be the same as the front yard	N/A	4.5 m (14.8 ft.); Garage face setback of 6.0 m (19.7 ft.)
Minimum Exterior Side Yard	6.0 m (19.7 ft.); Garage face setback shall be same as the exterior side yard	N/A	4.5 m (14.8 ft.); Garage face setback of 6.0 m (19.7 ft.)
Minimum Interior Side Yard	1.2 m (3.9 ft.) + 0.61 m (2.0 ft.) for each additional storey or portion thereof above one storey for interior lot; 1.2 m (3.9 ft.) + 0.61 m (2.0 ft.) for each additional storey above one storey for corner lot	N/A	0.0 m (0.0 ft.) for attached side; 1.2 m (3.9 ft.) for unattached side; 1.2 m (3.9 ft.) for attached garage – unattached side
Minimum Rear Yard	7.5 m (24.6 ft.) for interior lot; 3.0 m (9.8 ft.) for corner lot	N/A	7.5 m (24.6 ft.)

Zone Regulations	Existing R3-75 Zone Regulations	Existing D Zone Regulations	Proposed RM2-42 Zone Regulations
Maximum Height	9.5 m to peak of sloped roof; 7.5 m for flat roof	N/A	9.5 m to peak of sloped roof; 7.5 m for flat roof
Maximum Height of Eaves	6.4 m (21.0 ft.)		6.4 m (21.0 ft.)
Maximum Dwelling Unit Depth	20 m (65.6 ft.)		20 m (65.6 ft.)
Attached Garage	Permitted	N/A	Required
Minimum Parking Spaces	2 spaces	N/A	2 spaces
Maximum Driveway Width	Width of garage door opening(s) plus 2.0 m (6.6 ft.) up to a maximum of 6.0 m (19.7 ft.); if no garage door maximum width of 6.0 m (19.7 ft.)	N/A	5.2 m (17.1 ft.)
Accessory Buildings and Structures	Permitted in accordance with Subsection 4.1.2.	N/A	Permitted in accordance with Subsection 4.1.2.

8. Next Steps

Based on the comments received and the applicable Mississauga Official Plan policies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the proposed amendments.

**Recommendation Report
 Detailed Planning Analysis
 Lakeview West Infill Housing Study
 City Initiated Zoning By-law Amendment**

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1. Community Comments

Through the community and public meetings held, comments from the public were generally directed towards density, traffic and neighbourhood character. Below is a summary and response to the specific comments heard.

Comment

Roosevelt Road is different from the rest of the Lakeview West Infill Housing Study Area because it is a cul-de-sac and due to the existence of culverts.

Response

While the above statements are accurate, the lotting pattern, development activity, Official Plan designation and zoning are similar to the other streets included in the Lakeview West Infill Housing Study Area, and therefore the inclusion of Roosevelt Road is appropriate.

Comment

Not opposed to semi-detached homes, but opposed to townhouses.

Response

City staff are not considering permitting townhouses in the Lakeview West Infill Housing Study Area.

Comment

Concern regarding traffic and whether the City will introduce future traffic calming measures.

Response

The City will follow its Traffic Calming Corporate Policy & Procedure.

Comment

The study is premature and should be reviewed in the context of the wider Lakeview Neighbourhood, and the Increasing Housing Choices in Neighbourhoods Study.

Response

Based on the continually developing nature of the neighbourhood, City staff have been requested to evaluate the zoning regulations. At this time, it is appropriate to evaluate the zoning of the Lakeview West Infill Housing Study Area, and more general housing issues that apply to the wider Lakeview Neighbourhood can be addressed through the City's Increasing Housing Choices in Neighbourhoods Study.

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

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports

economic prosperity, protects the environment and helps communities achieve a high quality of life.

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

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

3. Consistency with PPS

The Public Meeting Report dated March 26, 2021 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 1.1.3.1 of the PPS states that settlement areas shall be the focus of growth and development.

Section 1.1.3.2.a. of the PPS states that land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit.

Section 1.1.3.3 of the PPS states that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment.

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

MOP policies are consistent with this PPS direction. Section 5 of MOP (Direct Growth) includes policies that indicate intensification may be considered within Neighbourhoods where it is compatible. Section 7.2 of MOP (Housing) includes policies that encourage a range of housing choices which vary by type, tenure and price.

The City's proposal represents an opportunity to modestly intensify and increase the types of housing in the Lakeview Neighbourhood, which generally consists of detached dwellings. As outlined in this report, the proposal supports the general intent of the PPS.

4. Conformity with Growth Plan

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

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient

housing supply that reflects market demand and what is needed in local communities.

- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

Section 2.2.1.2 c) in the Growth Plan states that within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and areas with existing or planned public services facilities.

Section 2.2.1.4 in the Growth Plan states that complete communities will feature a range and mix of housing options and provide a more compact built form.

Section 2.2.2.4 b) in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

Section 5.2.5.6 in the Growth Plan states that to achieve minimum intensification and density targets, municipalities will

develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form.

The City's proposal conforms to the Growth Plan as it facilitates a wider range of low density housing forms in a delineated built-up area with existing public services facilities.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to this proposal.

5. Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3 include establishing healthy complete communities, achieving intensified and compact form in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

The City's proposal conforms to the ROP as it efficiently uses land to contribute to housing choices in the neighbourhood.

6. Mississauga Official Plan (MOP)

The proposed zoning by-law amendments do not require an amendment to the Mississauga Official Plan policies.

The following is an analysis of the key policies:

Directing Growth – Is intensification appropriate?

The Lakeview West Infill Housing Study Area is located in the Lakeview Neighbourhood Character Area.

Section 5.3.5.2 of MOP states that residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.

The City's proposal will result in a limited form of intensification while maintaining the character of the neighbourhood.

Compatibility with the Neighbourhood – Is the proposed built form appropriate and compatible?

MOP states that compatible “means development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area”.

Section 5.3.5.5 of MOP states that intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned

development, enhances the existing or planned development and is consistent with the policies of this Plan.

Section 5.3.5.6 of MOP states that in Neighbourhoods, development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

Although the proposed zoning would allow for a denser (semi-detached) form of development than the existing housing (detached), the use is permitted within the **Residential Low Density II** designation. Maximum dwelling height, height to eaves and maximum dwelling unit depth would be unchanged from the **R3-75** to the **RM2-42** zone, resulting in a built form that would be generally consistent and compatible with the current zoning.

7. Zoning

The proposed zoning regulations can be found in Appendix 3.

8. Conclusions

In conclusion, City staff have evaluated the proposal to rezone properties zoned **D** and **R3-75** in the Lakeview West Infill Housing Study Area to permit semi-detached homes in the

Lakeview West Infill Housing Study Area against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The proposed amendments to Zoning By-law 0225-2007, as amended, conform with the policies of the Mississauga Official Plan. The proposed amendments will align with the evolving nature of the neighbourhood, preserve the character while allowing redevelopment to occur, and promote a greater diversity of housing types in the area.

Proposed Zoning Regulations

Zone Regulations	Existing R3-75 Zone Regulations	Existing D Zone Regulations	Proposed RM2-42 Zone Regulations
Permitted Uses	Detached dwelling	A building or structure legally existing on the date of the passing of Zoning By-law 0225-2007 and the existing legal use of such building or structure	Detached dwelling in compliance with R5 zone regulations; Semi-detached dwelling
Minimum Lot Area	550 m ² (5,920 ft ²) for interior lot; 720 m ² (7,750 ft ²) for corner lot	N/A	200 m ² (2,152 ft ²)
Minimum Lot Frontage	15.0 m (49.2 ft.) for interior lot; 19.5 m (64.0 ft.) for corner lot	N/A	6.8 m (22.3 ft.) for interior lot; 9.8 m (32.2 ft.) for corner lot
Maximum Lot Coverage	35%	N/A	45%
Minimum Front Yard	7.5 m (24.6 ft.) for interior lot; 6.0 m (19.7 ft.) for corner lot; Garage face setback shall be the same as the front yard	N/A	4.5 m (14.8 ft.); Garage face setback of 6.0 m (19.7 ft.)
Minimum Exterior Side Yard	6.0 m (19.7 ft.); Garage face setback shall be same as the exterior side yard	N/A	4.5 m (14.8 ft.); Garage face setback of 6.0 m (19.7 ft.)
Minimum Interior Side Yard	1.2 m (3.9 ft.) + 0.61 m (2.0 ft.) for each additional storey or portion thereof above one storey for interior lot; 1.2 m (3.9 ft.) + 0.61 m (2.0 ft.) for each additional storey above one storey for corner lot	N/A	0.0 m (0.0 ft.) for attached side; 1.2 m (3.9 ft.) for unattached side; 1.2 m (3.9 ft.) for attached garage – unattached side
Minimum Rear Yard	7.5 m (24.6 ft.) for interior lot; 3.0 m (9.8 ft.) for corner lot	N/A	7.5 m (24.6 ft.)
Maximum Height	9.5 m to peak of sloped roof;	N/A	9.5 m to peak of sloped roof;

Zone Regulations	Existing R3-75 Zone Regulations	Existing D Zone Regulations	Proposed RM2-42 Zone Regulations
	7.5 m for flat roof		7.5 m for flat roof
Maximum Height of Eaves	6.4 m (21.0 ft.)		6.4 m (21.0 ft.)
Maximum Dwelling Unit Depth	20 m (65.6 ft.)		20 m (65.6 ft.)
Attached Garage	Permitted	N/A	Required
Minimum Parking Spaces	2 spaces	N/A	2 spaces
Maximum Driveway Width	Width of garage door opening(s) plus 2.0 m (6.6 ft.) up to a maximum of 6.0 m (19.7 ft.); if no garage door maximum width of 6.0 m (19.7 ft.)	N/A	5.2 m (17.1 ft.)
Accessory Buildings and Structures	Permitted in accordance with Subsection 4.1.2.	N/A	Permitted in accordance with Subsection 4.1.2.

City of Mississauga

Corporate Report



<p>Date: November 12, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: OZ 17/017 W11 and T-M17005 W11</p>
	<p>Meeting date: December 6, 2021</p>

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 11)

Official Plan Amendment, Rezoning and Draft Plan of Subdivision applications to permit 6 semi-detached dwellings and 13 condominium townhomes

6611 Second Line West, east side of Second Line West, north of Highway 401

Owner: 2512461 Ontario Limited

Files: OZ 17/017 W11 and T-M17005 W11

Recommendation

1. That the applications under Files OZ 17/017 W11, 2512461 Ontario Limited, 6611 Second Line West to amend Mississauga Official Plan to **Residential Low Density II** and **Residential Medium Density**; to change the zoning to **RM2-61** (Semi-Detached – Exception), **RM4-79** (Townhouses – Exception) and **G1** (Greenlands) to permit 6 semi-detached dwellings, 13 condominium townhomes and protect the natural area be approved in conformity with the provisions outlined in Appendix 2.
2. That the draft plan of subdivision under File T-M17005 W11, be received for information and that Council acknowledges that the Commissioner of Planning and Building, in accordance with the Commissioner's delegated authority, is contemplating imposing the draft conditions of approval outlined in Appendix 3.
3. That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development.
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 36 months of the Council decision.

5. That notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase.

Executive Summary

- The applications are to amend the policies of the official plan, change the zoning by-law and approve a plan of subdivision to permit 6 semi-detached dwellings, 13 condominium townhomes and protect the adjacent natural area
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including adjustments to the development limits and grading
- It has been concluded that the proposed development is supportable from a planning perspective
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved

Background

A public meeting was held by the Planning and Development Committee on December 10, 2018, at which time an Information Report (Item 4.6

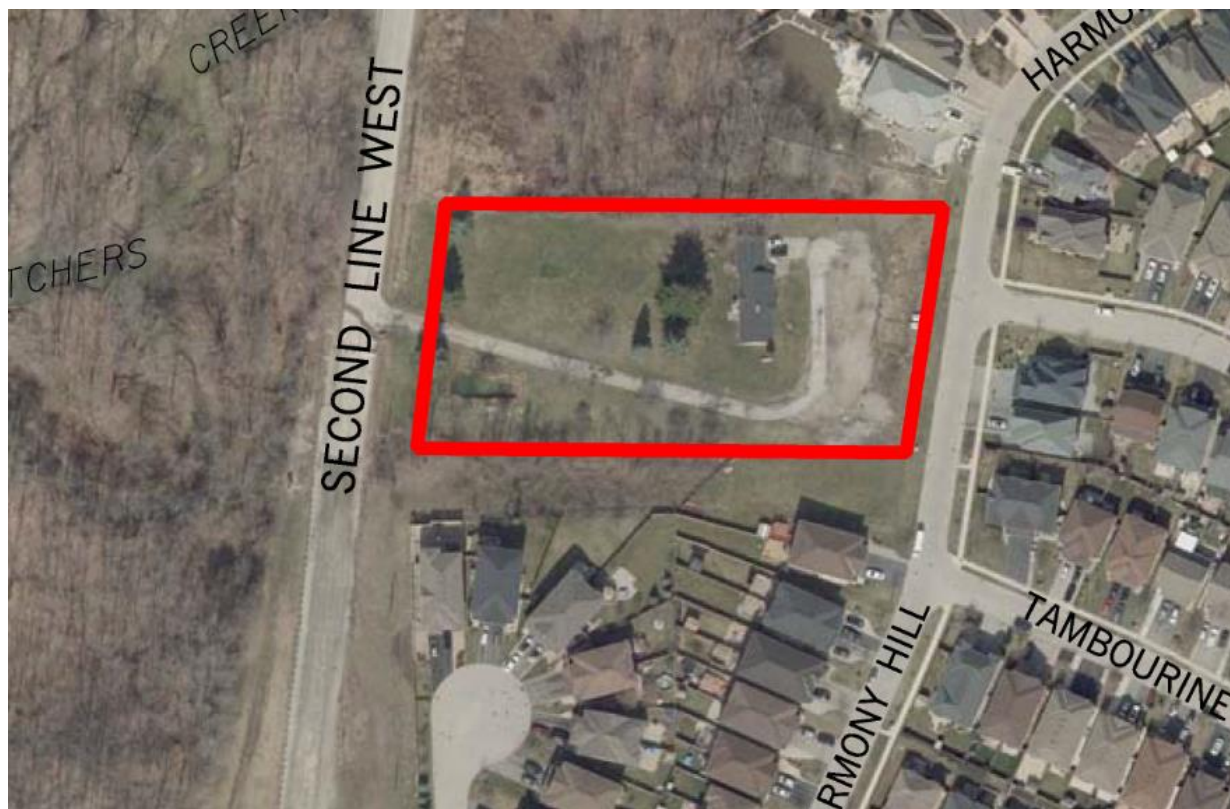
https://www7.mississauga.ca/documents/committees/pdc/2018/2018_12_10_PDC_Agenda.pdf)

was received for information. Recommendation PDC-0072-2018 was then adopted by Council on December 12, 2018.

That the report dated November 20, 2018, from the Commissioner of Planning and Building regarding the applications by 2512461 Ontario Limited to permit 3 lots for 6 semi-detached homes and 13 condominium townhomes and a greenlands block, under Files OZ 17/017 W11 and T M17005 W11, 6611 Second Line West, be received for information.

That fourteen (14) oral submission made to the Planning and Development Committee at its meeting held on December 10, 2018, be received.

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



Aerial Image of 6611 Second Line West

Comments

REVISED DEVELOPMENT PROPOSAL

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

- Adjustments to the development area limits
- Relocating the driveway and walkway to provide a greater separation to the greenlands
- Grading changes to the property and reducing the proposed retaining walls

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on November 15, 2018. A community meeting was held by Ward 11 Councillor George Carlson on April 11, 2018. Approximately 70 people attended the meeting. 58 people requested to be notified of any upcoming meetings and 20 provided comments. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on December 10, 2018. Fourteen members of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

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

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

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to change the designation from Greenlands to Residential Low Density II, Residential Medium Density and Greenlands.

The proposed official plan amendment, rezoning and draft plan of subdivision applications to permit 6 semi-detached dwelling units, 13 townhomes and protection of the adjacent natural area have been found acceptable, based upon the following:

- The proposal represents intensification of an underutilized property
- The proposal provides for a variety of housing forms within the Meadowvale Village Neighbourhood Character Area
- There is adequate infrastructure to accommodate the development including transit, parks, recreational facilities and schools.

Strategic Plan

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

Financial Impact

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

Conclusion

In summary, the proposed development has been designed to be compatible with the existing and planned character of the neighbourhood, provides an appropriate form of intensification and increases the housing choices for residents. The proposed official plan amendment, rezoning and draft plan of subdivision are acceptable from a planning standpoint and should be approved.

Should the applications be approved by Council, the implementing official plan amendment and zoning by-law will be brought forward to Council at a future date.

Attachments

- Appendix 1: Information Report
- Appendix 2: Detailed Planning Analysis
- Appendix 3: City Conditions of Approval



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

Prepared by: Lorie Sterritt, Development Planner

City of Mississauga Corporate Report



Date: November 20, 2018

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's files:
OZ 17/017 W11,
T-M17005 W11

Meeting date:
2018/12/10

Subject

PUBLIC MEETING INFORMATION REPORT (Ward 11)

Applications to permit 6 semi-detached homes, 13 condominium townhomes and to add additional lands to the adjacent greenlands

6611 Second Line West, East side of Second Line West, north of Highway 401

Owner: 2512461 Ontario Limited

Files: OZ 17/017 W11 and T-M17005 W11

Pre-Bill 139

Recommendation

That the report dated November 20, 2018, from the Commissioner of Planning and Building regarding the applications by 2512461 Ontario Limited to permit 3 lots for 6 semi-detached homes and 13 condominium townhomes and a greenlands block, under Files OZ 17/017 W11 and T-M17005 W11, 6611 Second Line West, be received for information.

Background

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

PROPOSAL

Official plan amendment, rezoning and draft plan of subdivision applications are required to permit 6 semi-detached homes, 13 condominium townhomes and to add additional lands to the adjacent greenlands. The applicant is proposing to change the **Greenlands** designation on the subject property to **Residential Low Density II**, **Residential Medium Density** and **Greenlands**. The zoning will also need to change from **D** (Development) to **RM2 - Exception** (Semi-detached), **RM4 - Exception** (Townhouse Dwellings) and **G1** (Greenlands) to implement this development proposal. Through site visits and subsequent environmental studies and

Planning and Development Committee	2018/11/20	2
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Originator's file: OZ 17/017 W11
T-M17005 W11

reports, it has been determined that the eastern portion of the subject property has some development potential. The western portion of the property slopes towards Fletchers Creek and includes natural hazards and natural heritage features which should continue to be protected. This western portion is identified as a Core Area within the Greenlands System as governed by the Region of Peel's Official Plan. The Region of Peel relies on the expertise of the Credit Valley Conservation Authority to determine the exact limits of the Greenlands system. There is a small woodlot along the northern property boundary which would also be protected through a Greenlands zone.

Comments

The property is located north of Highway 401, east of the closed portion of Second Line West road allowance and fronts onto Harmony Hill. The property is located within the Meadowvale Village Neighbourhood Character Area and the site is currently occupied by a detached home which will be removed prior to development.

There are greenlands and detached homes to the north and west of the subject property. Across the street to the east and south of the property are detached and semi-detached homes. The property is within the Credit Valley Conservation screening area and slopes down toward Second Line West and Fletchers Creek.

Aerial Image of 6611 Second Line West



Applicant's elevations of the proposed semi-detached homes and townhomes



LAND USE POLICIES AND REGULATIONS

The relevant policies of Mississauga Official Plan are consistent with the Provincial Policy Statement (PPS), Growth Plan for the Golden Horseshoe (Growth Plan) and Region of Peel Official Plan (ROP). The Greenbelt Plan and Parkway Belt Plan policies do not apply. The proposed development is generally consistent with the PPS and conforms to the Growth Plan and the ROP.

Planning and Development Committee	2018/11/20	4
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Originator's file: OZ 17/017 W11
T-M17005 W11

Additional information and details are found in Appendix 1, Section 6.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 9.

Financial Impact

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

Conclusion

All agency and City department comments have been received. There are some technical issues which still need to be addressed including increased traffic impacts and finalizing the limits of development to the satisfaction of the CVC to deal with the slope of the lands and the natural features including potential impacts on an area subject to the Endangered Species Act. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the outstanding issues have been resolved.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Lorie Sterritt, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: 2512461 Ontario Limited

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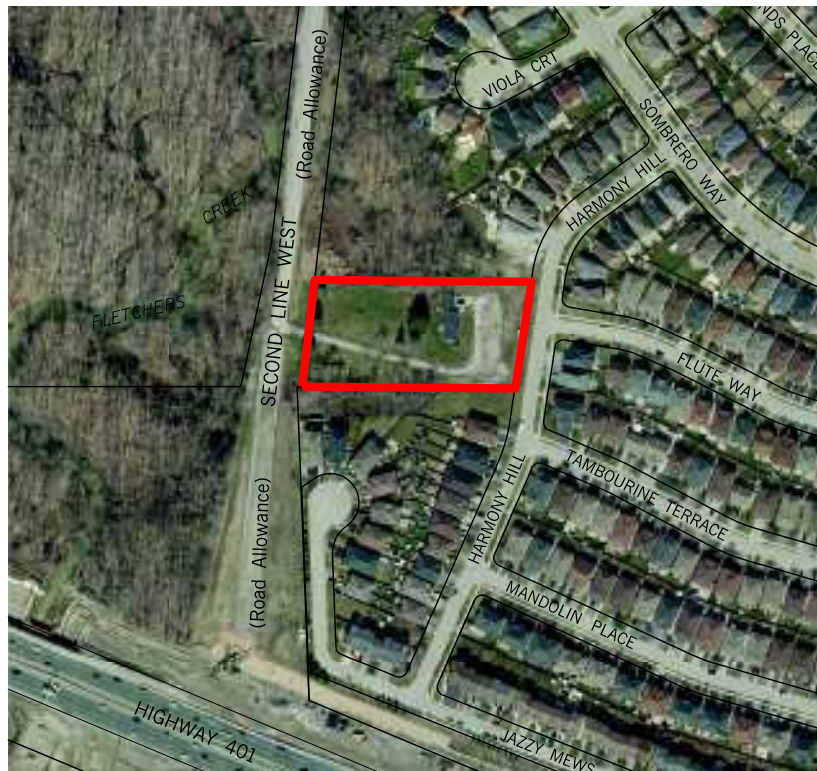
1. Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **D** (Development), which permits the existing detached home
- November 14, 2012 – Mississauga Official Plan (MOP) came into force except for those site/policies which have been appealed. The subject lands are designated Greenlands in the Meadowvale Village Neighbourhood Character Area

2. Site Context

The property is located on the east side of the closed road allowance of Second Line West, north of Highway 401. The property has frontage along Harmony Hill and is located within the Meadowvale Village Neighbourhood Character Area. The site contains a vacant detached home. Development is proposed on the eastern portion of the property along Harmony Hill. The western portion (abutting the Second Line West road allowance) slopes almost 8 metres (26.2 ft.) downward from Harmony Hill towards Fletchers Creek and includes natural hazards and natural heritage features which will continue to be protected. This western portion is identified as a Core Area within the Greenlands System as governed by the Region of Peel's Official Plan and is subject to the core area greenlands policies. There is also a woodlot along the northern property line which would also be protected through a Greenlands zone. The neighbourhood consists of detached, semi-detached and townhomes.

Aerial Image of 6611 Second Line West



Property Size and Use	
Frontages:	
Harmony Hill	64.83 m (212.7 ft.)
Second Line West	64.38 m (211.2 ft.)
Depth:	129.87 m (426.1 ft.)
Gross Lot Area:	0.83 ha (2.1 ac.)
Existing Use:	Detached home

The surrounding land uses

North Greenlands and detached homes
East Detached and semi-detached homes
South Semi-detached homes
West Greenlands including Fletchers Creek

Image of existing conditions facing Harmony Hill



3. Neighbourhood Context

The property is located in a neighbourhood that is not proposed to grow substantially. The surrounding subdivisions were developed in the early 2000's. The population is mostly middle-aged and younger and is reflected in the census information which indicates over 65% of the homes having three or more people living in them.

Other Development Applications

There are no active development applications in the vicinity of the subject property.

Community Services and Infrastructure

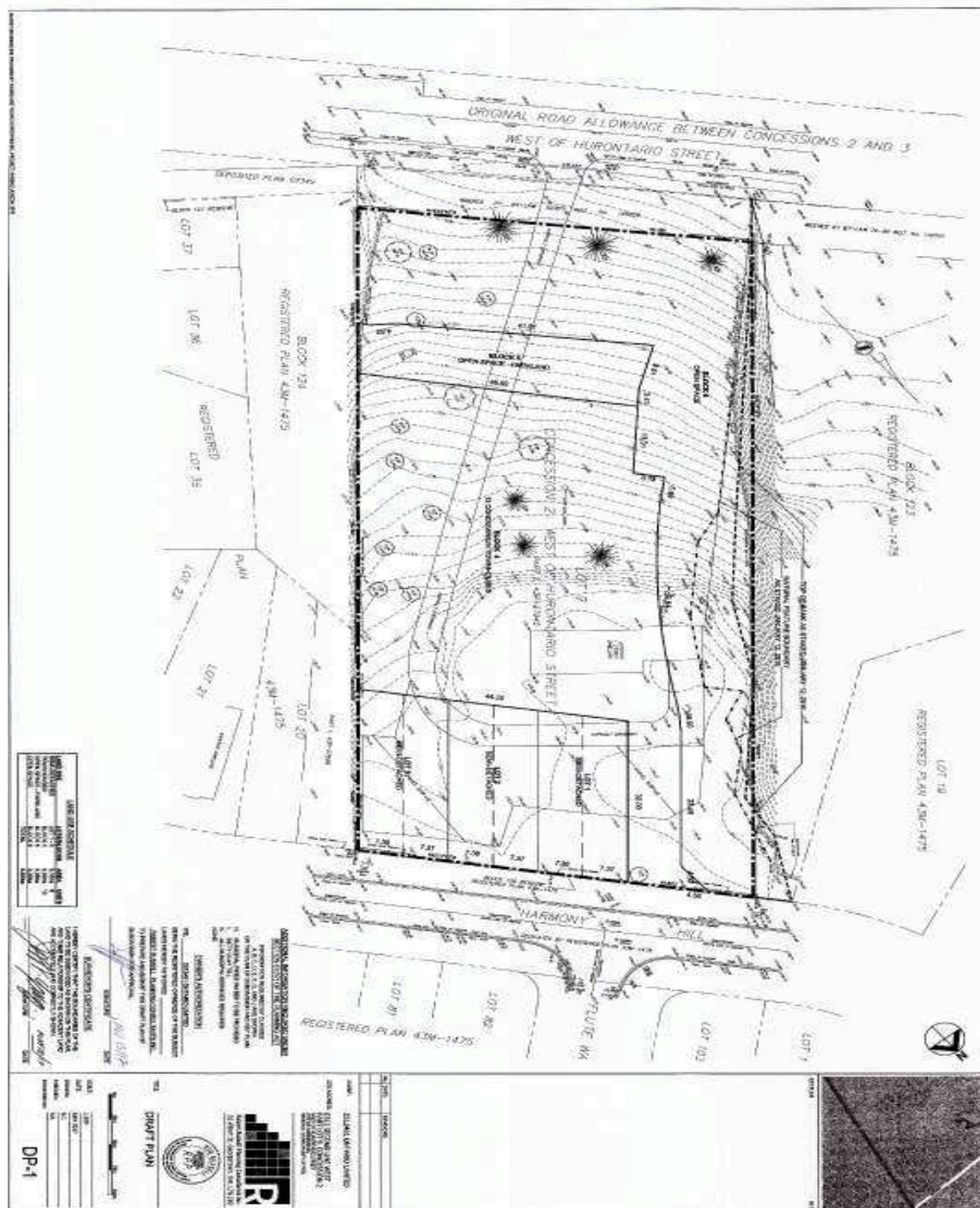
This application will have minimal impact on existing services in the community.

4. Project Details

The applications are to permit 6 semi-detached homes and 13 condominium townhomes and a Greenlands block through a plan of subdivision. The semi-detached homes will front directly onto Harmony Hill with individual driveways and provide a consistent street frontage. The proposed townhomes will be located to the rear of the semi-detached homes and will be accessed by a condominium road off of Harmony Hill. The rear portion of the property abutting the closed road allowance for Second Line West will be a protected valleyland and the northern portion of the lot will remain as a woodlot.

Development Proposal		
Applications submitted:	Received: December 5, 2017 Deemed complete: February 12, 2018	
Developer/Owner:	2512461 Ontario Limited	
Applicant:	Robert Russell Planning Consultants	
Number of units:	6 semi-detached homes 13 condominium townhomes	
Height:	2 and 3 storeys	
Landscaped Area:	30% for condominium townhomes	
Road type:	The townhomes will front onto a condominium road. The semi-detached homes will front onto Harmony Hill.	
Anticipated Population:	60* *Average household sizes for all units (by type) based on the 2016 Census	
Parking for semi-detached homes:	Required 12	Proposed 12
Parking for townhomes:	Required	Proposed
Resident spaces	26	26
Visitor spaces	3	4
Total	29	30

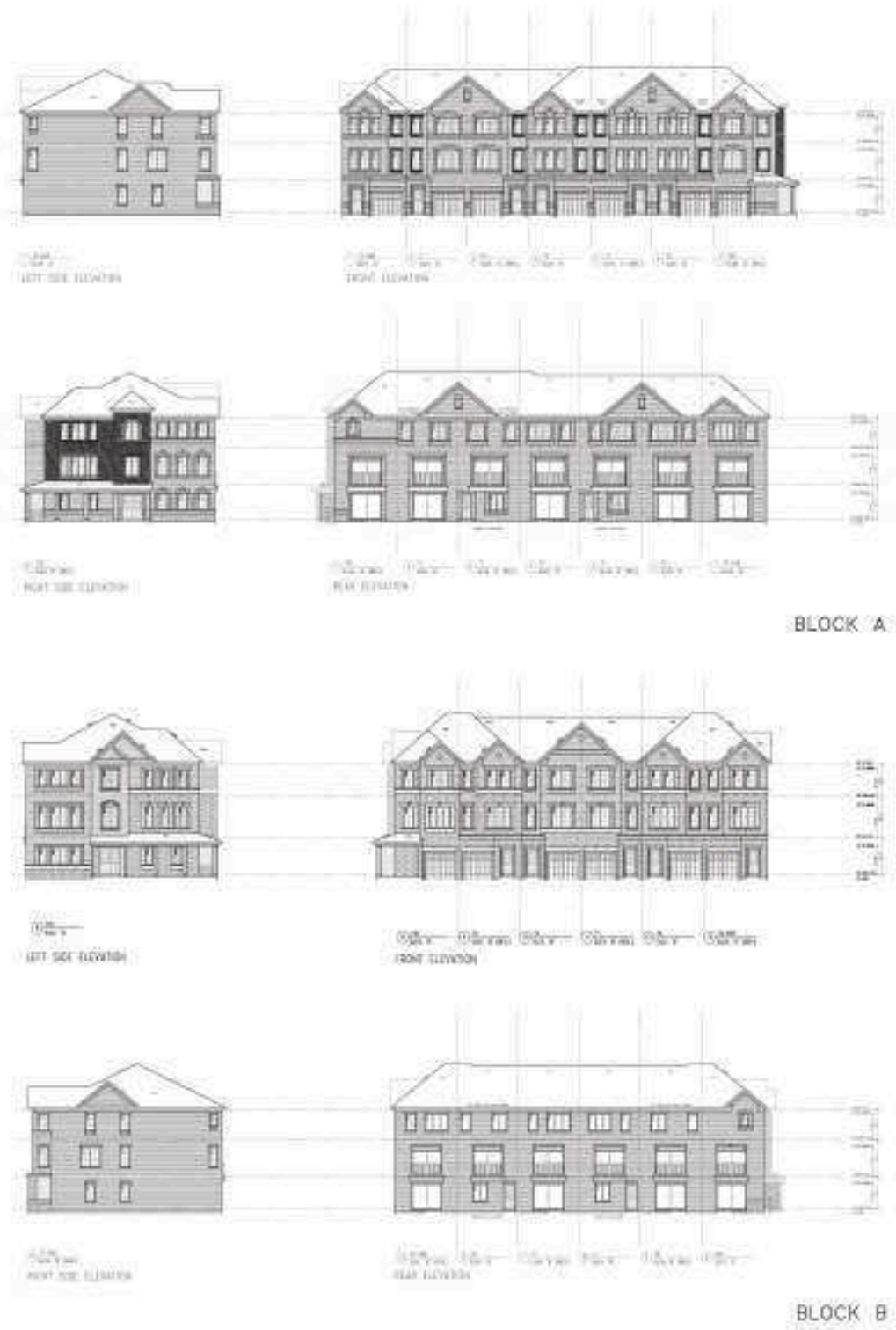
Draft Plan of Subdivision



Concept Plan



Townhome Elevations



Semi-Detached Dwelling Elevations



5. Community Comments

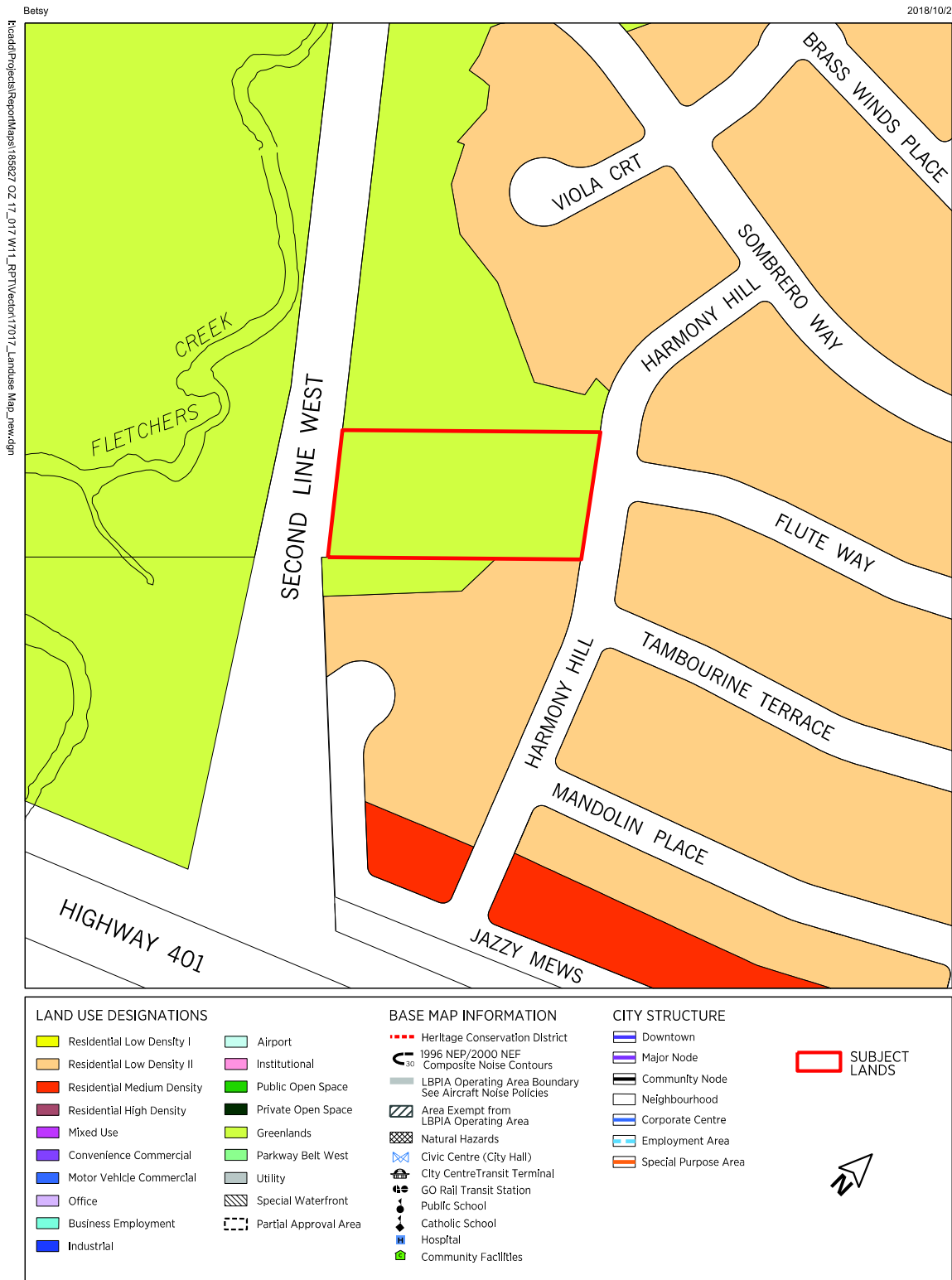
A community meeting was held by Ward 11 Councillor, George Carlson on April 11, 2018.

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

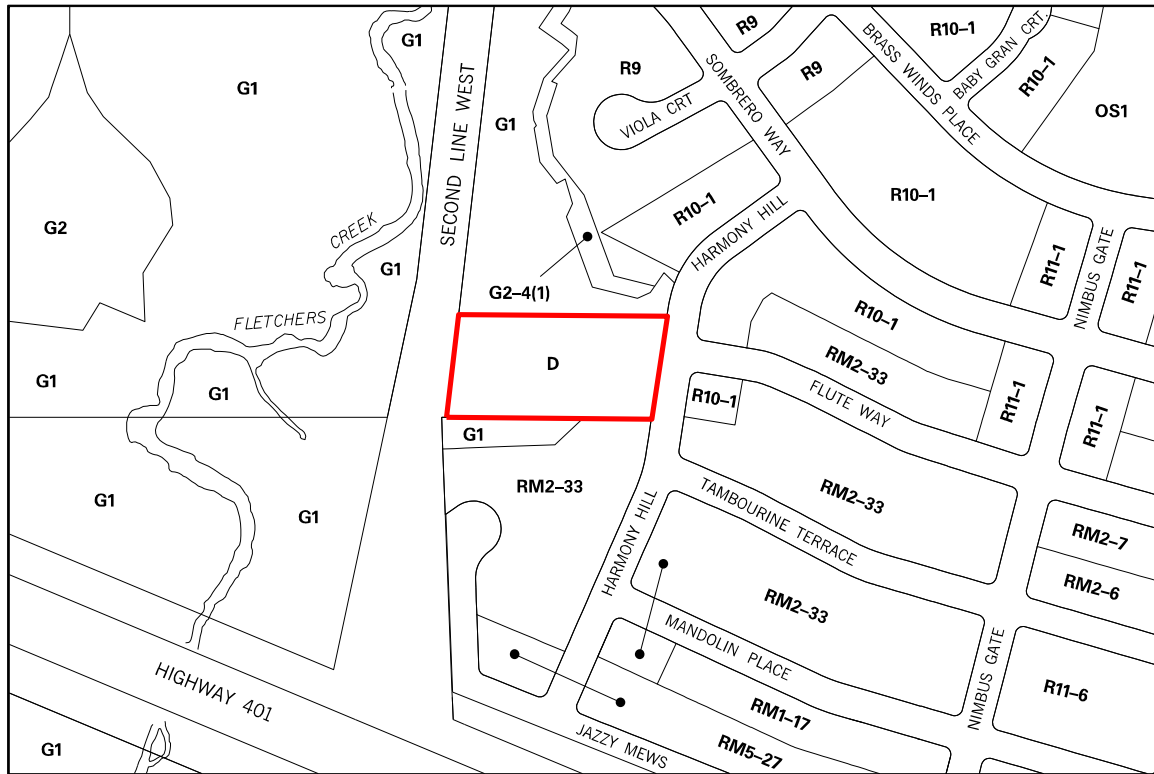
- Concern with existing traffic congestion and increased traffic as a result of the proposed development
- Removal of trees and green space and potential wildlife disruption
- Concern regarding sufficient water and sanitary sewer capacity
- Concern with dust and noise from construction

6. Land Use Policies and Regulations

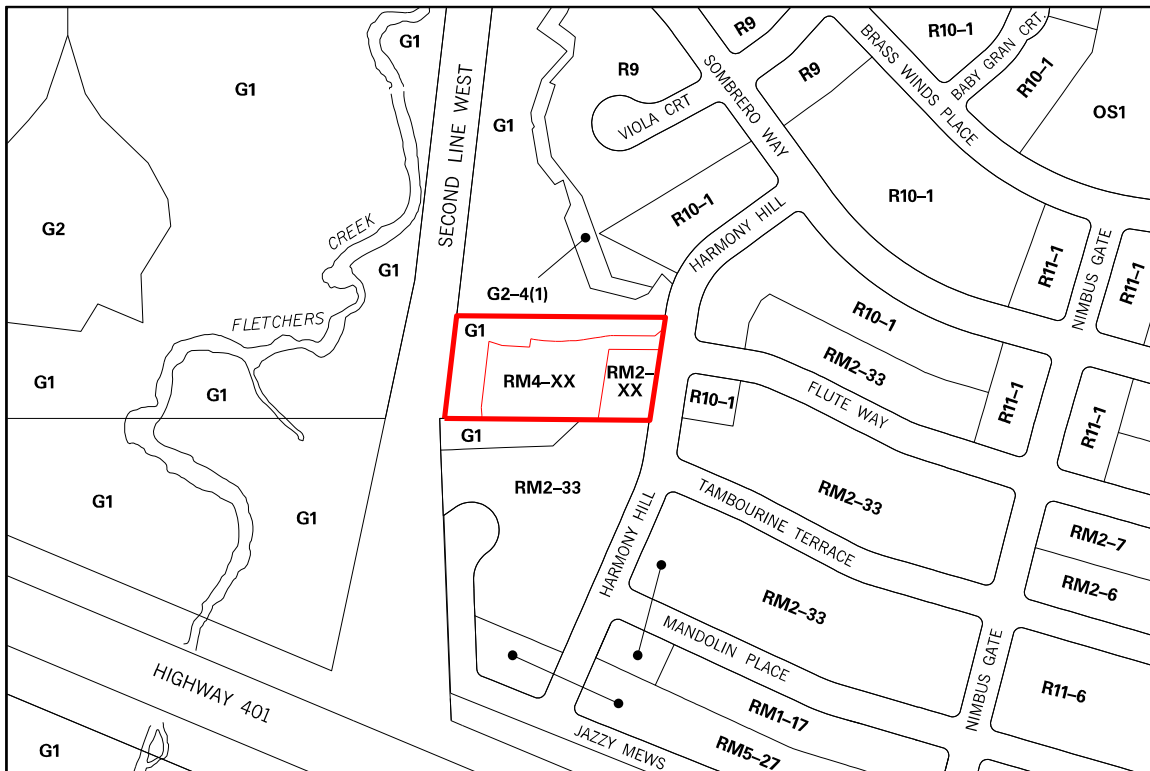
Excerpt of Meadowvale Village Neighbourhood Character Area Land Use



Existing Zoning and General Context



Proposed Zoning and General Context



Summary of Applicable Policies

The following table summarizes the applicable policy and regulation documents that affect these applications:

Policy	Mississauga Official Plan (MOP) Policies	Proposal
Provincial Policy Statement (PPS)	The relevant existing policies of MOP are consistent with the PPS	The proposed development is generally consistent with the PPS
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	The relevant existing policies of MOP are in conformity with the <i>Growth Plan</i> . Mississauga Official Plan must conform with a hierarchy of policy and legislation at the federal, provincial, regional and municipal levels.	The applications complete the neighbourhood community through an appropriate infilling of an underutilized residential lot and provides a continuous street frontage along Harmony Hill.
Greenbelt Plan	n/a	n/a
Parkway Belt Plan	n/a	n/a
Region of Peel Official Plan	The existing policies of MOP are consistent with the ROP	The western portion of the property is identified as a Core Area of the Greenland System within the Region of Peel Official Plan.
Mississauga Official Plan	The lands are located within the Meadowvale Village Neighbourhood Character Area and are designated Greenlands which permit conservation, stormwater management facilities, floor control and/or erosion management, passive recreational activity and parkland. Neighbourhoods are intended to preserve the character, cultural heritage and livability of the community and provide a range of housing types.	The applicant is proposing to change the designation to Residential Low Density II and Medium Density . A portion of the property will remain Greenlands . A draft plan of subdivision is also required to divide the lot into development blocks. These proposed designations conform with the general intent of the MOP.
Zoning By-law 225-2007	The lands are currently zoned D (Development) which permit the existing detached home.	A rezoning is proposed to RM2-Exception (Semi-detached), RM4-Exception (Townhouse Dwelling) and G1 (Greenlands – Natural Hazards) to permit 6 semi-detached homes, 13 condominium townhomes on a private condominium road and a greenlands block.

Existing and Proposed Mississauga Official Plan Designation for the Subject Site

Existing Designation

Greenlands which permits conservation, stormwater management facilities, flood control and/or erosion management, passive recreational activity and parkland

Proposed Designation

Low Density Residential II which permits semi-detached and detached homes

Medium Density which permits townhomes

Greenlands which permits conservation, stormwater management facilities, flood control and/or erosion management, passive recreational activity and parkland

Provincial Policy Statement (PPS) and Growth Plan Analysis

Consistency with Provincial Policy Statement 2014

The *Provincial Policy Statement* 2014 (PPS) is issued under Section 3 of the *Planning Act* and all decisions affecting land use planning matters "shall be consistent" with the *Provincial Policy Statement*.

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development is consistent with PPS and MOP policies (i.e. "OZ 17/017 W11 and T-M17005 W11 Consistency" column). Only key policies relevant to the application have been included, and the table should be considered a general summary of the intent of the policies.

Official Plan Amendment No. 47 to MOP added and amended policies in the Official Plan so that it is consistent with the PPS. This amendment came into force on May 18, 2016.

Consistency Analysis

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies	OZ File 17/017 W11 and T-M17005 W11 Consistency
1.0 Building Strong Healthy Communities		
General Statement of Intent: Promoting efficient land use and development patterns are important to sustainable, liveable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth.	The development of neighbourhoods in Mississauga through infilling supports the general intent of the PPS with respect to maintaining the character of existing neighbourhoods.	The applications include a development proposal that is generally compatible with the surrounding land uses and a development pattern that supports sustainability while protecting the environment.

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies	OZ File 17/017 W11 and T-M17005 W11 Consistency
1.1.1 (b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs	The Meadowvale Village Neighbourhood Character Area is identified in the City's urban structure. Intensification within neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development.	The area contains a mix of detached, semi-detached and street townhomes. Condominium townhomes are proposed to be located on a private condominium road. The built form is similar to the existing neighbourhood and will be evaluated within the context of the Official Plan policies.
1.1.1 (c) avoiding development and land use patterns which may cause environmental or public health and safety concerns (h) promoting development and land use patterns that conserve biodiversity and consider the impact of a changing climate	As the City continues to grow, it is imperative that growth does not compromise the natural environment.	The relevant portion of the subject property will retain its Greenlands designation and will be zoned G1 (Greenlands) to retain and protect a woodlot and valleylands.
1.1.3.2 Land use patterns within settlement areas shall be based on: a) Densities and a mix of land uses which: 1. efficiently use land and resources 2. are appropriate for and efficiently use infrastructure and public service facilities 3. minimize negative impacts to air quality and climate change and promote energy efficiency 4. support active transportation 5. are transit supportive b) A range of uses and opportunities for intensification and redevelopment in	Meadowvale Village is identified as a neighbourhood, an element in the City's urban structure. Neighbourhoods are non-intensification areas, however, this does not mean that they will remain static or that new development must imitate previous development patterns. New development should be sensitive to the existing and planned character of the neighbourhood. As described in Section 5.3.5.5, intensification within Neighbourhoods may be considered where the proposed development is compatible in built form	The surrounding area contains a mix of detached, semi-detached and street townhomes. The proposed development is generally compatible with the existing character of the area, but the appropriateness of the development standards will be evaluated against MOP policies.

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies	OZ File 17/017 W11 and T-M17005 W11 Consistency
accordance with criteria in 1.1.3.3	and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of the Plan.	
1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment where it can be accommodated taking into account building stock, brownfields, availability of infrastructure and public service facilities required to accommodate projected needs	The Meadowvale Village Neighbourhood is not an intensification area. MOP policy 5.3.5.1 states that neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.	The applications propose to redevelop a large underutilized residential lot that would provide a consistent and complete street frontage along Harmony Hill.
1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.	The built form policies of MOP (section 9) provide direction on appropriate standards to facilitate intensification with respect to transition, sun/shadow impacts, compact urban form and public realm.	The subject property is located within an established neighbourhood. The proposed designations and zones would further protect and strengthen the neighbourhood.
1.4 Housing 1.4.1 Planning Authorities shall provide for an appropriate range and mix of housing that is affordable	Neighbourhoods are not intended to be the focus of intensification and should be regarded as stable residential areas where the existing character is to be preserved.	These applications contribute to the diversity of housing choices by providing a mix of low and medium density housing that is compatible with the existing neighbourhood homes.
1.5.1 Healthy, active communities should be promoted by: (d) recognizing provincial parks, conservation reserves, and other protect areas, and minimizing negative impacts on these areas.	Mississauga will promote and protect green infrastructures. Buffers which are vegetated protected areas will provide a physical separation of development and maintain the green system (6.3.7)	The rezoning of a portion of the property to Greenlands provides for the protection and conservation of a woodlot and valley lands.
4.0 Implementation and Interpretation		
General Statement of Intent: Provides direction on how the <i>Provincial Policy Statement</i> is to be	As outlined in this table, the policies of Mississauga Official Plan are generally consistent with relevant policies of the <i>Provincial</i>	The applications are being further evaluated by MOP policies with respect to development limits and built form.

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies	OZ File 17/017 W11 and T-M17005 W11 Consistency
<p>implemented and interpreted.</p> <p>4.2 Decisions of the council of a municipality shall be consistent with the <i>Provincial Policy Statement</i></p> <p>4.7 The Official Plan is the most important vehicle for implementation of the <i>Provincial Policy Statement</i></p>	<i>Policy Statement.</i>	

Conformity with Growth Plan 2017

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) (2017) was issued under Section 7 of the *Places to Grow Act* and all decisions affecting lands within this area will conform with this Plan.

The following table has been prepared to demonstrate how MOP policies conform with the relevant Growth Plan policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development conforms with Growth Plan and MOP policies (i.e. "OZ 17/017 W11 and T-M17005 W11 Conformity" column). Only key policies relevant to the applications have been included, and that table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the Growth Plan 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new Growth Plan 2017. The development application has been reviewed against Growth Plan 2017 policy direction to ensure conformity.

Conformity Analysis

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies	OZ File 17/017 W11 and T-M17005 W11 Conformity
1.1 The Greater Golden Horseshoe		
<p>General Statement of Intent:</p> <p>The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to</p>	<p>People of diverse backgrounds, ages and abilities are choosing to live, work and invest in Mississauga. They not only want to raise their families in the community, but they also want to spend their senior years in</p>	<p>The proposed development would complete the neighbourhood fabric through the infilling of an underutilized residential lot and provide a continuous, consistent street frontage along Harmony Hill.</p>

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies	OZ File 17/017 W11 and T-M17005 W11 Conformity
infrastructure, congestion, sprawl, healthy communities, climate change and healthy environment	communities that offer appealing amenities and health, urban lifestyle options (section 4.3)	The range of housing types proposed is consistent with the <i>Growth Plan</i> policies.
1.2 The <i>Growth Plan</i> for the Greater Golden Horseshoe		
General Statement of Intent: The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.	The vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources and its established stable neighbourhoods. (Chapter 4). The City will plan for a strong, diversified economy supported by a range of mobility options and a variety of housing and community infrastructure to create distinct, complete communities.	The development proposal provides for protection of greenlands.
1.2.1 Guiding Principles		
General Statement of Intent for this Section: The policies of this Plan are based on the following principles: <ol style="list-style-type: none"> Complete communities Prioritize intensification Provide flexibility to capitalize on new employment opportunities Support a range and mix of housing options Integrate land use planning and investment in infrastructure Provide different approaches to manage growth that recognize diversity of communities Protect natural heritage, hydrologic, landforms Conserve and promote cultural heritage 	Neighbourhoods are not appropriate areas for significant intensification, however, they will not remain static and redevelopment should be sensitive to the existing neighbourhood's character. Intensification may be considered where the proposed development is compatible in built form, density and scale to the surrounding neighbourhood. (Chapter 5)	The proposal completes the neighbourhood through the development of an underutilized residential lot; provides a mix of housing types and protects a woodlot and valleylands.

<i>Growth Plan for the Greater Golden Horseshoe</i>	Mississauga Official Plan Policies	OZ File 17/017 W11 and T-M17005 W11 Conformity
i. Integrate climate change considerations		
1.2.2 Legislative Authority		
General Statement of Intent: All decisions made on or after July 1, 2017 will conform with this Plan	As illustrated through this table, MOP generally conforms to the <i>Growth Plan</i> .	The applications were deemed complete on February 12, 2018.
1.2.3 How to Read this Plan		
General Statement of Intent for this Section: Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan	MOP has been reviewed in respect of the <i>Growth Plan</i> and other applicable Provincial planning documents.	The applications have been reviewed accordingly.
2. Where and How to Grow		
2.1 Context		
General Statement of Intent: This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation.	Complete communities should meet the day-to-day needs of people throughout all stages of their life.	These applications represent a modest infill development with two types of housing that are generally compatible with the existing neighbourhood.
2.2 Policies For Where and How To Grow		
2.2.1 Managing Growth		
General Statement of Intent for this Section: Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.	Neighbourhoods are non-intensification areas which will have lower densities and lower building heights. Neighbourhoods are stable areas where limited growth is anticipated. (Chapter 9) Mississauga will provide a wide assortment of housing choices, employment opportunities and numerous commercial, social and institutional venues allowing its	Small infilling of an underutilized large residential lot within an existing neighbourhood with a similar density and housing type is consistent with the <i>Growth Plan</i> .

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies	OZ File 17/017 W11 and T-M17005 W11 Conformity
	inhabitants to experience the benefits of city living. (Chapter 7)	
<p>Relevant Policies:</p> <p>a. Growth should be primarily directed to settlement areas that:</p> <p>i. Are within the built boundary and have planned municipal water and wastewater systems and support complete communities (2.2.1.2 a i, ii, iii)</p> <p>ii. That are delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities (2.2.1.2.c)</p> <p>iii. That is generally away from hazardous lands (2.2.1.2.e)</p> <p>b. Integrated planning to manage forecasted growth will be:</p> <p>i. Be supported by planning for infrastructure and public service facilities that consider the full life cycle cost and payment (2.2.1.3.b)</p> <p>ii. Provide direction for an urban form that will optimize infrastructure (2.2.1.3.c)</p> <p>iii Support the environment (2.2.1.3.d)</p> <p>iv Be implemented through a municipal comprehensive review (2.2.1.3.e)</p> <p>c. The <i>Growth Plan</i> will support the achievement of complete communities that</p> <p>i. Features a diverse mix of land uses</p> <p>ii. Improves social equity</p> <p>iii. Provides mix of housing options</p>	<p>Meadowvale Village is an existing stable neighbourhood which is suitable for infill development that is of similar scale and density as the existing neighbourhood.</p> <p>Neighbourhoods will provide for an assortment of house types to meet the needs of a complete community.</p>	<p>These applications represent a modest infill development with two types of housing that are generally compatible with the existing neighbourhood.</p> <p>Through the review of these application, the servicing capacity and community infrastructure will be reviewed.</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies	OZ File 17/017 W11 and T-M17005 W11 Conformity
iv. Expands convenient access to transportation, public service facilities, open space, healthy food options v. Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design vi. Mitigates climate change vii. Integrates green infrastructure		
2.2.2 Delineated Built-up Areas		
Statement of Intent: The majority of growth is directed to lands within the delineated built-up area (i.e. limits of the developed urban area identified by the Minister of Municipal Affairs and Housing). (2.2.2.4)	MOP provides the framework for the City to achieve a sustainable urban form which includes intensification and non-intensification areas. Neighbourhoods are physically stable and new development should be sensitive to the existing and planned character of the neighbourhood. Development should be compatible with built form and scale.	The applications represent an infill development. Built form will be evaluated against the official plan policies.
2.2.6 Housing		
General Statement of Intent: A range and mix of housing is to be provided, including affordable housing. A housing strategy prepared by the Region is an important tool that can be used.	Mississauga Council has recently approved a citywide affordable housing strategy that is currently being implemented. The strategy can be accessed at: http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&2-Web.pdf	The application proposes a mix of low and medium density residential development.
Relevant Policies: a. The Region is responsible for preparing a housing strategy (2.2.6.1) b. Municipalities will support complete	MOP policies provide opportunities for the development of a range of housing choices in terms of type, tenure and price.	This development proposal represents a modest intensification with two types of homes.

<i>Growth Plan</i> for the Greater Golden Horseshoe	Mississauga Official Plan Policies	OZ File 17/017 W11 and T-M17005 W11 Conformity
communities by accommodating growth forecasts, achieve minimum intensification targets, consider a range of housing options, and planning to diversify the housing stock. (2.2.6.2) d. will be implemented through official plan policies and designations and zoning by-laws.		
5 Implementation		
<p>Statement of Intent: Comprehensive municipal implementation is required to implement the <i>Growth Plan</i>. Where a municipality must decide on planning matters before its official plan has been updated it must still consider impact of decision as it relates to the policy of the plan.</p> <p>The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will implement co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.</p>	Not directly applicable, as these policies speak to interpretation and how to read the plan and are contained in Section 1.0 of MOP.	Applications will have regard to the <i>Growth Plan</i> and Mississauga Official Plan.

Region of Peel Official Plan

The Region of Peel approved MOP on September 22, 2011. The proposed development applications were circulated to the Region who has advised that in its current state, the application meets the requirements for exemption from Regional approval. The western portion of the property is identified as a Core Area within the Greenlands System as governed by the

Region of Peel Official Plan. The Region of Peel relies on the expertise of the Credit Valley Conservation Authority to determine the exact limits of the Greenlands system. Local official plan amendments are generally exempt from approval where they have had regard for the *Provincial Policy Statement* and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the *Planning Act* and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment.

The Region provided additional comments which are discussed in Section 8 of this report.

Relevant Mississauga Official Plan Policies

There are other policies in Mississauga Official Plan (MOP) that are also applicable in the review of these applications, some of which are found below.

	Specific Policies	General Intent
Chapter 4 Vision	Section 4.4.2 Section 4.4.5 Section 4.5	Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles
Chapter 5 Direct Growth	Section 5.1.2 Section 5.1.3 (a) (c) Section 5.1.5 Section 5.1.7 Section 5.1.9	Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth. Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to: (a) protect ecological functions, public health and safety; (c) minimize environmental and social impacts Mississauga will ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations.
Section 5.2 Green System	Section 5.2 Section 5.2.1	Mississauga will establish strategies that protect, enhance and expand the Green System and will include a target for lands within the City that will be included in the Green System. The City's strategy for protecting, enhancing and restoring the Green System consists of initiatives including some of the following: (d) land securement; (e) stewardship; (g) naturalization/restoration

	Specific Policies	General Intent
Section 5.3 Neighbourhoods	Section 5.3.5 Section 5.3.5.1 Section 5.3.5.5 Section 5.3.5.6	<p>Mississauga will protect and conserve the character of stable residential neighbourhoods.</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>Intensification within neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale</p>
Chapter 6 Value the Environment	Section 6.1 Section 6.1.1 Section 6.1.2 Section 6.1.5 Section 6.1.11 Section 6.1.12 Section 6.2.6 Section 6.3 Section 6.3.1 Section 6.3.2 Section 6.3.3 Section 6.3.4 Section 6.3.5 Section 6.3.6	<p>Mississauga will: (a) protect, enhance and expand the Natural Heritage System; (b) encourage the stewardship and enhancement of other areas within the Green System, particularly where it contributes to the function and linkage of the Natural Heritage System; (c) protect life and property from natural and human made hazards</p> <p>Mississauga will promote an ecosystem approach to planning.</p> <p>Mississauga will encourage naturalized landscaped areas using native, non-invasive species, especially on lands within the Green System.</p>

	Specific Policies	General Intent
Chapter 7 Complete Communities	Section 7.1 Section 7.1.1 Section 7.1.6 Section 7.2 Section 7.2.1 Section 7.2.2	<p>MOP supports the creation of complete communities that meet the day-to-day needs of people through all stages of their life offering a wide assortment of housing options and employment opportunities as well as numerous commercial and social venues. The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>Mississauga will provide for opportunities for:</p> <ul style="list-style-type: none"> a. The development of a range of housing choices in terms of type, tenure and price; b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and, c. The production of housing for those with special needs, such as housing for the elderly and shelters. <p>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.</p>
Chapter 9 Build a Desirable Form	Section 9.1 Section 9.1.1 Section 9.1.3 Section 9.1.6 Section 9.1.10 Section 9.2 Section 9.2.2 Section 9.2.2.3 Section 9.2.3.1 Section 9.3 Section 9.3.1.1 Section 9.3.1.4 Section 9.3.5 Section 9.3.5.3 Section 9.3.5.6 Section 9.4 Section 9.5 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.2 Section 9.5.2.7	<p>MOP will ensure that non-intensification area (Neighbourhoods) will experience limited growth and change, limit height to 4 storeys and will generally not allow for tall buildings. New development in neighbourhoods will respect existing lotting patterns, setbacks, minimize overshadowing and overlook on adjacent neighbours, incorporate stormwater best management practice, preserve existing tree canopy and design the buildings to represent the existing scale, massing, character and grades of the surrounding area.</p> <p>Appropriate infill in non-intensification areas will help to revitalize existing communities by developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that the infill fits within the existing urban context and minimizes undue impacts on the adjacent properties.</p> <p>Site development should respect and maintain the existing grades on-site.</p>

	Specific Policies	General Intent
Chapter 11 General Land Use Designation	Section 11.2 Section 11.2.3 Section 11.2.5	Greenlands are associated with natural hazards and/or natural areas where development is restricted to protect people and property from damage and to provide for the protection, enhancement and restoration of the Natural Heritage System. Residential uses are permitted within the Low Density Residential and Medium Density Residential designation.
Section 16 Neighbour- hood	Section 16.1.1 Section 16.1.2 Section 16.17.1 Section 16.17.3.1 Section 16.17.3.2	Residential neighbourhoods will maintain their existing character. Infill development should be consistent with the density and scale of the existing developments within the area.
Section 19 Implemen- tation	Section 19.5.1	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows: <ul style="list-style-type: none"> • The proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • The lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • There are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • A planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant

Existing and Proposed Zoning

Existing Zone - D (Development) which permits the existing detached dwelling.

Proposed Zone – RM2 – Exception (Semi-Detached); **RM4 – Exception** (Townhouses); and **G1** (Natural Hazards)

Zone Regulations	RM2 Zone Regulations	Proposed RM2 - Exception Zone Regulations
Minimum lot area – corner lot	280 m ² (3,014 ft ²)	235 m ² (2,529.5 ft ²)
Minimum lot frontage – corner lot	9.8 m (32.1 ft.)	7.37 m (24.2 ft.)
Minimum exterior side yard	4.5 m (14.7 ft.)	1.25 m (4.1 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		
Zone Regulations	RM4 Zone Regulations	Proposed RM4-Exception Zone Regulations
Minimum lot frontage	30.0 m (98.4 ft.)	8.5 m (27.9 ft.)
Minimum landscaped area	40% of the lot area	30% of the lot area
Minimum lot line setbacks from the side wall of a townhouse dwelling to all other street lines	4.5 m (14.7 ft.)	4.3 m (14.1 ft.) for one townhouse unit
Minimum lot line setbacks from the side wall of a townhouse dwelling to a lot line that is not a street line	2.5 m (8.2 ft.)	2.0 m (6.6 ft.)
Minimum lot line setbacks from a wing wall attached to a townhouse dwelling to a lot line	3.0 m (9.8 ft.)	2.0 m (6.6 ft.)
Minimum internal setbacks from a front wall of a townhouse dwelling to an internal road	4.5 m (14.7 ft.)	4.2 m (13.8 ft.) for the second story portion only of the townhouse
Minimum internal setbacks from a side wall of a townhouse dwelling to a visitor parking space	4.5 m (14.7 ft.)	4.3 m (14.1 ft.)
Minimum internal setbacks from the front garage face to an internal road	6.0 m (19.7 ft.)	5.9 m (19.3 ft.) for one townhouse only
Maximum projection of a porch or deck located at and accessible from the first storey or below the first storey of the dwelling, inclusive of stairs, attached to the front and/or	1.6 m (5.2 ft.)	2.0 m (6.6 ft.)

Zone Regulations	RM2 Zone Regulations	Proposed RM2 - Exception Zone Regulations
side wall of a townhouse dwelling		
Maximum height	10.7 m (35.1 ft.)	11.25 m (36.9 ft.)
Minimum setback between a visitor parking space and any other lot line	3.0 m (9.8 ft.)	1.2 m (3.9 ft.)
Minimum setback of a dwelling to all lands zoned G1 or G2 Base Zone	5.0 m (16.4 ft.)	2.0 m (6.6 ft.) on south side of property
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

7. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

8. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 5 Kindergarten to Grade 5 2 Grade 6 to Grade 8 2 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> Meadowvale Village PS <ul style="list-style-type: none"> Enrolment: 494 Capacity: 623 Portables: 0 David Leeder Middle School <ul style="list-style-type: none"> Enrolment: 886 Capacity: 896 Portables: 2 Mississauga SS <ul style="list-style-type: none"> Enrolment: 1 315 Capacity: 1 554 Portables: 0 <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 2 Junior Kindergarten to Grade 8 2 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> St. Julia PS <ul style="list-style-type: none"> Enrolment: 499 Capacity: 579 Portables: 2 St. Marcellinus SS <ul style="list-style-type: none"> Enrolment: 1806 Capacity: 1509 Portables: 6

9. Development Issues

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

Agency / Comment Date	Comment
Region of Peel (March 12, 2018)	There is a 200 mm (7.9 in.) diameter watermain and 250 mm (9.8 in.) diameter sanitary sewer on Harmony Hill. There is a 400 mm (15.7 in.) diameter on Second Line West. The watermain within the private condominium road should be 150 mm (5.9 in.). External easements and construction may be required.
Dufferin-Peel Catholic District School Board and the Peel District School Board (February 28, 2018 and March 5, 2018)	<p>The Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
Credit Valley Conservation (May 9, 2018)	<p>Ministry of Natural Resources and Forestry (MNRF) consultation is required. It should be noted that Fletchers Creek is a regulated habitat of Redside Dace and as a result, the <i>Endangered Species Act</i> applies. Contact MNRF to determine which requirements apply.</p> <p>Development Limits – CVC staff recommend the appropriate restrictive zoning (G1) be placed over all lands beyond the approved limit of development (hazards and natural heritage features), including buffers, placed into public ownership.</p> <p>CVC has reviewed the Environmental Impact Study (EIS) and have not yet finalized the limits of development. The Functional Services Report (FSR) and Slope Stability Report/Addendum have been reviewed and comments have been provided to the applicant. Further review of the revised reports is required.</p>
City Community Services Department – Parks and Forestry Division/Park Planning Section (October 12, 2018)	<p>The Community Services Department notes that the subject site is adjacent to City owned lands identified as Fletchers Flats (P-428) which is zoned G2 (Greenlands - Natural Feature) and G1 (Greenlands - Natural Hazards).</p> <p>The lands zoned G2 is a Significant Natural Area in fair</p>

Agency / Comment Date	Comment
	<p>condition and to maintain and support the health of the abutting greenlands, a 10 m (32.8 ft.) buffer shall be maintained in the northerly portion of the subject site, from the greater of either the significant woodland dripline as staked by CVC and the long term stable slope staked by Soil Engineers Ltd. that is to be reviewed and approved by CVC and the City of Mississauga. The City recommends the dedication of the 10 m (32.8 ft.) buffer to naturalize and revegetate to support the adjacent Significant Natural Area.</p> <p>The City owned lands, zoned G1, abut the southern lot line of the subject property. As per Zoning By-law 0225-2007, buildings and structures are required to maintain the greater of 5 m (16.4 ft.) or the required setback to the G1 Zone.</p> <p>A pedestrian walkway connection from Harmony Hill to Second Line West will not be permitted due to site conditions and floodplain boundaries.</p> <p>Prior to the issuance of building permits, for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City Policies and By-laws.</p>
City Community Services Department – Fire and Emergency Services Division (March 19, 2018)	Fire has reviewed the applications from an emergency response perspective and has no concerns. Emergency response time to the site and water supply available are acceptable.
City Transportation and Works Department (October 12, 2018)	<p>The Transportation and Works Department has received drawings and reports in support of the above noted application and the applicant has been requested to provide additional technical details and revisions in support of the application, as follows:</p> <p>Functional Servicing Report Note that the stormwater management facility No.4 is designed for quality control only and the post development average runoff coefficient must be less or equal to the pre-development level. Verification required to determine if any external drainage areas are to be accommodated.</p> <p>Grading Plan/Servicing Plan The engineering drawings are to clearly demonstrate the feasibility of any/all proposed retaining walls, indicate the materials and also include appropriate cross sections of any proposed retaining walls. It should be noted that the existing topography of the site generally slopes from the north-east to the south-west and there is an approximate grade differential of up to 8 m (26.2 ft.) within the site between Second Line</p>

Agency / Comment Date	Comment
	<p>West and Harmony Hill. The site design is also to conform to the City's condominium/multi-family standards.</p> <p>Lands Below Top of Bank Easement/dedication required for all lands below the established top of bank/regional floodplain.</p> <p>Credit Valley Conservation Approval Confirmation will be required from the Credit Valley Conservation indicating that they have no objection to the construction within their regulated area.</p> <p>Environmental Written documentation prepared by a professional engineer provided to the satisfaction of the Transportation and Works Department which includes a plan to decommission the wells and properly remove or abandon the septic system.</p> <p>Traffic A traffic opinion letter is required to address public concerns regarding the impact of this development to the surrounding road network. Detailed turning movement diagrams will also be required.</p> <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>City of Mississauga, Culture Division Ministry of Transportation Bell Canada Canada Post Alectra Greater Toronto Airport Authority</p>

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the proposed land use, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic impacts?
- Provision of a satisfactory Functional Servicing Report to determine if there is adequate capacity and resolution of all servicing and utility issues

Development Requirements

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

Other Information

The applicant has submitted the following information in support of the applications:

- Survey
- Draft Plan of Subdivision
- Context Plan
- Building Elevations
- Noise Mitigation Measure Plan
- Site Servicing Plan
- Sanitary Drainage Plan
- Pre-Development Storm Drainage Plan
- Storm Drainage Plan
- Planning Justification Report
- Functional Servicing and Stormwater Management Report
- Environmental Site Assessment, Phase 1 and Phase 2
- Letter of Reliance
- Environmental Impact Study
- Archaeological Assessment (Stages 1 and 2)
- Provincial Register of Archaeological Assessment
- Slope Stability Study Addendum
- Soil Investigation and Slope Stability Study Report
- Tree Inventory and Preservation Plan
- Green Site and Building Initiatives
- Parcel Register
- Draft Official Plan Amendment
- Draft Zoning By-law

Recommendation Report Detailed Planning Analysis

**Owner: 2512461 Ontario Limited
 6611 Second Line West**

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1. Community Comments

Comments from the public at the community and public meetings held were generally directed towards increased traffic and preserving the environment. Below is a summary and response to the specific comments heard.

Comment

Concern with increased traffic.

Response

A Transportation Assessment was submitted and reviewed by staff. The site is expected to generate 16 new two-way vehicle trips (4 inbound and 12 outbound trips) in the weekday AM peak hour and 17 new two-way vehicle trips (10 inbound and 7 outbound trips) during the weekday PM peak hour. The road network and intersection turning movements will operate within acceptable service levels.

Comment

Concern regarding loss of wildlife and protection of wildlife.

Response

The Credit Valley Conversation Authority (CVC) has reviewed the Environmental Impact Study (EIS) and are satisfied with the protection of the natural features, natural hazards and wildlife. The development limits are sufficient to preserve the adjacent natural features. Through this development application, lands will be dedicated to the City of Mississauga and will remain as greenlands.

Comment

Concern regarding removal of trees.

Response

Trees removed from the site will require a tree permit to be submitted at the site plan application stage. A number of trees are also being protected and maintained through the dedication of lands along the northern and rear property lines to the City.

Comment

Low impact development should be mandatory for this development.

Response

The City recommends all developments include low impact development features. These features will be confirmed through the site plan application.

Comment

Maintaining neighbourhood character while introducing townhomes.

Response

The Neighbourhood policies within Mississauga Official Plan permit infill development which is consistent with the density and scale of the existing development. The proposal would complete the lot fabric along Harmony Hill and the townhomes are located to the rear of the proposed semi-detached lots, further screening the townhomes. Mississauga Official Plan encourages a variety of housing types to meet the needs of the residents.

Comment

The property should be converted to a park.

Response

The area is already well served by community parks and recreation facilities. A small portion of the subject property will be dedicated to the City and included within Fletchers Flats Greenbelt Park P-428.

Comment

Concern with capacity of facilities such as water, sanitary, utilities and schools being available to accommodate the development.

Response

The applications were circulated to the Region of Peel, school boards and utility companies and no capacity issues were identified.

Comment

Concern with dust and noise from the construction.

Response

Construction of the development will likely cause some temporary impacts that will be mitigated by a construction management plan.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on June 11, 2021. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works Department

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

Noise

The evaluation of the noise sources that may have an impact on this development include road and air traffic. The results of the preliminary Noise Feasibility Study indicate that noise mitigation measures will be required. The details will be confirmed through the site plan process.

Stormwater

A Functional and Stormwater Management Report, prepared by Urbantech Consulting and dated May 2021 was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site.

The applicant has demonstrated a satisfactory stormwater servicing concept, including on-site Stormwater Management Techniques and that there will be no impact on the City's storm sewer system. Various methods of water reuse on site are being pursued and low impact design features are also being proposed. The applicant is proposing to construct an internal storm sewer to service the development and accommodate adjacent external flow.

Traffic

Two traffic impact study (TIS) submissions were provided by The Municipal Infrastructure Group Ltd. in support of the proposed development. Each submission was reviewed and audited by Transportation and Works staff. The second submission, dated August 2020, complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 16 (4 in, 12 out) and 17 (10 in, 7 out) two-way site trips for the weekday AM and PM peak hours in respectively.

The study area intersections and proposed vehicular access points are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions even with the traffic generated by the proposed development.

Environmental Compliance

Based on the Phase One Environmental Site Assessment Update, Proposed Residential Development, 6611 Second Line West, City of Mississauga, prepared by Soil Engineers Ltd, dated October 4, 2019, it has been determined that the site meets the applicable residential standards and no further investigation is required.

Prior to plan registration, the applicant will be required to provide a certification letter for the lands to be dedicated to the City and include related clauses in the subdivision agreement.

Other Engineering Matters

The review of detailed engineering drawings, including, but not limited to, grading, servicing, drainage features and supporting reports will be further evaluated as part of the circulation of the subdivision agreement prior to plan registration.

Transportation and Works is satisfied that the information reviewed to date is satisfactory and meets City requirements. Any outstanding items required in support of this development will be dealt with through draft plan of subdivision conditions, the subdivision agreement and the site plan review process.

School Accommodation

In comments, dated February 2, 2018 and October 22, 2021, the Peel District School Board responded that it is satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.

In comments, dated February 28, 2018, the Dufferin Peel Catholic District School Board notes that prior to final approval, the City of Mississauga shall be advised by the Dufferin-Catholic School Board that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have

been made between the developer/applicant and the School Boards for this plan.

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

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

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

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

4. Consistency with PPS

The Public Meeting Report dated December 10, 2018 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of

intensification opportunities and appropriate development standards, including:

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

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

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

The subject site and proposal represents an opportunity to modestly intensify and increase the range of housing provided in the neighbourhood. The proposed development represents an efficient land use pattern that avoid environmental health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the

housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

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

Section 2.2.2.4 b) in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

The proposed development conforms to the Growth Plan as it is intensifying an underutilized existing large lot with a detached dwelling, while utilizing existing municipal infrastructure.

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

6. Region of Peel Official Plan

As summarized in the public meeting report dated November 20, 2018 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan (ROP). The subject property is located within the Urban System of the Region of Peel. General Objectives in Section 5.5 and General Policies in Section 5.3.1 direct development and redevelopment to the Urban System to achieve healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities. A future objective is to achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.

The proposed development conforms to the ROP as it is an appropriate development within the Urban system that efficiently uses land to contribute to increased housing choices in the neighbourhood.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Meadowvale Village Neighbourhood Character Area, to permit 6 semi-detached dwellings and 13 condominium townhomes. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

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

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

Directing Growth

The subject site is located in the Meadowvale Village Neighbourhood Character Area. Neighbourhoods are stable areas where limited growth is anticipated. Development in Neighbourhoods is required to be context sensitive and respect the existing and planned character and scale of development.

The subject site is designated **Greenlands**, which permits conservation uses, flood control land or erosion management and passive recreational activity uses. The applicant is proposing to designate the site **Residential Medium Density**, **Residential Low Density II** and **Greenlands** to permit 13 condominium townhomes, 6 semi-detached dwellings and protect the adjacent natural areas. Six semi-detached dwellings (three lots) will be created along Harmony Hill which will complete the existing street lotting pattern. The 13 townhomes will be tucked in behind these semi-detached units and will be accessed via a condominium driveway to Harmony Hill. The proposal meets the objectives of the neighbourhood policies within the Meadowvale Village Neighbourhood Character Area.

Compatibility with the Neighbourhood

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The site is located within the Meadowvale Village Neighbourhood Character Area. A range of uses are permitted in the neighbourhood including various forms of residential and commercial uses. The surrounding land uses consist of detached and semi-detached dwellings. The proposed development is compatible with the surrounding area.

The property is an existing under utilized detached dwelling lot. The proposal includes six semi-detached dwellings (three lots) along Harmony Hill which continues the existing semi-detached and detached lotting fabric. The 13 condominium townhomes are located behind the semi-detached homes at the rear of the

lot with one driveway access to Harmony Hill. As well, the property slopes downward from the street which minimizes any visual impact of the three storey height of the townhomes.

Services and Infrastructure

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

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

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

- Number 61 – Mavis Road

There is a transit stop on Mavis Road at Sombrero Way within 600 m (1,968 ft.) of the site which connects to the City Centre Transit Terminal.

The Heartland Town Centre is located south of the site and consists of many commercial and service uses including a grocery store, retail uses, Walmart, Home Depot, Costco and various take-out and dine-in restaurants. The Centre is located 1.9 km (1.18 mile) south and is a 13 minute trip by bus.

The site is well served by city parks and recreation facilities. The site is adjacent to City owned lands identified as Fletchers Flats (P-428) which is a trail system. Scott's Brae Park is located

along Brass Winds Place which is a 5 minute walk from the subject property and includes a children's play facility. In addition, the Courtnepark Athletic Field is located within a 16 minute walk which includes sports fields, basketball nets and a playground.

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

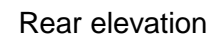
8. Revised Site Plan and Elevations

The applicant has provided a revised site plan and elevations as follows:





Front elevation facing condominium road



9. Zoning

The proposed **RM2-61** (Semi-Detached - Exception) and **RM4-79** (Townhouses - Exception) zones are appropriate to accommodate the proposed 6 semi-detached homes and 13 condominium townhomes.

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

Proposed Zoning Regulations

Zone Regulations	RM2 Zone Regulations	Proposed RM2-61 Zone Regulations
Minimum Lot Area – Corner Lot	280 m ² (3,013 ft. ²)	224 m ² (2,411 ft. ²)
Minimum Lot Frontage – Corner Lot	9.8 m (32.15 ft.)	7.3 m (24.0 ft.)
Maximum lot coverage	45%	48%
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

Zone Regulations	RM4 Zone Regulations	Proposed RM4-79 Zone Regulations
Minimum Lot Frontage	30.0 m (98.4 ft.)	12.0 m (39.3 ft.)
Minimum setback from a garage face to a condominium road	6.0 m (19.6 ft.)	6.0 m (19.6 ft.)
Minimum setback between a visitor parking space and any lot line	3.0 m (9.8 ft.)	1.2 m (3.9 ft.)
Minimum projection outside buildable area for a porch or deck from the front wall of the townhouse	n/a	1.6 m (5.2 ft.)
Minimum projection outside buildable area for a porch or deck from the rear wall of the townhouse	n/a	3.0 m (9.8 ft.)
Maximum height	10.7 m (35 ft.) and 3 storeys	11.5 m (37.7 ft.) and 3 storeys
Minimum width of a sidewalk	2.0 m (6.5 ft.)	1.5 m (4.9 ft.)
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including		

Zone Regulations	RM4 Zone Regulations	Proposed RM4-79 Zone Regulations
changes that may take place before Council adoption of the by-law, should the application be approved.		

10. Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application.

The application has been reviewed against the Corporate Policy and Procedure for Bonus Zoning and the proposal does not meet the minimum threshold for a Section 37 contribution, therefore, no Section 37 contribution is being requested.

11. Site Plan

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

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to

address matters such as grading, stormwater and landscaping. Through the site plan process, further refinements are anticipated for the design of the condominium townhouse block.

12. Draft Plan of Subdivision

The proposed plan of subdivision consists of three semi-detached lots, one townhouse block and one greenlands block.

The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions attached as Appendix 3. The lands are the subject of a Draft Plan of Subdivision application. Development will be subject to the completion of services and registration of the plan.

13. Conclusions

In conclusion, City staff have evaluated the applications to permit 6 semi-detached dwellings and 13 condominium townhomes against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The applications provide for intensification of an existing underutilized detached dwelling lot within the Meadowvale Village Neighbourhood Character Area. The site's unique location and configuration accommodates a layout which is compatible with adjacent uses and will minimize any visual impacts of the three storey townhomes. The proposal also contributes to the mix of housing choices within the City. Staff

are of the opinion that the applications are consistent with and conform to Provincial, Regional and City planning instruments. Staff have no objection to the approval of these applications, subject to the recommendations provided in the report.



**SCHEDULE A
CONDITIONS OF APPROVAL**

FILE: T-M17005 W11

SUBJECT: Draft Plan of Subdivision
Part Lot 9, Concession 2, WHS
6611 Second Line West
City of Mississauga

In accordance with By-law 343-98, the Commissioner, Planning and Building Department has made a decision to approve the above noted draft plan of subdivision subject to the lapsing provisions and conditions listed below.

Approval of a draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, is valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

NOTE: City is "The Corporation of the City of Mississauga"
Region is "The Regional Municipality of Peel"

The City has not required either the dedication of land for park or other public recreational purposes, or a payment of money in lieu of such conveyance as a condition of subdivision draft approval authorized by Section 51.1 of the *Planning Act*, R.S.O. 1990, c.P13 as amended. The City will require payment of cash-in-lieu for park or other public recreational purposes as a condition of development for each lot and block, prior to the issuance of building permits pursuant to Section 42(6) of the *Planning Act*, R.S.O. 1990, c.P13, as amended, and in accordance with the City's policies and by-laws.

- 1.0 Approval of the draft plan applies to the plan dated May 2019, surveyors certificate dated August 8, 2020.
- 2.0 That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City and the Region.
- 3.0 The applicant/owner shall enter into a Subdivision Agreement including Municipal Infrastructure Schedules, and any other necessary agreements, in a form satisfactory to the City, Region or any other appropriate authority, prior to ANY development within the plan. These agreements may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widenings, land dedications, public easements, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues such as cash contributions, levies (development charges), land dedications or reserves, securities or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals; conservation and environmental matters; phasing and insurance. THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED IN COMMENTS FROM AUTHORITIES, AGENCIES,

AND DEPARTMENTS OF THE CITY AND REGION AS CONTAINED IN THE APPLICATION STATUS REPORT DATED OCTOBER 6, 2021, THAT CORRESPONDS WITH THE RESUBMISSION DATED JUNE 16, 2021 AND REMAIN APPLICABLE. THESE COMMENTS HAVE BEEN PROVIDED TO THE APPLICANT OR THEIR CONSULTANTS AND FORM PART OF THESE CONDITIONS.

- 4.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.
- 5.0 The applicant/owner shall pay in full, all assessments levies against the property, as well as the current years taxes and/or local improvement charges, prior to the registration of the plan.
- 6.0 Prior to the execution of the Subdivision Agreement, should there be any mortgagees, the City will require that the mortgagees execute in duplicate, a Consent and Postponement
- 7.0 The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widenings, 0.3 m (1 ft.) reserves, walkways, sight triangles, buffer blocks and utility or drainage easements to the satisfaction of the City, Region or other authority.
- 8.0 The applicant/owner shall provide all outstanding reports, plans or studies required by agency and departmental comments.
- 9.0 That a Zoning By-Law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.
- 10.0 The proposed streets shall be named to the satisfaction of the City and the Region. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.
- 11.0 Prior to registration of the plan of subdivision and to the satisfaction of the City Transportation and Works Department, the owner is to ensure that the same Block and Unit numbers are referenced on the Site Plan, the Schedules to the Subdivision Agreement and the Noise Report.
- 12.0 Prior to registration of the plan of subdivision and to the satisfaction of the City Transportation and Works Department, the owner shall provide a certification letter signed and dated by a qualified person, as defined in Ontario Regulation 153-04 (as amended) that all above and below ground structures have been removed from the lands to be dedicated to the City.
- 13.0 Prior to registration, Block 5 shall be gratuitously deeded to the City of Mississauga for conservation purposes.
- 14.0 Prior to registration, a street tree contribution for 6 deciduous trees shall be paid to the City of Mississauga in accordance with the current City standards.

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- 15.0 Prior to registration that the Community Services Department is satisfied with the Phase 1 and Phase 2 (if required) Environmental Site Assessment Report and a Record of Site Condition for the lands to be dedicated to the City.
- 16.0 Prior to final approval, confirmation be received from Canada Post Corporation that the applicant has made satisfactory arrangements for the installation of any central mail facilities required in this development.
- 17.0 Prior to final approval, Credit Valley Conservation requires the following:
- 17.1 That a financial contribution in lieu of on-site stormwater management measures be provided in accordance with the recommendations of the Mississauga Storm Water Quality Control Study to the satisfaction of Credit Valley Conservation, or;
 - 17.2 That a comprehensive Best Management Practices report be provided to address stormwater management for the subject property in accordance with the Ministry of Environment and Energy Stormwater Management Practice and Design Manual, 1994 and other applicable criteria as provided by Credit Valley Conservation and the City; and
 - 17.3 That detailed engineering plans be prepared to the satisfaction of Credit Valley Conservation, which describe the means whereby stormwater will be treated and conducted from the site to a receiving body.
 - 17.4 That the Subdivision Agreement between the owner and the City shall contain provisions with respect to the following, and with wording acceptable to Credit Valley Conservation, wherein the owner agrees to carry out or cause to be carried out the works noted above.
- 18.0 Prior to final approval, the Dufferin-Peel Catholic District School Board is to be satisfied that the applicant has agreed to include in the Subdivision Agreement and all offers of purchase and sale for all residential lots, the following warning clauses until the permanent school for the area has been completed:
- 18.1 Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.
 - 18.2 That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.
- 19.0 That the Subdivision Agreement shall contain a clause satisfactory to the Dufferin-Peel Catholic District School Board that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Board's Transportation Policies. These signs shall be to the School Board's specifications and at locations determined by the Board.

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- 20.0 Prior to final approval, the developer will be required to submit for review and approval a stormwater management report indicating the intended treatment of the calculated runoff to the satisfaction of the Ministry of Transportation.
- 21.0 Prior to final approval, the Peel District School Board is to be satisfied that the following provision is contained in the Subdivision Agreement and on all offers of purchase and sale for a period of five years after registration of the plan:
- 21.1 Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the Planning and Resources Department of the Peel District School Board to determine the exact schools.
- 22.0 That the Subdivision Agreement shall contain a clause satisfactory to the Peel District School Board that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Board's Transportation Policies. These signs shall be to the School Board's specifications and at locations determined by the Board.
- 23.0 Prior to final approval, the Engineer is required to submit, to the satisfaction of the Region, all engineering drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".
- 24.0. Prior to execution of the Subdivision Agreement, the developer shall name to the satisfaction of the City Transportation and Works Department the telecommunications provider.
- 25.0 Prior to execution of the Subdivision Agreement, the developer must submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.
- 26.0 That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.

City of Mississauga

Corporate Report



<p>Date: November 12, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: OZ 20/009 W1</p>
	<p>Meeting date: December 6, 2021</p>

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit an 11 storey condominium apartment building containing 166 residential units with ground floor commercial space and two levels of underground parking

420 Lakeshore Road East, southwest corner of Lakeshore Road East and Enola Avenue

Owner: 2828778 Ontario Inc. (formerly known as Starbank Group of Companies)

File: OZ 20/009 W1

Recommendation

1. That City Council direct Legal Services, representatives from the appropriate City Departments and any necessary consultants to attend the Ontario Land Tribunal hearing on the subject application under File OZ 20/009 W1, 2828778 Ontario Inc., 420 Lakeshore Road East, to permit an 11 storey condominium apartment building with ground floor commercial space, in support of the recommendations outlined in the report dated November 12, 2021 from the Commissioner of Planning and Building, that concludes that the proposed Official Plan Amendment and Rezoning applications are not acceptable from a planning standpoint and should not be approved.
2. That City Council provide the Planning and Building Department with the authority to instruct Legal Services on modifications to the position deemed necessary during or before the Ontario Land Tribunal hearing process, if, however, there is potential for settlement then a report shall be brought back to City Council by Legal Services.

Executive Summary

- The applications are to amend the policies of the official plan and change the zoning by-law to permit an 11 storey condominium apartment building with ground floor

commercial space. The building is proposed to step down from 11 storeys along Lakeshore Road East to 3 storeys southward to the existing detached home at the rear of the property.

- The official plan amendment and rezoning applications have been appealed to Ontario Land Tribunal (OLT) by the applicant for non-decision. A case management conference (CMC) date has not yet been scheduled.
- The applicant has made some modifications to the proposal to address issues raised at the public meeting and by staff, including reducing the height and number of units; increasing stepbacks from the southern property line; increasing the proposed parking rate; and revising the proposed entrance and location of the outdoor amenity space and landscaping.
- It has been concluded that the proposed development is not supportable from a planning perspective and the applications are recommended for refusal due to excessive height, scale, massing and density for the subject site, in addition to the outstanding technical matters related to servicing and traffic.
- Staff require direction from Council to attend the OLT proceedings for these applications in support of the recommendations outlined in this report.

Background

A public meeting was held by the Planning and Development Committee on March 8, 2021 at which time an Information Report was received for information. The following is the link (<https://pub-mississauga.escribemeetings.com/FileStream.ashx?DocumentId=9933>)

Recommendation PDC-0016-2021 was then adopted by Council on March 24, 2021 by Resolution 0054-2021.

1. That the report dated February 12, 2021, from the Commissioner of Planning and Building regarding the applications by the Starbank Group of Companies to permit a 12 storey condominium apartment building containing 195 residential units with “live/work” units at grade and two levels of underground parking, under File OZ 20/009 W1, 420 Lakeshore Road East, be received for information.
2. That five oral submissions be received.

On June 18, 2021, the owner appealed the applications to OLT due to non-decision. A CMC has not been scheduled. The purpose of this report is to make a recommendation to Planning and Development Committee on the application and to seek direction with respect to the appeal.

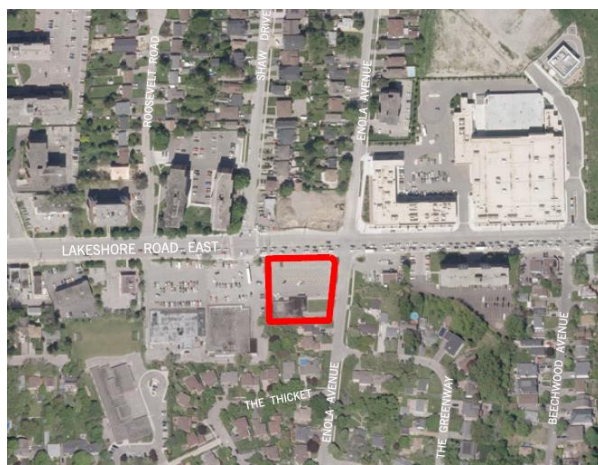
Given the amount of time since the public meeting, full notification was provided.

Comments

REVISED DEVELOPMENT PROPOSAL

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

- The proposed height has been reduced from 12 storeys (41.3 m / 135.5 ft.) to 11 storeys (35.2 m / 115.5 ft.);
- The building floor plates have been reduced which results in the Floor Space Index being reduced from 4.96 to 3.73;
- The number of units has been reduced from 195 units to 166 units;
- The development now meets the 45 degree angular plane from the rear property line;
- The live/work units have been replaced with commercial uses at grade;
- Additional parking has been proposed so that the proposed parking rate increase from 0.95 spaces per unit to 1.15 spaces per unit (includes visitor parking);
- The driveway entrance onto Enola Avenue has been relocated from the middle of the property to the southern end of the site; and
- The proposed outdoor amenity space been revised to reflect the revised driveway location.



Aerial image of 420 Lakeshore Road East



Rendering of the applicant's development proposal at the corner of Lakeshore Road East and Enola Ave

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on July 22, 2020. A virtual community meeting was held by Ward1 Councillor, Stephen Dasko on November 17, 2020. Approximately 50 people attended the meeting. Over 70 emails and letters identifying issues of concern from residents were received. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on March 8, 2021. Four members of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

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

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

While the proposed development supports the general direction in Provincial documents to support intensification, the proposal as currently configured is not considered to be consistent with the PPS and does not conform to the Growth Plan as it exceeds what is considered appropriate development for the level of intensification that has been planned for this area of the City.

The subject property is located within the Lakeview Neighbourhood Character Area, which is not to be the focus for intensification. The proposed building height of 11 storeys is a departure from the existing and planned height context of low to mid-rise buildings (maximum height permitted is 8 storeys) in the area. The proposed building is considered a "tall building" and is located in an area not intended for this building type (e.g. not within a Major Transit Station Area). Aspects of the proposed built form and urban design (e.g. buffers, setbacks, amenity space, parking spaces) should be revised to improve compatibility and/or better reflect the planned character of the area.

The proposed development would benefit if affordable housing was provided, the size of floorplates was further reduced and the amount of retail space along Lakeshore Road East was further increased. In addition, the City is not satisfied that the application has sufficiently demonstrated that existing and/or proposed servicing infrastructure can accommodate the proposed development (e.g. additional details are required for issues such as stormwater and traffic). A detailed Planning Analysis is found in Appendix 2.

Financial Impact

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

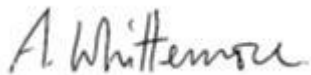
Conclusion

The Lakeshore Road East neighbourhood is evolving and there is opportunity to accommodate some change and appropriate intensification; however, new development needs to support the MOP urban hierarchy, the planned character, vision and intended sense of place for this portion of the Lakeshore Road Corridor. Approval of the development as currently proposed could be seen as signaling planning support for other tall buildings along the corridor. This could have a destabilizing impact on the planned function of the area.

Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



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

Prepared by: Paul Stewart, Development Planner

City of Mississauga

Corporate Report



Date: February 12, 2021 To: Chair and Members of Planning and Development Committee	Originator's file: OZ 20/009 W1
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Meeting date: March 8, 2021

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a 12 storey condominium apartment building containing 195 residential units with “live/work” units at grade and two levels of underground parking

420 Lakeshore Road East, southwest corner of Lakeshore Road East and Enola Avenue

Owner: Starbank Group of Companies

File: OZ 20/009 W1

Recommendation

That the report dated February 12, 2021, from the Commissioner of Planning and Building regarding the applications by the Starbank Group of Companies to permit a 12 storey condominium apartment building containing 195 residential units with “live/work” units at grade and two levels of underground parking, under File OZ 20/009 W1, 420 Lakeshore Road East, be received for information.

Background

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

PROPOSAL

The official plan amendment and rezoning applications are required to permit a 12 storey condominium apartment building containing 195 residential units with “live/work” units at grade and two levels of underground parking. The applicant is proposing to amend the official plan from **Mixed Use to Residential High Density**. The zoning by-law will also need to be amended from **C4 (Mainstreet Commercial) to RA5-Exception (Apartments - Exception)** to implement this development proposal.

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

Comments

The property is located at the southwest corner of Lakeshore Road East and Enola Avenue within the Lakeview Neighbourhood Character Area. The site is currently occupied by a one storey commercial building ("The Beer Store") with surface parking located between the street and the store.



Aerial image of 420 Lakeshore Road East



Rendering of the applicant's development proposal at the corner of Lakeshore Road East and Enola Ave.

LAND USE POLICIES AND REGULATIONS

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

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

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and

requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

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

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

Additional information and details are found in Appendix 1, Section 5.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 8.

Financial Impact

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

Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional technical information, ensuring principles of Mississauga Official Plan are maintained and the proposal is compatible with character of the area, appropriateness of anticipate traffic and parking impacts, use of "live/work" units for ground floor commercial space, and opportunities to contribute towards affordable housing.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Paul Stewart, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Starbank Group of Companies

(originally submitted as Stellarcorp Developments 420 Inc. & Plazacorp)

420 Lakeshore Road East

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1. Site History

- 1950s – Based on available aerial photography, the site has been developed with a building and associated surface parking since at least 1954.
- June 20, 2007 – Zoning by-law came into force. The subject lands were zoned **C4** (Mainstreet Commercial) which permits a range of uses including retail, service, office, apartment, and dwelling unit located above the first storey of a commercial building.
- November 14, 2012 – Mississauga Official Plan came into force which designated the lands **Mixed Use** in the Lakeview Neighbourhood Character Area.
- October 14, 2015 – Lakeview Local Area Plan (LAP) came into force, and replaced the previous LAP with updated policies. The LAP included new policies applicable to the site pertaining to urban form. The LAP also included built form standards as an appendix.

2. Site and Neighbourhood Context

Site Information

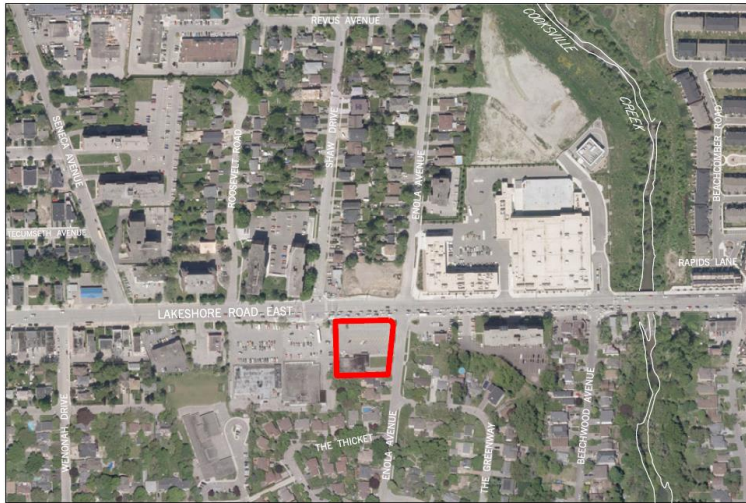
The property is located at the southwest corner of Lakeshore Road East and Enola Avenue, and is within the Lakeview Neighbourhood Character Area. The site is relatively flat and is currently occupied by a single storey commercial building

("The Beer Store") with surface parking located between the street and the store. The property has right-in and right-out access from Lakeshore Road East and 2 one-way access points from Enola Avenue (one in and one out).



Existing Conditions – facing southwest from the corner of Lakeshore Road East and Enola Avenue

Property Size and Use	
Frontage on Lakeshore Road East (excludes daylight triangle):	58.4 m (192 ft.)
Depth:	60.8 m (200 ft.)
Gross Lot Area:	0.37 ha (0.91 ac.)
Existing Uses:	Single storey commercial building tenanted by "The Beer Store"



Aerial Photo of 420 Lakeshore Road East

Surrounding Land Uses

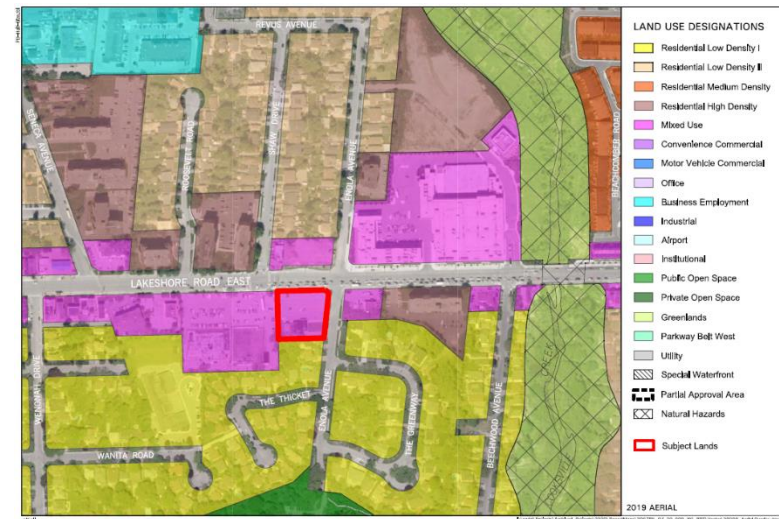
The surrounding area contains a range of land uses, including: commercial plazas (one to two storeys), apartment buildings (six to eight storeys), auto-related commercial uses (single storey) and low density residential neighbourhoods (bungalow and two storey detached homes).

The surrounding land uses are:

- North: A vacant lot where a four storey mixed-use building is proposed as well as an existing automotive service shop. Further north are detached homes.
- East: A Petro-Canada gas station and a seven storey apartment building on the south side of Lakeshore Road East. A two storey commercial plaza constructed in 2016 is located on the north side of

Lakeshore Road East. Behind this development there is an existing six storey apartment building as well as a site plan application for stacked back-to-back townhouses and a 13 storey apartment building.

- South: Detached homes, Adamson Estate / public park and waterfront trail.
- West: A Metro supermarket, commercial plaza and retail strip commercial uses on the south side of Lakeshore Road East. There are 3 eight storey apartment buildings on the north side of the road, as well as 3 seven storey apartment buildings along Seneca Avenue.

Aerial Photo of 420 Lakeshore Road East with current
Official Plan designation overlay

The Neighbourhood Context

The subject property is located along the northern edge of an established residential neighbourhood characterized by detached dwellings the majority of which were developed either in the 1980s (e.g. homes on The Thicket) or in the 1950s (e.g. many of the homes on The Greenway).

The subject lands are located within the Lakeshore Corridor as identified in the local area plan. The corridor area is transitioning from strip commercial and industrial uses to an area planned and envisioned as a pedestrian oriented environment. In the vicinity of the site, the intensity of existing and proposed development ranges from:

- Single storey commercial plazas and strip commercial uses (e.g. gas station, plazas, drive-thrus) with buildings setback from the street and large surface parking lots in front;
- Midrise apartment buildings (five to eight storeys) where the footprint occupies a large portion of the site, with some surface parking and landscaping. Midrise buildings along Lakeshore Road generally incorporate a setback from the street right-of-way.



Looking east along Lakeshore Road East
(mid-rise apartment on north side and strip commercial uses on south side)

- Low rise typically mixed-use buildings (up to four storeys) which in many cases have ground floor commercial with residential uses above. These buildings are often constructed with limited setbacks from the street and are on smaller lots.



Four storey mixed-use building fronting Lakeshore Road East at Lagoon Street,
(constructed within last 5 years)

- Low rise commercial buildings (two storeys) at the northeast corner of Lakeshore Road East and Enola Avenue were recently constructed on the former Inglis factory site and were part of a development approved by the Ontario Municipal Board in 2013. The commercial buildings were developed close to the street with townhouses and a 13 storey condominium proposed at the rear of the property.

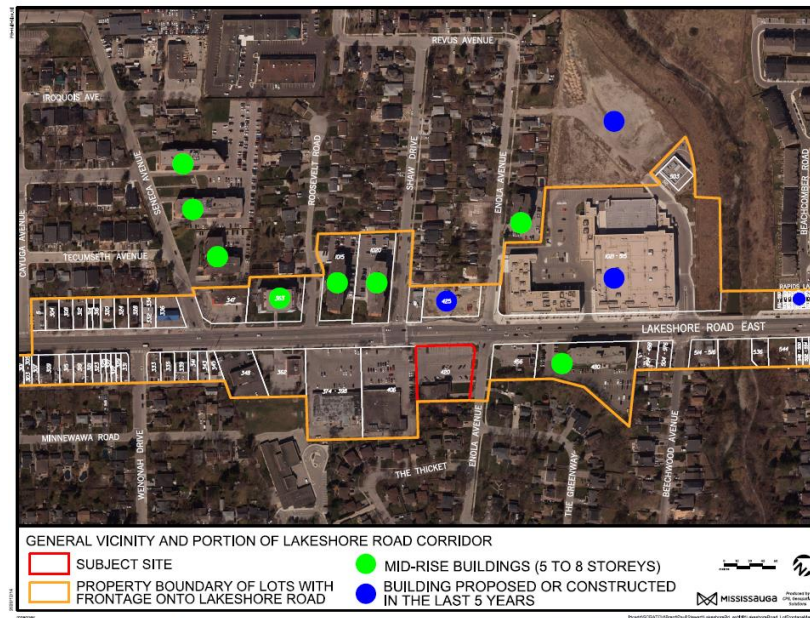


Looking east along Lakeshore Road East
(2 storey commercial building on north side and 7 storey mid-rise on south side)

- Low density residential uses are located in the neighbourhoods adjacent to the Lakeshore Corridor. These areas are predominately developed with two storey detached homes that are situated on mature tree lined



Looking south on Enola Avenue
(detached homes on mature tree lined streets)



streets.

- Property depths along the Lakeshore Corridor range from approximately 35 m (115 ft.) (e.g. west of Seneca Avenue)

to 140 m (460 ft.) (portion of the former Inglis industrial building to the northeast of the site).

Within the immediate vicinity there is some redevelopment potential given existing uses and property depth (e.g. older commercial plazas), that could be influenced by what is approved on the subject property.

Other Development Applications

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

- SP 19/068 – northwest corner of Lakeshore Road East and Enola Avenue (directly across from the subject site). A site plan application is under review for a four storey rental apartment building consisting of 68 residential units with 586 m² (6,300 ft²) of commercial space at grade. This site is not as large (0.2 ha (0.49 ac.)) or deep (35 m (115 ft.)) as the subject site.
- SP 18/071 - 1060-1115 Douglas McCurdy Common (east of Enola Avenue south of railway). A site plan application is under review for a 13-storey apartment building with 131 units (original: 132 units) and 7 blocks of stacked back-to-back townhouses with 124 units. These lands are over 150 m (492 ft.) from Lakeshore Road West on a property that is much larger than the subject site (net area of 2.6 ha (6.4 ac.)).

Within the broader area the following larger development applications are in process or were recently approved:

- OZ 20/005 – southwest corner of Lakeshore Road East and East Avenue. Official Plan amendment and rezoning applications are under review to permit a seven storey rental apartment building containing 151 residential units.
- OZ 18/009 – northwest corner of Lakeshore Road and Dixie Road. Official plan amendment and rezoning applications were approved by the Planning and Development Committee in December 2019 for a residential development containing 397 units in buildings ranging from four storeys along Lakeshore Road West with ground floor commercial uses to 12 storeys located within the central portion of the property.
- OZ 20/018 – northeast corner of Lakeshore Road East and Dixie Road. Official plan amendment and rezoning applications were recently submitted to permit a residential condominium building with a height of 8 to 15 storeys, containing 242 residential units with 3 levels of underground parking and ground floor retail space. The City has identified compatibility with the character of the area as an issue for analysis, given the project's height, massing, density, setbacks and building configuration.
- SP 18/110 - northeast corner of Lakeshore Road East and Westmount Avenue. A site plan application is under review for a four storey building with ground floor commercial uses and 12 residential units.

- Lakeview Waterfront Major Node: Lands around the Ontario Power Generation site and Rangeview Employment Area were redesignated in 2018 to permit a new mixed use community with a range of heights and uses. Directly along Lakeshore Road West, official plan policies permit building heights up to a maximum of eight storeys with taller buildings of 15 storeys located behind them. The Lakeview Waterfront Major Node is intended to accommodate greater height and density than the Neighbourhood element where the subject property is located.
- Port Credit Community Node: In the past two years the City has approved applications for residential developments to permit a nine storey condominium building at 55 Port Street; a 15 storey condominium building at 21-29 Park Street; a 22 storey condominium building across from the Port Credit GO Station at 78 Park St. E. and 22-28 Ann St. The City is also processing an application for a 22 storey condominium building at the northeast corner of Park Street and Elizabeth Street. The Port Credit Community Node is intended to generally accommodate greater height and density than the Neighbourhood where the subject property is located.

Community and Transportation Services

The area is well served by City of Mississauga parks such as Adamson Estate, Helen Molasy Park and RK McMillian Park, all of which are within three quarters of a kilometre (2,493 ft.) radius of the subject property. The following MiWay bus route services the subject property:

- Route 23 – running east/west along Lakeshore Road East, in front of the subject property, this route provides access to the Long Branch GO station and the Port Credit GO Station and future Hurontario LRT.

Existing bus stops are located on the north and south side of Lakeshore Road East near Shaw Drive, which is in close proximity to the subject property.

Lakeshore Road Transportation Corridor

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

The Lakeshore Connecting Communities Transportation Master Plan (Master Plan), was endorsed by Council in June 2019. The purpose of this study included determining the long term transportation needs and the associated timing of any

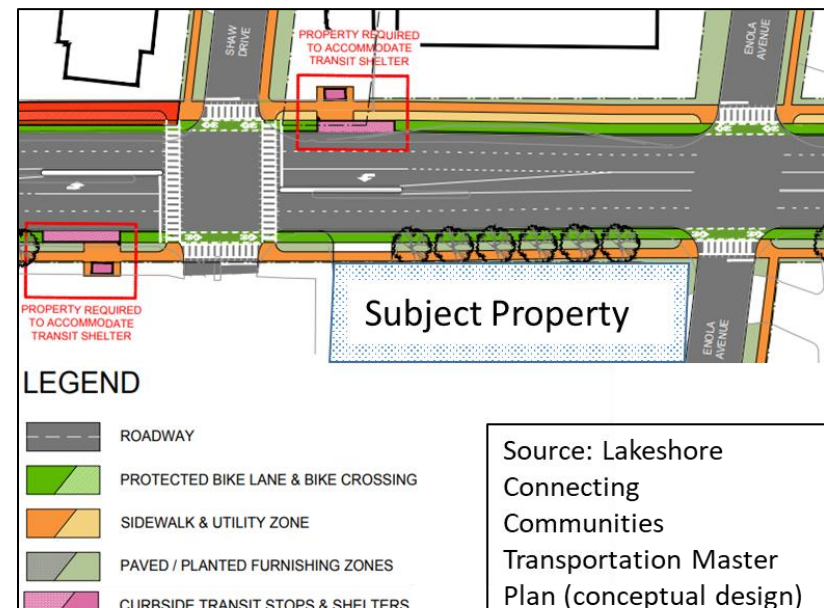


Implementation strategy recommended higher order transit for the eastern portion of the corridor and transit in mixed traffic along the remainder of Lakeshore Road East

infrastructure improvements.

The Master Plan recommended as part of the implementation strategy, Higher Order Transit (HOT) consisting of buses running in a dedicated transit lane for the eastern portion of the corridor with express bus service running in mixed transit for the remainder of the corridor.

In the immediate vicinity of the subject property, the Master Plan recommended a separated bicycle lane, landscaping and sidewalk, along with more frequent express bus service. An express bus stop was conceptually identified adjacent to the property at Shaw Drive. The City is currently initiating the next step in the process of implementing the Master Plan and is

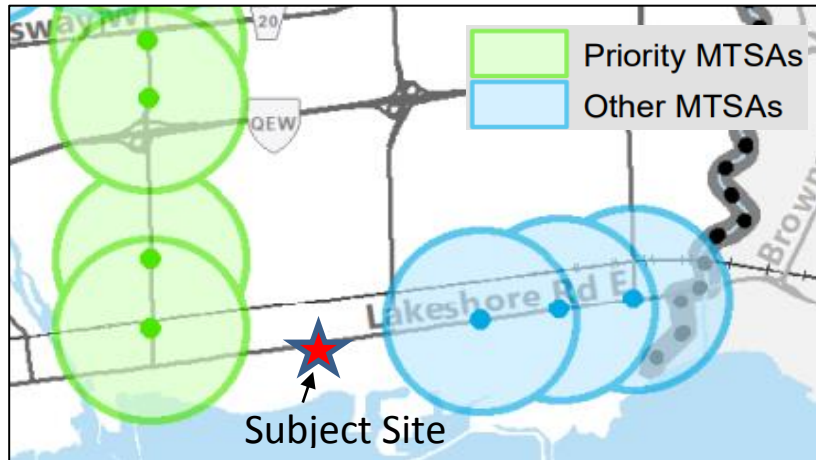


Transit running in mixed traffic (and not higher order transit) is proposed in the vicinity of the subject site

undertaking a Transit Project Assessment Process / Environmental Assessment Study and Preliminary Design.

On January 21, 2021, federal and provincial funding was announced for transit infrastructure in Mississauga, including construction of a new Bus Rapid Transit (BRT) Corridor along Lakeshore Road in Mississauga, with three new stations between East Avenue and Deta Road.

The Provincial Growth Plan introduced new direction to align transit investment and land use planning by directing growth to locations with existing or planned transit, with a priority on higher order transit, as well as ensuring transit-supportive densities are developed around Major Transit Station Areas (MTSA), particularly those on transit priority corridors.



Subject property is located between but not within an Major Transit Station Area

It should be noted that the proposed public transportation in

front of the subject site is transit in mixed traffic. The *Growth Plan* definition of HOT is “transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed transit” (definition section).

As transit will run in mixed traffic, the proposed development is not considered adjacent to HOT and is not located within a MTSA. The subject site, however, will benefit from the proposed express bus service on Lakeshore Road which will connect directly to the proposed dedicated bus lanes which is approximately 1 km (0.6 miles) to the east.

East Lakeshore Road Corridor Planning Review

The City has initiated a planning review of Lakeshore Road East to evaluate the appropriateness of permitted building heights, density and built form. This review will be undertaken in 2021.

Demographics

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

(source CMHC).

3. Project Details

The applications are to amend the official plan and zoning by-law to permit a 12 storey condominium apartment building containing 195 residential units with at grade non-residential uses and two levels of underground parking.

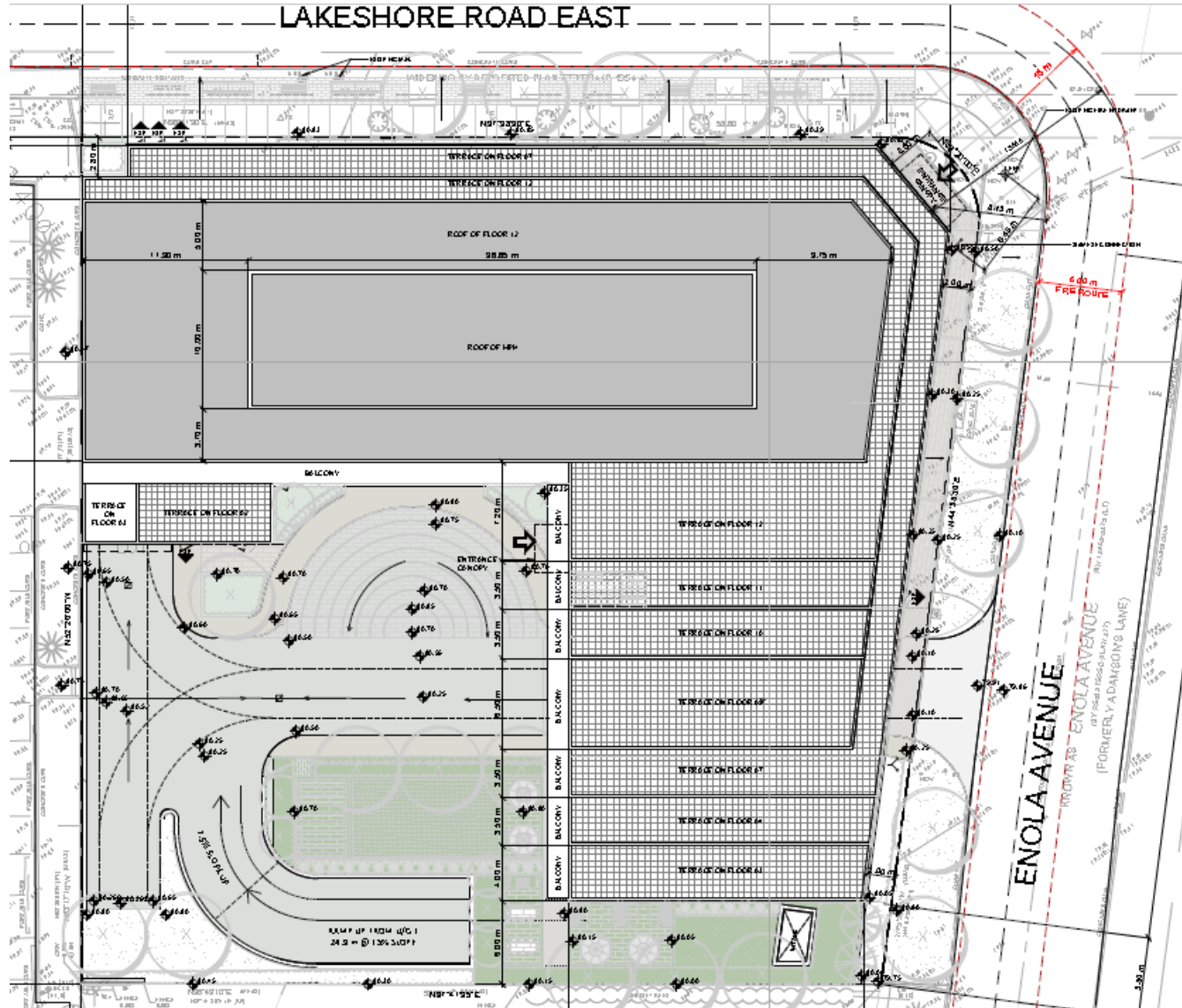
Development Proposal		
Applications submitted:	Received: June 24, 2020 Deemed complete: July 9, 2020	
Developer/ Owner:	Starbank Group of Companies (originally submitted as Stellarcorp Developments 420 Inc. & Plazacorp)	
Applicant:	Glen Schnarr & Associates	
Number of units:	195 units	
Proposed Gross Floor Area:	Residential: 18 061 m ² (194,409 ft ²) Commercial* 538 m ² (5,791 ft ²) Total: 18 599 m ² (200,200 ft ²) *represents "work" space associated with proposed live/work units	
Height:	12 storeys	
Floor Space Index:	5.0	
Lot Coverage	52.8%	
Landscaped Area:	23.4%	
Anticipated Population:	427* *Average household sizes for all units (by type) based on the 2016 Census	
Parking*: resident spaces visitor spaces commercial Total *May vary depending on type of commercial space	Required 273 40 21 334	Provided 167 20 0 187

Development Proposal		
and unit mix		
Green Initiatives:	<ul style="list-style-type: none"> • Green roof • Native vegetation • Tri-sorter recycling system 	

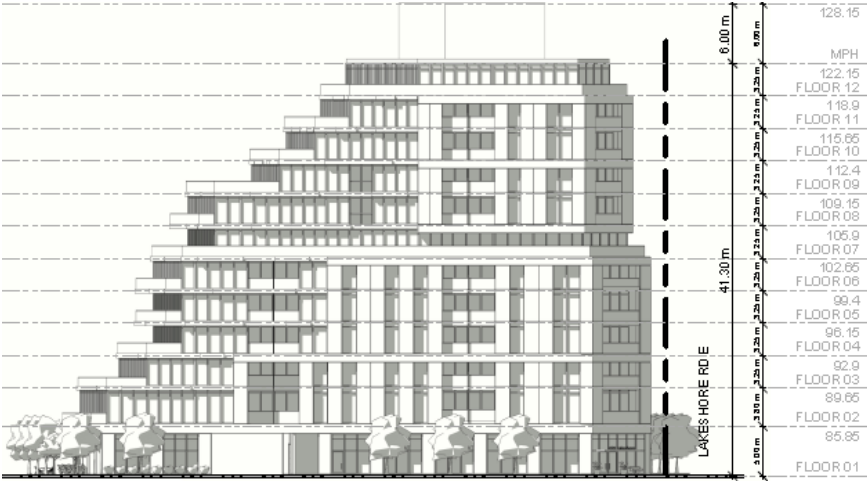
Supporting Studies and Plans

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

- Survey
- Context Plan
- 3D Mass Model and 3D Perspectives
- Site Plan and Statistics
- Floor and Roof Plans
- Building Elevations and Underground Parking
- Cross Sections
- Landscape Plans
- Site Servicing and Grading
- Utility Plan
- List of Low Impact Design Features
- Shadow Study and Analysis
- Streetscape Feasibility Study
- Wind Study
- Acoustical Feasibility Study
- Tree Inventory and Preservation Plan
- Arborist Report
- Planning Justification Report
- Parking Utilization Letter
- Transportation Impact Study
- Residential Solid Waste Management Plan
- Functional Servicing and Stormwater Management Report
- Phase 1 Environmental Site Assessment (ESA)
- Housing Report
- Parcel Abstract Document
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment



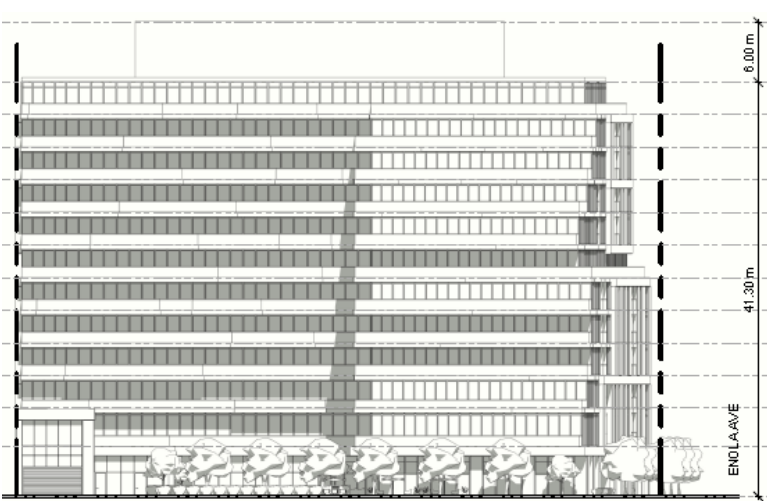
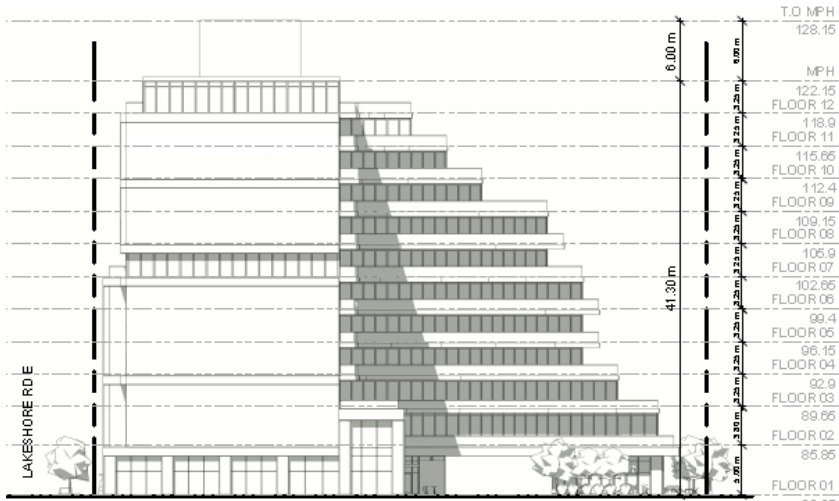
Concept Site Plan



East Elevation



North Elevation



West Elevation

South Elevation

Elevations



STREET LEVEL PERSPECTIVE FROM LAKESHORE + ELOMA
LOOKING SOUTH-WEST



AERIAL PERSPECTIVE FROM ELOMA
LOOKING NORTH-WEST



STREET LEVEL PERSPECTIVE FROM LAKESHORE
+ ELOMA LOOKING SOUTH-EAST



AERIAL PERSPECTIVE FROM SOUTH
LOOKING NORTH

Applicant's Renderings

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

The site is designated **Mixed Use**. The **Mixed Use** designation permits a combination of non-residential and residential uses.

The Lakeview Local Area Plan also contains a height schedule that allows a maximum height of 4 storeys on the site.

Proposed Designation

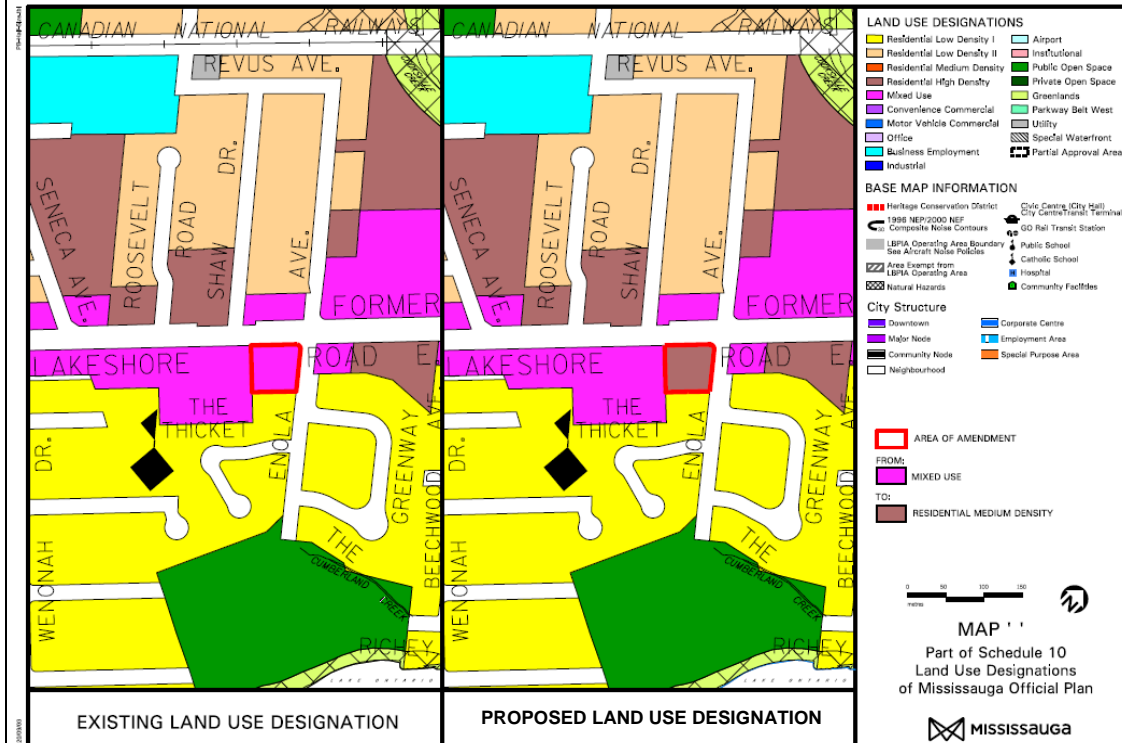
The applicant is proposing to change the designation of the site from **Mixed Use** to **Residential High Density** in order to permit an apartment building with ground floor commercial space associated with live/work units.

The applicant is also proposing to amend the Lakeview Local Area Plan Height Schedule to permit a maximum height of 12 storeys on the site.

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

Note: Detailed information regarding relevant Official Plan policies are found in Section 5.

Excerpt of Lakeview Neighbourhood Character Area Land Use



Mississauga Zoning By-law

Existing Zoning

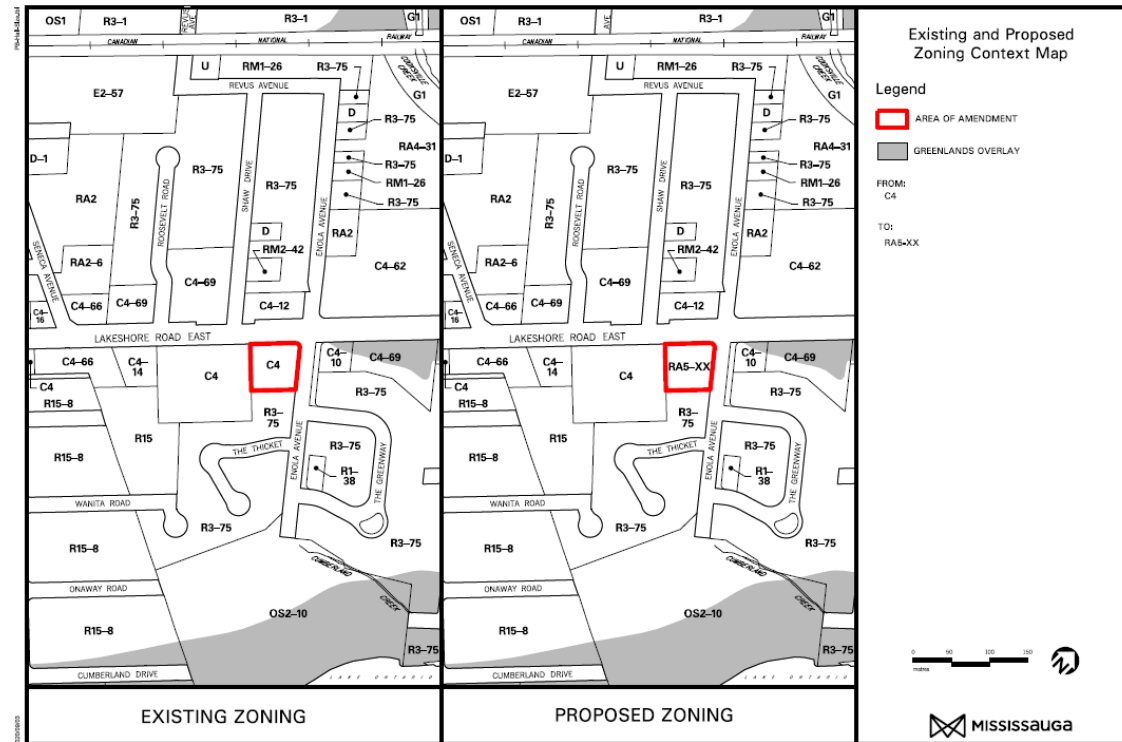
The site is currently zoned **C4** (Mainstreet Commercial), which allows building heights up to 3 storeys and permits a wide range of commercial uses including restaurants, take out restaurants and retail, as well as dwelling units above the first storey of a commercial building. This zone also permits an apartment building.

Proposed Zoning

The applicant is proposing to rezone the property to **RA5-Exception** (Apartments - Exception) to accommodate the proposed 12 storey apartment building, with an FSI of 5.0

The proposed zoning will also allow for "Live/Work Units" on the ground floor.

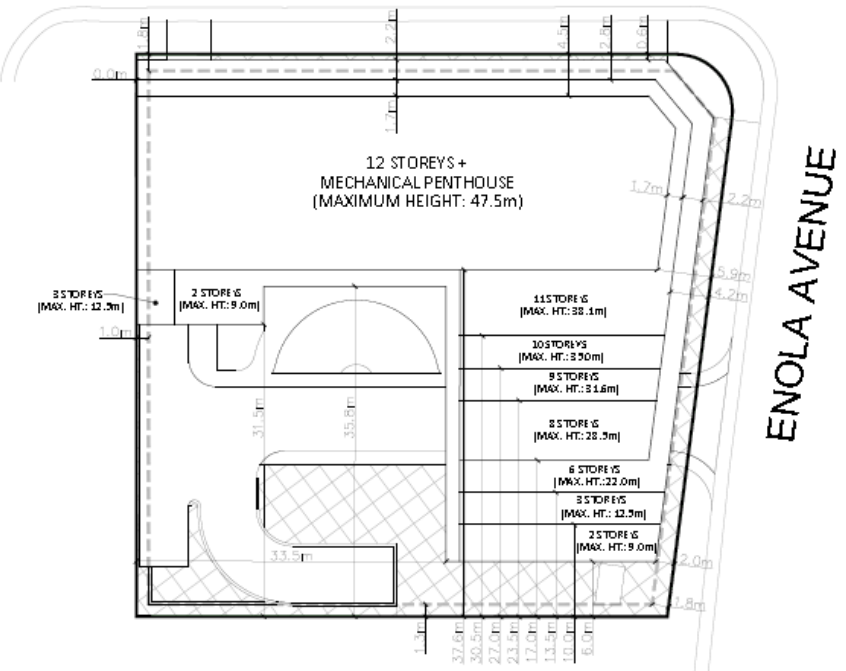
"Live/Work Unit" means a dwelling unit used partly for residential purposes and partly for **office, medical office, retail store, personal service establishment, artist studio or art gallery/museum.**



Proposed Zoning Regulations

Zone Regulations	RA-5 Zone Regulations	Proposed RA-5 Amended Zone Regulations ¹
Additional Permitted Use	-	Live/Work Unit ² A maximum of one office, medical office, retail store, personal service establishment, art studio or art gallery/museum shall be permitted in each Live/Work Unit and shall only be located within the first floor of a dwelling unit abutting Lakeshore Road East and shall have a maximum GFA of 540 m ² (5,813 ft ²)
Maximum Floor Space Index (FSI)	2.9	5.0
Minimum Front and Exterior Side Yards ³	Depending on building height, setbacks range from 7.5 m (24.6 ft.) to 10.5 m (34.4 ft.)	Depending on building height, setbacks range from 0.6 m (2 ft.) to 4.5 m (14.8 ft.)
Minimum Interior Side Yards ⁴	Setbacks increase with building height and include: - 7.5 m (24.6 ft.) for first 10 m (32.8 ft.) of building height Plus - 1.0 m (3.3 ft.) for each additional 1.0 m (3.3 ft.) of dwelling height exceeding 10.0 m (32.8 ft.) to a maximum setback of 25.5 m (83.7 ft.)	Setbacks increase with building height and include: - 6.0 m (20) for first 9.0 m (30 ft.) of building height - 10.0 m (33 ft.) for building height between 9.1 m (30 ft.) and 12.5 m (41 ft.) - 13.5 m (44 ft.) for building height between 12.6 m (41 ft.) and 22.0 m (72 ft.) - 17.0 m (56 ft.) for building height between 22.1 m (73 ft.) and 28.5 m (94 ft.) - 23.5 m (77 ft.) for building height between 28.6 m (94 ft.) and 31.6 m (104 ft.) - 27 m (89 ft.) for building height between 31.7 m (104 ft.) and 35 m (115 ft.) - 30.5 m (100 ft.) for building height between 35.1 m (115 ft.) and 38.1 m (125 ft.) - 37.6 m (123 ft.) for building height between 38.2 m (125 ft.) and 47.5 m (156 ft.)
Minimum Rear Yard	4.5 m (14.7 ft.)	0.0 m (0.0 ft.)
Maximum projection of a balcony	1.0 m (3.3 ft.)	1.8 m (5.9 ft.)

Zone Regulations	RA-5 Zone Regulations	Proposed RA-5 Amended Zone Regulations ¹
located above the first storey measured from the outermost face or faces of the building from which the balcony projects		
Resident parking space ratio (condominium apartment)	1.00 resident space per studio unit 1.25 resident spaces per one-bedroom unit 1.40 resident spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit	0.85 spaces per unit
Visitor parking space ratio (condominium apartment)	0.20 visitor spaces per unit	0.10 visitor parking spaces per unit
Non-residential parking space ratio (i.e. ground floor commercial)	Varies depending on use but can range from: - 3.2 spaces per 100 m ² (1,076 ft ²) GFA for office - 5.4 spaces per 100 m ² (1,076 ft ²) GFA for personal service establishment or retail store - 6.5 spaces per 100 m ² (1,076 ft ²) GFA for medical office	0 (shared parking formula shall be used to calculate visitor / non-residential parking)
Minimum distance required between the nearest part of any building or structure to the centre line of the right-of-way	15.0 m (49.2 ft.) + required setback which ranges between 7.5 m (24.6 ft.) and 10.5 m (34 ft.) depending on building height	15.0 m (49.2 ft.) + required setback which ranges between 0.6 m (2 ft.) and 4.5 m (14.8 ft.) depending on building height
Rooftop balcony set back from all exterior edges of a building or structure.	1.2 m (3.9 ft.)	0 m (0 ft.)
The applicant has submitted the below site exception schedule:		

Zone Regulations	RA-5 Zone Regulations	Proposed RA-5 Amended Zone Regulations ¹
	<p style="text-align: center;">LAKE SHORE ROAD EAST</p> 	
	<p>¹ The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. Only RA5 zoning regulations that the applicant has proposed amending have been identified.</p> <p>² "Live/Work Unit" means a dwelling unit used partly for residential purposes and partly for office, medical office, retail store, personal service establishment, art studio or art gallery/museum</p> <p>³ For the purpose of this table, Enola Avenue is considered the front of the building, as the zoning by-law defines the Front Lot Line - Corner Lot as the shorter of the two lot lines that divide the lot from the street</p> <p>⁴ For the purposes of this table, the southern property line is considered the interior side yard, based on zoning definitions. Regulations related to an interior lot line abutting a zone permitting detached dwellings.</p>	

5. Summary of Applicable Policies

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS), 2020	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>The majority of relevant policies are found in Sections 1. Building Strong Healthy Communities, including but not limited to the following:</p> <p>Healthy communities are sustained by</p> <ul style="list-style-type: none"> • accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons (PPS 1.1.1b); • promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investment (PPS 1.1.1e) <p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas shall be based on densities and a mix of uses which efficiently use land, resources, infrastructure, public service facilities, support active transportation and are transit-supportive. (PPS 1.1.3.2.a, b, e, and f)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (PPS 1.1.3.4)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>options and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Planning authorities shall facilitate all types of residential intensification by directing it to locations and promoting densities which efficiently use infrastructure as well as support active transportation and transit along corridors and at stations with compact form. (PPS 1.4.3 b, c, d, e, f)</p> <p>Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (PPS 1.5.1 a)</p> <p>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (PPS 1.6.7.4)</p>
<p><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan), August 2020</i></p>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>The majority of relevant policies are found in Sections 2 Where and How to Grow, including but not limited to the following:</p> <p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 a and c)</p> <p>Applying the policies of this Plan will support the achievement of complete communities that: a) feature a diverse mix of land uses; b) improve social equity and overall quality of life, for people of all ages, abilities, and incomes; c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; d) expand convenient access to transportation options (including active transportation), public service facilities, open spaces / recreational facilities; e) provide for a more compact built form and a vibrant public realm; f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and g) integrate green infrastructure and appropriate low impact development (Growth Plan 2.2.1.4)</p> <p>Municipalities will encourage intensification generally throughout the delineated built up area (2.2.2.3 c)</p> <p>Municipalities will develop a strategy to achieve minimum intensification targets which will encourage intensification generally throughout the delineated built-</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>up area (Growth Plan 2.2.2.3 c)</p> <p>The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other uses to support the achievement of complete communities (Growth Plan 2.2.5.15)</p> <p>Municipalities will support the achievement of complete communities by considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify their overall housing stock across the municipality (Growth Plan 2.2.6.2).</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Region of Peel Official Plan (ROP) (Office Consolidation December 2018)	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications.</p> <p>The proposed development applications were circulated to the Region who has advised that in its current state, the application meets the requirements for exemption from Regional Approval and a Regional Official Plan Amendment is not required. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, to recognize the integrity and physical characteristics of existing communities, provide for the needs of Peel's changing age structure and allow opportunities to live in their own communities as they age, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p> <p>The majority of relevant policies are found in Section 5 The Urban System including but not limited to the following:</p> <p>Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plan that: support the Urban System objectives and policies, support pedestrian-friendly and transit supportive urban development, provide transit-supportive opportunities for redevelopment, intensification and mixed land use, and support Crime Prevention Through Environmental Design Principles (ROP 5.3.2.6)</p> <p>Direct a significant portion of growth to the built-up areas through intensification (ROP 5.5.2.2)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>General intensification objectives include achieving compact and efficient forms, optimize existing infrastructure, intensify underutilized lands, reduce dependence on the automobile, achieve a diverse and compatible mix of land uses (ROP 5.5.3.1.1 to 5.5.3.1.8)</p> <p>Intensification is to be facilitated and accommodated within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area (ROP 5.5.3.2.2, 5.5.3.2.3)</p> <p>Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of affordable housing affordable to all households, including low and moderate income household (ROP 5.8.2.3)</p> <p>Support the initiatives of the area municipalities in the construction and retention of rental housing (ROP 5.8.2.5)</p> <p>Encourage community agencies and landowners of suitably sized sites to develop affordable housing (ROP 5.8.3.2.12)</p> <p>Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit services (ROP 5.9.5.2.10)</p> <p>Encourage area municipalities to promote land uses which foster and support the use of active transportation (ROP 5.9.10.2.4)</p>

Relevant Mississauga Official Plan Policies

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

The subject property is not located within a Major Transit Station Area (MTSA). The lands are located within the Lakeview Neighbourhood and are designated **Mixed Use**. The **Mixed Use** designation permits a range of commercial and service uses. Residential uses are permitted if they are combined with other permitted uses. Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation.

The applicant is proposing to change the designation to **Residential High Density** and amend the height schedule in the Local Area Plan to permit a 12 storey apartment building with ground floor commercial space (associated with live/work units) fronting Lakeshore Road East.

The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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

	Specific Policies	General Intent
Chapter 4 Vision	Section 4.4.3 Section 4.4.6 Section 4.4.7 Section 4.5	Mississauga Official Plan subscribes to key guiding principles, including preserving the character and livability of communities, providing a range of housing and the creation of distinct and vibrant communities. Mississauga Official Plan policies implement the guiding principles.
Chapter 5 Direct Growth	Section 5.1.2 Section 5.1.3 Section 5.1.4 Section 5.1.6 Section 5.1.7 Section 5.1.9 Section 5.3 Section 5.3.5 Section 5.3.5.1 Section 5.3.5.2	Mississauga will ensure there is adequate land capacity to accommodate growth that will be directed to appropriate locations with most of the growth directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. Mississauga will protect and conserve the character of stable residential Neighbourhoods. New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and

	Specific Policies	General Intent
	Section 5.3.5.3 Section 5.3.5.4 Section 5.3.5.5 Section 5.3.5.6 Section 5.4.4 Section 5.4.5 Section 5.4.7	<p>employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p> <p>Neighbourhoods are characterized as physically stable areas with a character that is to be protected. Therefore Mississauga's Neighbourhoods are not appropriate areas for significant intensification. This does not mean that they will remain static or that new development must imitate previous development patterns, but rather that when development does occur it should be sensitive to the Neighbourhood's existing and planned character.</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas</p> <p>Where higher density uses are proposed, they should be located along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>Redevelopment of Mixed Use sites that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained after redevelopment.</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>NOTE: MOP defines compatible as "development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area" (Chapter 1 – Policy 1.1.4)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.</p>

	Specific Policies	General Intent
Chapter 6 Value The Environment	Section 6.10.3	As intensification occurs, road noise will increasingly be of concern. Careful attention must be paid to site planning and building design techniques to mitigate noise levels consistent with an urban environment. A detailed noise impact study will be required.
Chapter 7 Complete Communities	Section 7.1.1 Section 7.1.3 a Section 7.1.6 Section 7.2 Section 7.2.2 Section 7.2.3	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. Mississauga will provide opportunities for: a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters.</p> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies</p>
Chapter 8 Create a Multi-Modal City	8.4.3 8.5	Consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage and encouraging the use of transit. Mississauga will encourage Transportation Demand Management strategies.
Chapter 9 Build A Desirable Urban Form - Introduction	Section 9.1 Section 9.1.1 Section 9.1.3 Section 9.1.5 Section 9.1.9 Section 9.1.10 Section 9.1.11 Section 9.1.15	<p>It is important that infill “fits” within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment must also be sensitive to the existing urban context and minimize undue impacts on adjacent properties. Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.</p> <p>The city vision will be supported by site development that: a. respects the urban hierarchy; b. utilizes best sustainable practices; c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; and e. employs design excellence.</p> <p>A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage</p>

	Specific Policies	General Intent
		<p>resources and prominent placement of institutions and open spaces</p> <p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities</p>
<p>Chapter 9 Build A Desirable Urban Form – Intensification Areas</p> <p><i>Note: The Lakeview Local Area Plan - Desirable Urban Form Section includes policy 10.2.10, which states the Intensification Areas policies of the Plan will apply to development within the Core Area of the Lakeshore Corridor (which includes the subject lands)</i></p>	<p>Section 9.2.1.1 Section 9.2.1.4 Section 9.2.1.7 Section 9.2.1.8 Section 9.2.1.9 Section 9.2.1.10 Section 9.2.1.11 Section 9.2.1.12 Section 9.2.1.13 Section 9.2.1.14 Section 9.2.1.15 Section 9.2.1.16 Section 9.2.1.17 Section 9.2.1.19 Section 9.2.1.21 Section 9.2.1.23 Section 9.2.1.24 Section 9.2.1.25 Section 9.2.1.26 Section 9.2.1.28 Section 9.2.1.29 Section 9.2.1.30 Section 9.2.1.31 Section 9.2.1.32 Section 9.2.1.34 Section 9.2.1.35 Section 9.2.1.36 Section 9.2.1.37</p>	<p>Development will create distinctive places and locales. Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.</p> <p>Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas. Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas.</p> <p>The preferred location for tall buildings will be in proximity to Major Transit Station Areas, and will be appropriately spaced to provide privacy and permit light and sky views. In appropriate locations tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm. Tall buildings will address pedestrian scale through building articulation, massing and materials, and will minimize adverse microclimatic impacts on the public realm and private amenity areas. NOTE: The definition of a tall building in MOP is “a building having a height greater than the width of the street on which they front”</p> <p>Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings. The public realm and the development interface with the public realm will be held to the highest design standards. Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. Active uses will be required on principal streets with direct access to the public sidewalk.</p> <p>Development will face the street. Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections. For non-residential uses, at grade windows will be required facing major streets and must be transparent.</p> <p>Built form will relate to and be integrated with the streetline, with minimal building setbacks where</p>

	Specific Policies	General Intent
		<p>spatial enclosure and street related activity is desired. Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.</p> <p>Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk. Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.</p> <p>Development will utilize streetscape design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces. Buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation. Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed.</p> <p>Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses.</p>
<p>Chapter 9 Build A Desirable Urban Form – Non-Intensification Areas</p> <p><i>Note: Although the Lakeview Local Area Plan, includes policy 10.2.10 which states that the Intensification Areas policies of the Plan will apply to the subject site, given the property is located within a Neighbourhood element of the City Structure (where intensification is not to be the focus) these policies have been noted in order to provide general policy context</i></p>	<p>Section 9.2.2 Section 9.2.2.1 Section 9.2.2.2 Section 9.2.2.3 Section 9.2.2.6</p>	<p>Where increases in density are considered in Neighbourhoods they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.</p> <p>Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved. Tall buildings will generally not be permitted.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will: a. respect existing lotting patterns; b. respect the continuity of front, rear and side yard setbacks; c. respect the scale and character of the surrounding area; d. minimize overshadowing and overlook on adjacent neighbours; e. incorporate stormwater best management practices; f. preserve mature high quality trees and ensure replacement of the tree canopy; and g. be designed to respect the existing scale, massing, character and grades of the surrounding area.</p> <p>Development on Corridors will be encouraged to: a. assemble small land parcels to create efficient development parcels; b. face the street, except where predominate development patterns dictate otherwise; c. not locate parking between the building and the street; d. site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall; e. provide entrances and transparent windows facing the street for non-residential uses; f. support transit and active transportation modes; g. consolidate access points and encourage shared parking, service areas and driveway entrances; and h. provide concept plans that show how the site can be developed with surrounding lands.</p>

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Chapter 9 Build A Desirable Urban Form – Additional Policies	Section 9.2.3.2	All development will utilize sustainable design practices
	Section 9.3.1.7	
	Section 9.3.1.8	Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage. The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.
	Section 9.3.1.9	
	Section 9.4.1.3	
	Section 9.5.1.1	
	Section 9.5.1.2	
	Section 9.5.1.3	Development and elements within the public realm will be designed to provide continuity of the streetscape and minimize visual clutter.
	Section 9.5.1.5	
	Section 9.5.1.9	
	Section 9.5.1.11	Development will support transit and active transportation by: a. locating buildings at the street edge, where appropriate; b. requiring front doors that open to the public street; c. ensuring active/animated building façades and high quality architecture; d. ensuring buildings respect the scale of the street; e. ensuring appropriate massing for the context; f. providing pedestrian safety and comfort; and g. providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.
	Section 9.5.1.12	
	Section 9.5.2.2	
	Section 9.5.2.4	
	Section 9.5.2.5	
	Section 9.5.2.11	
	Section 9.5.2.12	
	Section 9.5.3.1	Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.
	Section 9.5.3.2	
	Section 9.5.3.3	
	Section 9.5.3.4	Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: d. street and block patterns; e. the size and configuration of properties along a street, including lot frontages and areas; f. continuity and enhancement of streetscapes; g. the size and distribution of building mass and height; h. front, side and rear yards; i. the orientation of buildings, structures and landscapes on a property; j. views, sunlight and wind conditions; k. the local vernacular and architectural character as represented by the rhythm, textures and building materials; l. privacy and overlook; and m. the function and use of buildings, structures and landscapes
	Section 9.5.3.6	
	Section 9.5.3.7	
	Section 9.5.3.8	
	Section 9.5.3.9	
	Section 9.5.3.10	
	Section 9.5.3.17	
	Section 9.5.4.4	
	Section 9.5.4.5	
	Section 9.5.5.1	Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.
	Section 9.5.6.1	
		Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.
		Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.
		New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare.
		Noise will be mitigated through appropriate built form and site design. Mitigation techniques such

	Specific Policies	General Intent
		<p>as fencing and berms will be discouraged.</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by: a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe; b. fronting walkways and sidewalks with doors and windows and having visible active uses inside; c. avoiding blank walls facing pedestrian areas; and d. providing opportunities for weather protection, including awnings and trees.</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.</p> <p>Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing: a. street trees and landscaping, and relocating utilities, if required; b. lighting; c. weather protection elements; d. screening of parking areas; e. bicycle parking; f. public art; and g. street furniture.</p> <p>Site development will be required to: a. incorporate stormwater best management practices; b. provide enhanced streetscape; c. provide landscaping that complements the public realm; d. include the use of native non-invasive plant material; e. protect and enhance habitat; f. preserve significant trees on public and private lands; g. incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; and h. provide landscaping that beautifies the site and complements the building form.</p> <p>Buildings will be designed to create a sense of identity through the site layout, massing, forms, orientation, scale, architectural features, landscaping and signage. Buildings must clearly address the street with principal doors and fenestrations facing the street in order to: a. ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk; b. provide strong pedestrian connections and landscape treatments that link the buildings to the street; and c. ensure public safety.</p> <p>Building façades should be articulated to include changes in materials, or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief. Principal building entrances should be covered with a canopy, awning, recess or similar device to provide visual prominence and pedestrian weather protection.</p> <p>Street facing façades should have the highest design quality. Materials used for the front façade should be carried around the building where any façades are exposed to the public view at the side or rear. Buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.</p> <p>Buildings should avoid blank street wall conditions. Blank walls resulting from phased</p>

	Specific Policies	General Intent
		<p>development, will require upgraded architectural treatment. Mechanical equipment vents and metering devices will be integrated into the building design.</p> <p>Along Corridors where an urban character is appropriate, buildings should be located close to and aligned with the street to enclose the street. Built form will relate to the width of the street right-of-way. Parking should be located underground, internal to the building or to the rear of buildings.</p> <p>Site layout, buildings and landscaping will be designed to promote natural surveillance and personal safety.</p>
Chapter 10	Section 10.4.3	Retail uses may be permitted within Neighbourhoods to provide retail uses convenient to the local residents. Character Area policies or local area plans will identify appropriate locations and types of uses.
Chapter 11 General Land Use Designations	Section 11.2.5.6 Section 11.2.6.1 Section 11.2.6.2 Section 11.2.6.3 Section 11.2.6.4 Section 11.2.6.5 Section 11.2.6.6	<p>The development application proposes to redesignate the subject site to Residential High Density which will permit the following use: a. apartment dwelling. b. uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and c. uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities.</p> <p>The subject site is currently designate Mixed Use. In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses: a. commercial parking facility; b. financial institution; c. funeral establishment; d. makerspaces e. motor vehicle rental; f. motor vehicle sales; g. overnight accommodation; h. personal service establishment; i. post-secondary educational facility; j. residential, in conjunction with other permitted uses; k. restaurant; l. retail store; and m. secondary office.</p> <p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses.</p> <p>Lands designated Mixed Use where developments are proposed that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation.</p> <p>The Mixed Use designation will permit residential uses in the same building with another permitted use but dwelling units will not be permitted on the ground floor. Residential uses permitted within the Mixed Use designation will not include detached, semi-detached or duplex dwellings.</p> <p>Within the Mixed Use designation, if a development application includes buildings that are considered Residential High Density and are not combined with other permitted uses, a development master plan is required.</p>

	Specific Policies	General Intent
Chapter 16 Neighbourhoods	Section 16.1.1.1 Section 16.1.1.2	<p>For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.</p> <p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that: a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan.</p>
Chapter 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Relevant Lakeview Local Area Plan Policies

	Specific Policies	General Intent
Chapter 1.0 How To Read The Plan	Section 1.0	The policies of this Area Plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of parts two and three of the principal document. In the event of a conflict, the policies of this Area Plan take precedence. Included in the appendices is the Lakeview Built Form Standards (Appendix I) which will be used during the review of development applications. This document demonstrates how the urban form policies can be achieved. The Built Form Standards document is not considered part of this Area Plan.
Chapter 5 Vision	Section 5.1.2 Section 5.1.3 Section 5.2.2 Section 5.2.3	<p>The Vision for Lakeview is based on:</p> <ul style="list-style-type: none"> Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development. Support complete communities through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities. <p>Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Lakeshore Road East is an important corridor in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving</p>

	Specific Policies	General Intent
		transportation connections with the surrounding neighbourhoods. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the corridor which are appropriate for intensification.
Chapter 6 Direct Growth	Section 6.1.1 Section 6.1.2 Section 6.1.3 Section 6.2.1 Section 6.2.2 Section 6.2.3	Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites. Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types. Intensification will be sensitive to the existing character of the residential areas and planned context. Intensification will occur through infilling or redevelopment. Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses. Intensification will address matters such as: a. contribution to a complete community; b. contribution to the mainstreet character; c. respecting heritage; and d. protecting views to the waterfront.
Chapter 7 Value the Environment	Section 7.2.2 Section 7.2.3	The City may require streetscape improvements along corridors to expand and enhance the urban forest canopy along the public right-of-ways. Improvements to the tree canopy along Lakeshore Road East will be a priority when undertaking streetscape improvements.
Chapter 8 Complete Communities	Section 8.1.2 Section 8.1.3	The Lakeshore Corridor is encouraged to develop using a range of housing choices in terms of type, tenure and price. Mississauga will encourage the provision of affordable housing, including rental housing and seniors' housing within the Lakeshore Corridor.
Chapter 9 Multi-Modal City	Section 9.2.5 Section 9.4.1 Section 9.4.5 Section 9.4.7	<p>Development applications will be accompanied by transportation and traffic studies that will address, among other things, strategies for limiting impacts on the transportation network, where appropriate, including measures such as: • reduced parking standards; • transportation demand management; • transit oriented development; • pedestrian/cycling connections; and • access management plan.</p> <p>For development in the Lakeshore Corridor, parking is encouraged to locate below-grade, or at the rear of the site. Reduced parking requirements and maximum parking standards may be considered within the Lakeshore Corridor. The City will encourage Transportation Demand Management measures, where appropriate, in the Lakeshore Corridor and as a part of any significant redevelopment projects outside of the corridor.</p>
Chapter 10 Desirable Urban Form	Section 10.0 Section 10.2 Section 10.2.4 Section 10.2.5 Section 10.2.6 Section 10.2.7 Section 10.2.10 Section 10.3.5	<p>Development will be in accordance with the minimum and maximum height limits as shown on Map 3. The appropriate height within this range will be determined by the other policies of this Area Plan. Development along Lakeshore Road East is encouraged to be two to four storeys in height; however, some sites will be permitted building heights greater than four storeys as shown on Map 3. Appropriate transition to adjacent low density residential will be required.</p> <p>The Lakeshore Corridor Precinct is intended to be the primary area for street related commercial development, with a mixture of uses and pedestrian oriented built form. To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items: a. maintaining an appropriate average lot depth for mainstreet commercial; b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage; c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.</p>

	Specific Policies	General Intent
		<p>Development will provide an appropriate streetscape treatment of the public realm that supports pedestrian activity and provides an attractive character to the street. This may include, among other things: a. landscaping and planting; b. street furnishings; c. public art; d. quality building materials; and e. building design elements and features including articulated rooflines such as parapets and towers.</p> <p>The Intensification Areas policies of the Plan will apply to development within the Core area.</p> <p>Criteria for apartment development will include, among other things: a. a minimum separation distance to ensure light and permeability; b. a maximum floor plate to ensure minimal impact on residential areas; and c. transition to adjacent lower built forms.</p>
Chapter 12 Land Use Designations	Section 12.3.1	Notwithstanding the Mixed Use policies of the Plan, the following policies apply to the Lakeshore Corridor Precinct – Core area: a. motor vehicle rental and motor vehicle sales is not permitted; and b. commercial uses will be required at grade.
Maps	Map 1 (Precincts) Map 3 (Height Limits)	<p>Subject property is within the Lakeshore Corridor - Core area</p> <p>Subject property is identified as having a height limit of 2-4 storeys</p>
Built Form Standards	Introduction	The Built Form Standards are to be used during the design and review of development applications. These Standards demonstrate how the urban form policies in the Area Plan can be achieved. The Standards are not considered a part of the Area Plan; The Standards are intended to provide further guidance of the policies in the Mississauga Official Plan and the Lakeview Local Area Plan. The Standards establish and illustrate general requirements to achieve a high quality urban form, site development and public realm.
Built Form Standards – Lakeview Character Areas: Built Form Types	Section 2.2.5.1 Section 2.2.5.2 Section 2.2.5.3 Section 2.2.5.4 Section 2.2.5.5	<p>Building Heights: The maximum building height for any new high rise residential building in the Lakeview neighbourhood areas will be 14 storeys or 44.8 m.</p> <p>Building Separation Distances: There are a number of higher built form apartments existing in the Lakeview area. They are characterized by large landscape areas and significant separation distances to ensure light and permeability. This concept should be continued for new developments. A building over 6 storeys or 20 m should have a minimum separation distance of 35 m to a building equivalent to, or greater than 6 storeys or 20 m</p> <p>Floor Plates: A building between 7 storeys (23 m) and 14 storeys (38.6 m) will have a maximum floor plate of 1000 m², including balconies, to ensure minimal impact on adjacent low rise residential and to maintain sky views.</p> <p>Transition to Lower Forms: Taller buildings should be sited and organized in a way that provides desirable transition to adjacent lower form buildings and open space to ensure appropriate spatial separation between buildings. Where a significant difference in scale exists between building heights, developments will be required to deploy transition strategies through massing and built-form to achieve a harmonious relationship between proposed and existing development, and/or adjacent open space.</p> <p>Appropriate transition can be achieved through various design methods. The larger the difference in scale the greater the need for transition. These may include:</p> <ol style="list-style-type: none"> The use of an angular plane of 45 degrees from the closest property line of sites with lower scaled building or open space will be used to determine the minimum setback and height of a building within a development; To increase the building setback from a low rise development to ensure that the impact of the larger

	Specific Policies	General Intent
		<p>development is minimal; and</p> <p>c. The use of building step backs to ensure minimal impact from overshadowing and from a new building overwhelming the site.</p> <p>Each of these controls can vary according to the size of the development area, the planned intensity of the use, the context of the low scale development, and the street width.</p> <p>Impacts to sunlight, shade and sky views will also be considered and will adhere to the City's Urban Design Terms of Reference for Standards for Shadow Studies, June 2014. Shadow studies and wind studies will be required.</p>
Built Form Standards – Lakeview Character Areas: Lakeshore Corridor Precinct	<p>Section 3.1</p> <p>Section 3.2</p> <p>Section 3.3</p> <p>Section 3.4</p> <p>Section 3.5</p> <p>Section 3.6</p> <p>Section 3.7</p> <p>Section 3.8</p> <p>Section 3.10</p>	<p>The principles of built form along Lakeshore Road East will include: i. A pedestrian oriented environment; ii. Closely spaced buildings fronting onto Lakeshore Road East; iii. Minimize access points; iv. No parking between the building and the street; v. Design that enhances a mainstreet retail environment; and vi. On-street parking along Lakeshore Road East where appropriate.</p> <p>The Core, which is described as the area from Seneca Avenue to Hydro Road. Retail will be required at grade fronting onto Lakeshore Road East. Buildings should be set back 0.6 m to 3.0 m</p> <p>Building Heights: The corridor will be the focus of activity for Lakeview, combining a mix of uses including residential uses, cultural activities, shopping, dining, commerce and recreation. Development along Lakeshore Road East will be linear and maintain lower building forms to ensure that developments transition appropriately to the neighbourhood lands both north and south of Lakeshore Road East.</p> <p>The following criteria will apply to development in the Lakeshore Corridor Precinct: a. The minimum building height along Lakeshore Road East highlighted in blue will be 2 storeys and the maximum building height permitted is 4 storeys, however some sites will be permitted to have building heights of more than 4 storeys as shown on Schedule 2 of the Area Plan; b. Development along Lakeshore Road East will be close to the street and have a minimum setback of 0.6 m and a maximum setback of 3.0 m from the property line. The appropriate setback will be determined through an analysis of the public realm and streetscape treatments. Additional setbacks may be required to ensure an appropriate pedestrian realm can be accommodated due to the location of the utilities and right-of-way widths; c. Buildings fronting onto Lakeshore Road East should have a minimum of 90% of the building wall within 0.6 m to 3.0_m from the front property line; d. Building entrances will be located along Lakeshore Road East; e. Canopies, overhangs and signage will be designed so that they are located within the private property limits; f. Where residential buildings are permitted a minimum setback of 7.5 m from Lakeshore Road East will be required to ensure appropriate transition to Lakeshore Road East; and g. Buildings will transition down to stable residential areas (see Section 3.3 for details).</p> <p>Transition to Lower Built Form and Open Space: To ensure that residential properties have adequate light, view and privacy, a 45 degree angular plane will be required</p> <p>Rear Yard Landscape Buffer: A minimum of 4.5 m wide unobstructed landscape buffer will be required when a mixed use zone abuts a residential zone to screen buildings from adjacent residential properties. Utilities, walkways, amenity space and garbage areas will not be permitted in the 4.5 m landscape buffer.</p> <p>Pedestrian Realm/Streetscape: Building setbacks along Lakeshore Road East are to provide a consistent street edge.</p>

	Specific Policies	General Intent
		<p>At Grade Commercial Requirements: To promote a pedestrian friendly mainstreet environment, street related retail commercial uses will be located along, and front onto Lakeshore Road East</p> <p>Access Points Consolidation: of vehicle access points for properties fronting along Lakeshore Road East will be encouraged to minimize the requirement for mid-block access points from Lakeshore Road East. Vehicle access for redevelopment should be considered from existing north/south side streets.</p> <p>Parking, Loading and Service Areas: The design of parking, servicing and loading areas for nonresidential uses is a key component in the development of sites. These areas serve a functional need, but should be designed in a manner that screens these areas and provides high quality treatment of exposed areas while addressing safe and efficient movement of pedestrians and vehicles.</p> <p>Place Making: Place making is the process that fosters the creation of vibrant public destinations; the kind of places where people feel a strong stake in their communities and a commitment to making things better. 3. East Avenue and Lakeshore Road East</p>

Affordable Housing

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

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the

proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028 <https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

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

The applicant submitted a Housing Report which concluded that the proposed residential development on the subject lands meets provincial, regional and municipal policies and housing objectives as it represents intensification of an underutilized property where new market-based ownership residential housing will be provided at a location where existing transit, infrastructure, commercial facilities, schools and community services and facilities can be efficiently utilized.

While other sites with different locational attributes and demographics will be developed throughout Mississauga at sizes and selling thresholds that will attract medium income buyers, this development has been planned and designed for the local demographic to allow existing and new Lakeview residents to age in place, commute or raise families in an area where they wish to remain.

The City of Mississauga has not undertaken the statutory process required to implement inclusionary zoning policies and bylaws, nor have the proper assessments been completed to determine whether inclusionary zoning is even warranted. The proposal conforms with the current provincial, regional and municipal housing policies and represents good planning.

Staff in the City Planning Strategies Division have reviewed the Housing Report. Their comments are summarized in Section 8 – Development Issues.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>21 Kindergarten to Grade 5 8 Grade 6 to Grade 8 12 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Janet I McDougald Public School</p> <p>Enrolment: 481 Capacity: 552 Portables: 0</p> <p>Allan A Martin Senior Public School</p> <p>Enrolment: 498 Capacity: 524 Portables: 2</p> <p>Cawthra Park Secondary School</p> <p>Enrolment: 1,309 Capacity: 1,044 Portables: 5</p>	<p>Student Yield:</p> <p>4 Kindergarten to Grade 8 3 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St. James</p> <p>Enrolment: 319 Capacity: 271 Portables: 5</p> <p>St. Paul Secondary School</p> <p>Enrolment: 489 Capacity: 807 Portables: 0</p>

7. Community Comments

A virtual community meeting was held by Ward 1 Councillor Stephen Dasko on November 17, 2020 with approximately 50 people in attendance. As of the date of this report, over 70 emails with letters identifying issues of concern from residents have been received.

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

- The proposed development does not respect the planning and urban design vision for height and built form as outlined in the Local Area Plan.
- Concern was raised that the proposed height and built form will create an unacceptable precedent changing the urban design of the area and transforming it into a corridor of high rises. The proposal does not respect the 45 degree angular plan from adjacent low rise properties.
- The proposed density is better suited for transportation hubs and this section of Lakeshore Road East is not intended to accommodate significant density.
- Traffic from the proposal in conjunction with other developments will have a detrimental impact on the area, including the intersection of Enola Avenue and Lakeshore Road East as well as overall volume on Lakeshore Road.
- There is insufficient proposed parking which will impact the surrounding neighbourhood.
- Stormwater infrastructure will be strained beyond its capacity and the area has a history of flooded basements.
- The proposed development will cast significant shadows across residential and commercial lots.
- Adjacent homes will lose their privacy as residents in the proposed development will be able to look into backyards.
- The proposed development will create unacceptable noise and lighting impacts.
- The bulk of the building should be reduced so it does not look like a big block slab.
- The proposed development will result in a devaluation of property values in the area.
- Construction activity will have a negative impact on the community.
- The proposed building does not contribute to the streetscape and public realm along Lakeshore Road East.
- The proposed building will become a series of short-term rental units owned by non-local residents.
- The redevelopment of the Beer Store will result in reduced recycling options.
- The ground floor should be commercial; it is unclear how live/work units will operate.
- There are too many one bedroom units. In order to reduce the number of people overlooking into neighbourhood rear yards, smaller units should face north.

Concern was also raised that the application did not follow due process. It should be noted that the development application followed the City's standard process and the *Planning Act* requirements.

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (August 18, 2020)	<p>In its current state, the application meets the requirements for exemption from Regional approval and a Regional Official Plan Amendment is not required.</p> <p>Prior to approval of the amendment the consultant is required to complete single-use demand table and fulfil modelling requirements. More comments may be forthcoming based on modeling results.</p> <p>The Region will provide front-end collection of garbage and recyclable materials. A Waste Management Plan is required at the rezoning stage that satisfies regional requirements.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (August 18, 2020)	<p>The Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied to this development application.</p> <p>The Peel District School Board has advised that prior to final approval, the City shall be advised that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the applicant and the School Board. In addition, if approved the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to applicable Development Agreement and sales agreement.</p>
City Community Services Department – Park Planning Section (July 22, 2020)	<p>The subject site is located within: a) 170 m (557 ft.) of the Adamson Estate (P-169) which contains a heritage house, parking lot, bridge, washroom and photography site. The park is zoned OS2-10 (Open Space - City Park - Exception) which permits an Office, Academy of Performing Arts and a Banquet Hall/Conference Centre; b) 271m (889 ft.) of Helen Molasy Memorial Park (P-261) which contains a bridge, woodland and greenbelt. The park is zoned G1 (Greenlands); and c) 759 m (2490 ft.) of R.K McMillan Park (P-226) which contains a washroom and greenbelt. The park is zoned OS2 (Open Space - City Park).</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act and in accordance with the City's policies and By-laws.</p>

Agency / Comment Date	Comments
City Community Services Department – Fire and Emergency Services (August 24, 2020)	The site plan should indicate the location of the entrance that will be the primary fire fighter response point. All fire hydrant locations are to comply with city requirements. The roadway tunnel leading under the second floor will not be considered as a fire access route which could affect the layout of certain ground floor rooms.
City Community Services Department – Arborist & Public Art (August 20 and 24, September 10, 2020)	<p>Tree removal permission is required to injure or remove trees and the applicant is to submit a Tree Removal application. A Streetscape Plan for the frontage onto Lakeshore Road East is required, including cost estimates and schedule for improvements.</p> <p>The developer is strongly encouraged to include public art as part of their development and/or contribute an agreed upon amount to the City's Public Art Program.</p>
Economic Development Office (September 9, 2020)	It is important to continue to provide access to employment opportunities within the local community. Language in the zoning by-law should be modified to require that all units fronting onto Lakeshore Road East on the ground floor can only be used for non-residential purposes as permitted in the Mixed Use official plan designation.
City Planning Strategies – Parking (August 24, 2020)	<p>Staff cannot support the parking reduction as requested by the applicant and further supporting justification is required to consider reduced parking rates requested for the uses on the subject site. This may include conducting parking utilization surveys on proxy sites comparable to the proposed uses and locational context of the subject site.</p> <p>Staff do not consider the proposed development at 22-28 Ann Street and 78 Park Street to be comparable to the subject property given differences in location and transit context, and therefore the approved parking rates cannot be used as justification.</p> <p>Detailed TTS information including average vehicle ownership rate per apartment household should be provided by each TTS zone. Additional information on the live-work units is required to determine applicable parking rates including the number . of bedrooms per unit and functionality of the live-work spaces.</p> <p>Staff may consider a shared parking arrangement by taking into account the greater of amount of parking required for the non-residential uses (excluding uses such as restaurants) and visitor parking for residential uses, subject to further detailed information regarding type(s) of non-residential uses proposed as a part of the development.</p>
City Planning Strategies – Affordable Housing (August 31, 2020)	<p>Generally, the Housing Report did not provide sufficient information to evaluate how the proposal meets housing objectives, and in particular, affordability objectives. The applicant has not demonstrated how a housing mix / housing choices will be achieved through this project.</p> <p>The provision of a variety of unit types is not sufficient justification that a true housing mix is provided. To implement the Official Plan policies, the proposal should offer a variety of housing affordability options. The Housing Report indicated that all of the units will be sold at market prices, which is unlikely to meet the affordable purchase price threshold. As it stands, units in this development will be affordable to high income households and investors only. The applicant is also encouraged to consider alternative options to address affordability, including financial contributions and/or innovative home ownership</p>

Agency / Comment Date	Comments
	<p>models that allow for middle income households to enter the market at or below the affordable price threshold of \$420,000.</p> <p>It is possible that the affordable housing provision can be captured as a S.37 contribution.</p>
<p>City Transportation and Works Department (November 9, 2020)</p>	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><u>Stormwater</u></p> <p>A Functional Servicing Report (FSR), prepared by Skira and Associates Ltd., dated May 27, 2020, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls. The applicant is proposing to extend the storm sewer on Enola Ave. to service the development lands, as well as on-site stormwater management controls for the post development discharge.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • demonstrate the feasibility of the storm sewer outlet; • develop an acceptable strategy to accommodate external drainage from the adjacent property, if any; • demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site <p><u>Traffic</u></p> <p>A traffic impact study (TIS), prepared by NexTrans Consulting Engineers and dated June 2020, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the TIS study at this time and requires revision. Traffic Planning have concerns regarding the analysis that was done for the intersection of Lakeshore Road East at Enola Avenue. Based on the findings presented in the TIS, this section requires further clarification regarding the future operations of the intersection as well as turning templates to demonstrate all vehicles can maneuver within the proposed development.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • Revised Traffic Impact Study addressing all comments;

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> • Additional turning templates to demonstrate vehicle maneuvers; • Revisions to the proposed site plan based on traffic planning comments <p><u>Environmental Compliance</u> The Phase One Environmental site Assessment Report (ESA) (E2892), dated June, 2020, prepared by MCR has been received. The report indicated potential for contamination, therefore, further assessment is required.</p> <p>A Record of Site Condition is required to be filed for the property in accordance with MECP regulations.</p> <p>In addition, the applicant is required to provide further technical information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • Reliance letter for the Phase One ESA; • Phase Two ESA and Reliance letter' • Clarification regarding land dedication; • Temporary Discharge to Storm Sewer Commitment Letter <p><u>Noise</u> The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic, rail traffic and stationary sources from adjacent buildings and facilities. Noise mitigation will be required. The applicant is required to update the report with additional information to further evaluate the feasibility of any proposed mitigation measures to address noise in accordance with City and MOECC Standards.</p> <p><u>Engineering Plans/Drawings</u> The applicant has also submitted a number of technical plans/drawings (i.e. Grading and Servicing Plans) which need to be revised in accordance with City Standards and as part of subsequent submissions. It should be noted that an 'H' Holding Symbol removal application and related Development Agreement will be required to capture any municipal infrastructure works.</p>
Canada Post	Centralized mail delivery will be provided to all units in this building. A rear-loading mailroom is required for buildings over 100 units. A mailroom is indicated on A200 provided for this file, but does not seem to be rear-loading. A mailroom must be shown on the drawings to obtain approval at the SP stage. New postal code will be issued for redevelopment of any property
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - - Enbridge - - Rogers Cable - - Greater Toronto Airport Authority - - Trillium Health Partners
	The following City Departments and external agencies were circulated the applications but provided no comments:

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> - Alectra - Conseil Scolaire - Bell

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's height, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- Does the proposal address traffic and parking impacts?
- Is it appropriate to permit on the ground floor "Live/Work Units" or should commercial uses be required at grade?
- Are there opportunities for the proposed development to contribute towards the City's affordable housing initiatives?

Development Requirements

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

9. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

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Recommendation Report Detailed Planning Analysis

Owner: 2828778 Ontario Inc.
 (previously identified as Starbank, Stellarcorp & Plazacorp)

420 Lakeshore Road East

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1. Community Comments

Comments from the public at the community and public meetings were generally directed towards built form, traffic and stormwater. Below is a summary and response to the specific comments heard.

Comment

This neighbourhood is not intended for intensification. It is not an Urban Growth Centre or a Major Transit Station Area.

Response

Mississauga Official Plan (MOP) indicates that neighbourhoods are not appropriate areas for significant intensification; however, existing commercial sites along corridors may accommodate higher density uses.

New development is required to have regard to neighbourhood character, provide appropriate transitions and be consistent with the policies of the MOP. Staff are of the opinion that modifications are required to the proposed development in order to achieve this direction.

Comment

The proposed development will set a precedent for the area and transform Lakeshore Road East into a corridor of high rises. There are no buildings greater than seven storeys on the south side of Lakeshore Road East.

Response

Staff agree with the concern regarding an unacceptable precedent and have discussed this issue in subsequent sections of this report.

Comment

The development will result in additional traffic impacts in the area which will only worsen with new development on other sites. Residents currently have difficulty making a left hand turn onto Lakeshore Road East at Enola Avenue. Currently some residents use the Beer Store parking lot to access the Metro Plaza property so that they can turn left onto Lakeshore Road using the existing traffic lights. Some residents have expressed interest in whether the proposed redevelopment could continue to provide vehicular access to the Metro plaza and existing traffic lights.

Response

A Transportation Impact Study has been submitted in support of the application. The study examined the potential impact of the proposed development on future traffic conditions. The Transportation and Works Department advises they are not satisfied with the study and additional information is required.

Comment

The proposed development does not provide sufficient parking and will result in parking overflow onto neighbouring streets.

Response

A parking assessment was provided as part of the Transportation Impact Study. City Planning Strategies staff,

who are responsible for reviewing parking standards, have advised that they are not satisfied with the study and additional information is required.

Comment

The area has been subject to basement flooding in the past and the stormwater and sewer infrastructure is strained.

Response

A Functional Servicing Report has been submitted in support of the application. The report reviewed the existing and required municipal infrastructure (water, sanitary and storm) to accommodate the proposed development. The Transportation and Works Department advises they are not satisfied with the study and additional information is required. The Region of Peel has advised that some of the historic flooding may have been from a cross connection of the storm and sanitary sewers in the area and the Region has undertaken works that should eliminate the issue.

Comment

The proposed development is incompatible with the surrounding detached homes (e.g. building is too tall, driveway too close to neighbouring property). The proposal will result in significant impacts (e.g. shadow, noise, headlights from vehicles) and loss of privacy.

Response

The applicant has scaled back the proposal so that the built form is within a 45 degree angle from the property line which has reduced impacts to adjacent properties. Planning and

Development staff, however, are not satisfied with the changes and require additional modifications and additional information to ensure compatibility with the adjoining properties. This would include increased landscape buffers and an acoustic study which confirms appropriate mitigation from vehicles entering and exiting the site.

2. Updated Agency and City Department Comments

The applications were initially circulated to all City departments and commenting agencies on July 21, 2020. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation & Works

Comments updated June 3, 2021 included the following:

Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, boulevard details, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Additional technical information is required prior to making a recommendation on the technical feasibility of the project.

Stormwater

A Functional Servicing Report (FSR), prepared by Skira & Associates and dated March 5, 2021 was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.

The applicant is proposing to extend the storm sewer on Enola Avenue to service the development lands, as well as on-site stormwater management controls for the post development discharge. An environmental compliance approval (ECA) will be required from the Ministry of Environment Conservation and Park (MECP) for the proposed storm sewer extension on Enola Avenue.

The stormwater management report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving municipal drainage system, on-site stormwater management controls for the post development discharge is required. However, the applicant has not yet demonstrated a satisfactory stormwater servicing concept.

The applicant is required to provide further technical information that:

- demonstrates the feasibility of the proposed storm sewer;
- demonstrates that there will be no impact on the City's/ Region existing drainage system including how groundwater will be managed on-site
- provides an ECA approval from the MECP

A hydrogeological report that establishes the seasonally high groundwater level on the property is also to be provided for review.

Traffic

Two (2) transportation impact study (TIS) submissions were provided by Nextrans Consulting Engineers in support of the proposed development and a full review and audit was completed by Transportation and Works staff. To date, based on the second submission dated March 2021, staff require further clarification on the assumptions provided.

The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:

- an updated Transportation Impact Study addressing all staff comments
- satisfactory plans showing future right of way widths
- address any traffic concerns from the Community related to the proposed development

Environmental

Based on the review of the Phase One Environmental Site Assessment (ESA) (E2892), dated June 2020, prepared by McClymont & Rak Engineers Inc., and Phase II ESA (Project # 0250-02), dated April 20, 2018, prepared by Colestar Environmental Inc., the following items must be addressed:

- The reports are not prepared to support the filing of a Record of Site Condition (RSC). The Phase II ESA does not address all areas of potential environmental concerns identified in the Phase One ESA. An updated Phase Two ESA along with a reliance letter must be submitted to the City for review
- A reliance letter for the Phase One ESA
- A dewatering commitment letter

In addition, the following requirements are to be addressed prior to enactment of the By-Law:

- Filing an (RSC) for the site
- Certification for lands to be dedicated to the City

Noise

Noise studies evaluate the potential impact to and from the development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic, rail traffic and stationary sources from adjacent buildings and facilities. The noise study prepared by HGC Engineering, dated March 5,

2021 indicates that noise mitigation will be required. Should the proposal change, the noise report will be required to be updated to evaluate the feasibility of any proposed mitigation measures to address noise in accordance with City and MECF Standards.

Engineering Plans/Drawings

The applicant has also submitted a number of technical plans/drawings (i.e. Grading and Servicing Plans) which need to be revised in accordance with City Standards and as part of subsequent submissions. It should be noted that, should this application be approved, an 'H' Holding provision and related Development Agreement will be required to capture any municipal infrastructure works.

City Planning Strategies - Parking

Comments updated May 6, 2021 state that the parking reduction requested by the applicant cannot be supported. Additional justification and information is required. Further discussion is provided in subsequent sections of this report.

Community Services – Arborist

Comments updated May 18, 2021 state that an amended boulevard treatment is required along Lakeshore Road East and that a municipal right of way streetscape plan shall form part of any development agreement.

Community Services – Fire Prevention Plan Examination

Comments updated May 4, 2021 state that the ground floor drawing shows two bike storage rooms that do not have direct access to the remainder of the building. These rooms must be within 45 m (148 ft.) of a fire access route. It appears that the

driveway will not meet the requirements for a fire access route and modifications will be required.

Economic Development

Comments updated May 5, 2021 state that the proposed change from “live/work” units to dedicated commercial units fronting Lakeshore Road East address their concerns regarding the loss of employment opportunities.

Alectra Utilities

Comments provided June 16, 2021 state that Alectra has no objection to the rezoning. Additional information and issues can be address through the site plan approval process (e.g. transformer vault is below grade and is not acceptable).

Region of Peel

Comments provided May 4, 2021 state that the Region has no objection to the proposed zoning by-law and official plan amendment. Comments updated July 16, 2021 require an acceptable waste management plan prior to site plan approval. Waste collection for commercial units will be required through a private waste hauler.

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

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use

planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

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

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

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

4. Consistency with PPS

The Public Meeting Report dated February 12, 2021 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including the following (policies are paraphrased):

Section 1.1.1 of the PPS states indicates that a number of factors sustain healthy communities, including: an appropriate affordable and market-based range and mix of residential types, and promoting the integration of land use planning, growth management, transit supportive development, intensification and infrastructure planning.

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

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

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

Section 1.7.1 e) of the PPS states that prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning and by conserving features that help define character.

Section 4.6 of the PPS states the official plan is the most important vehicle for implementation of the PPS.

The proposed redevelopment of the subject site is consistent with PPS policies associated with accommodating a market-based range of residential housing types (1.1.1), and the efficient use of land (1.1.3.2). However, the proposed development, as currently configured is not considered consistent with the PPS policies below:

- it is not in an appropriate location identified by the Planning

Authority (as specified in the official plan) for the proposed level of intensification (PPS 1.1.3.3)

- it does not reflect appropriate development standards for intensification (as outlined in the policies of the official plan) (PPS 1.1.3.4)
- it does not encourage a sense of place by disregarding the defined character of the area as outlined in the Official Plan and associated Lakeview Local Area Plan (PPS 1.7.1e)

Additional explanation from the MOP perspective is contained in Section 7 of this Appendix.

5. Conformity with Growth Plan

The Public Meeting Report dated February 12, 2021 (Appendix 1) provides an overview of relevant policies found in the Growth Plan. The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to develop a strategy

to achieve intensification throughout the delineated built-up area.

The Growth Plan also contains policies relevant to the application, including the following (policies are paraphrased):

- Section 2.2.1.2 c) states that within settlement areas growth will be focused in (i) delineated built-up areas; (ii) strategic growth areas; (iii) locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; (iv) areas with existing or planned public service facilities.
- Section 2.2.1.3 c) municipalities are to provide direction on an urban form that will optimize infrastructure, particularly along transit corridors to support the achievement of complete communities through a more compact built form.
- Section 5.2.5.6 directs municipalities to implement urban design and site design official plan policies that direct the development of high quality public realm and compact built form.

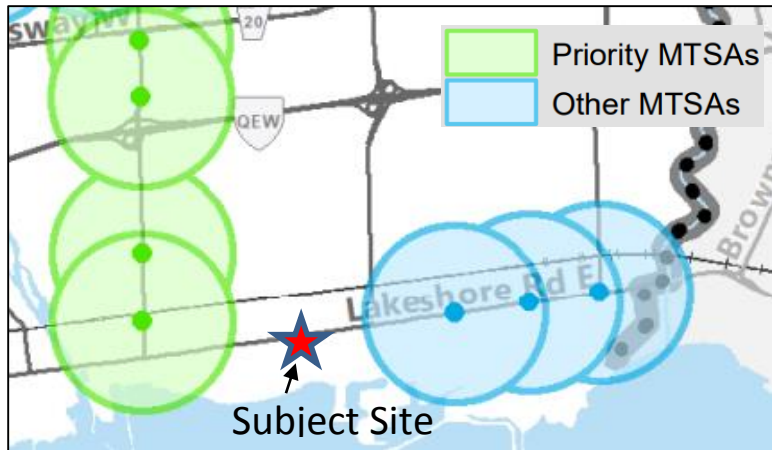
The proposed development conforms to the Growth Plan direction pertaining to accommodating intensification within the built-up area and increases the housing supply. The degree of proposed intensification; however, is not commensurate with the location of the subject property and the City's strategy to achieve intensification targets as implemented by MOP. The subject property is located along Lakeshore Road East which

lacks many of the characteristics necessary to make it a priority for accommodating growth, such as:

- it is not part of an urban growth centre
- it is not on a priority transit corridor as identified by the Growth Plan
- higher order transit (as defined by the Growth Plan) is not proposed for this stretch of Lakeshore Road East
- it is not part of a major transit station area (as defined by the Growth Plan)
- the MOP strategy for accommodating intensification and policies on compact built form do not support the proposed height (as detailed later in this report)

Higher Order Transit / Major Transit Station Areas

The *Growth Plan* definition of HOT is “transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed transit” (definition section). The proposed public transportation in front of the subject site is transit in mixed traffic and is not considered adjacent to HOT and is not located within a proposed MTSA.



Subject property is located between but not within an Major Transit Station Area (source: Region of Peel MTSA study)

6. Region of Peel Official Plan

The public meeting report dated February 12, 2021 summarized relevant policies and noted that the proposed development does not require an amendment to the Region of Peel Official Plan (ROP).

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

The ROP, however, does include reference to respecting, recognizing, and taking into account the characteristics of existing communities (e.g. policies 5.3.1.3, 5.3.1.4, 5.3.1.7, and 5.3.2.6). The primary instrument used to assess character is MOP and an assessment of the proposed development is provided in Section 7 of this Appendix.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to MOP policies for the Lakeview Neighbourhood Character Area, which is known as a Local Area Plan (LAP), to permit an 11 storey condominium apartment building with ground floor commercial space. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good***

planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP / LAP, including those found in Section 19.5.1 against this proposed development application. The following is an analysis of the key policies and criteria:

Context Within Urban Structure: Not a priority location for intensification

MOP includes a city structure that recognizes that various areas of the city perform different roles and functions in accommodating growth and development. These policies create an urban hierarchy which direct the greatest development intensity to the Downtown, with a decreasing gradation of heights and residential densities towards Major Nodes, Community Nodes and Neighbourhoods. The following is an analysis of the key policies relevant to the proposed development, which includes the following:

- The subject site is located in a Neighbourhood which is intended to accommodate the lowest building heights and densities in the City (MOP 5.3).
- Neighbourhoods are not appropriate areas for significant intensification and they will not be the focus for intensification (MOP 5.3.5 and 5.3.5.1).

- Although not appropriate for significant intensification, this does not mean they (neighbourhoods) will remain static or that new development must imitate previous development, but when it does occur, it should be sensitive to existing and planned character (MOP 5.3.5).
- The subject site is located within a Corridor along Lakeshore Road. MOP indicates that within Neighbourhoods, intensification will generally occur through infilling of existing commercial sites and along corridors as mixed use areas (MOP 5.3.5.2, and 5.3.5.3).
- Intensification may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with policies of this Plan (MOP 5.3.5.5).
- Where high density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transition in height, built form and density to the surrounding lands (MOP 5.4.5).

MOP policies allow for some intensification on the subject site as it is located on a corridor; however, the intensity of development should reflect the City's urban structure where Neighbourhoods are considered non-intensification areas (MOP 9.2.2). Where intensification occurs it should be sensitive to the existing and planned surrounding character and built

form. As discussed below, the proposal requires modifications in order to satisfy this direction.

Character Of Lakeshore Road: Low to mid-rise mainstreet

The Lakeshore Corridor in the vicinity of the subject site is transitioning from an area with single storey strip commercial, free standing mid-rise apartments and redeveloped industrial sites into an area envisioned for a mixture of uses, with a pedestrian oriented mainstreet and low to mid-rise buildings (LAP 5.1.3 and 10.2).

Section 10.2 of the LAP provides a range of policies that are intended to create the envisioned character of this area, including:

- The subject site is located in the Core Area of the corridor (between Seneca and Hydro Road) which is envisioned to have a concentration of street related commercial uses (LAP Section 10.2).
- Development is encouraged to be two to four storeys in height (LAP 10.2.4). Some sites are permitted greater than four storeys. Within the Core Area of the corridor:
 - the subject lands are identified as having a permitted height of two to four storeys
 - the maximum permitted height (as identified on Map 3 of the Local Area Plan) for any buildings immediately fronting Lakeshore Road is 8 storeys. These sites are

located on the north side of Lakeshore Road East, across from the subject property. One 7 storey building is also permitted to the east of Enola Avenue.

- recently approved developments have been consistent with this policy direction, including: a four storey apartment and a two storey commercial development across the street (east and west side of Enola Avenue); and a seven storey apartment building proposed at Lakeshore Road and East Avenue.



Looking east along Lakeshore Road East
 (8 storey apartment on north side and commercial uses on south side)



Looking east along Lakeshore Road East
 (2 storey commercial building on north side and 7 storey mid-rise on south side)



Four storey mixed-use building fronting Lakeshore Road East at Lagoon Street,
 (constructed within last 5 years)

The existing and planned character of the Lakeshore Road Core Area is for a low to mid-rise built form with properties in the immediate vicinity of 6, 7 and 8 storeys (as identified on Map 3 of the LAP). Additionally, the difference in height between the proposed and existing buildings may be further exacerbated by the proposed floor to ceiling heights (historically heights were 2.75 m (9 ft.) whereas the majority of the heights in the proposed building are 2.95 m (9.7 ft.). The proposed 11 storey building is a departure from the existing and planned context and its appropriateness must be considered in light of MOP policies, discussed below.

Planned Character Height: Not a location for tall buildings

MOP defines a tall building to mean “a building having a height greater than the width of the street on which they front”. Tall buildings are defining elements in the city structure; becoming icons and landmarks in the skyline and streetscape”

The proposed building is 35.2 m (115 ft.) in height and the width of Lakeshore Road East in this area as identified in MOP is 30.0 m (98 ft.). Therefore, the proposed development on the subject site is considered a tall building.

As noted in MOP Chapter 9 Desirable Urban Form, tall buildings will generally not be permitted in neighbourhoods (MOP 9.2.2). As the LAP indicates that intensification policies apply to the core area of the corridor, MOP states that the preferred location for tall buildings will be in proximity to existing and planned Major Transit Station Areas (MOP 9.2.1.8). As the subject site is in a neighbourhood and not within a planned MTSA, it is not an appropriate location for a tall building.

The proposed building height should be reduced from 35.2 m (115 ft.) to less than 30 m (98 ft.) in order to respect the MOP direction that this area is not intended for tall buildings. A decrease in height would also result in a built form that is closer to the existing mid-rise building heights in the vicinity of the subject site.

Approval of the proposed development as a tall building could destabilize the envisioned height regime and urban hierarchy for this area. If approved, the applicant’s proposal could be seen as signaling City support for tall buildings in the vicinity and along the entire corridor.

Compatibility, Urban Design and Built Form: A better “fit” within the context is needed to minimize impacts

MOP states that within neighbourhoods, intensification may be considered where the proposed development is compatible in built form and scale to the surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan (MOP 5.3.5.5). It is also important that the site development respects the urban hierarchy (MOP 9.1.10 a.) such that the proposed development reflects its location in a neighbourhood and not an intensification area.

Beyond the building height issue, the proposed development requires modifications and additional information to address compatibility and/or planned character of the area, including:

- The proposed setback along Enola Avenue of 2.0 m (6.6 ft.) should be increased to provide appropriate privacy and front yards (patio and landscape) for residents of the ground floor units.
- The proposed setback and associated landscape buffer, adjacent to the existing detached home, should be increased from 3.0 m (9.8 ft.) in order to accommodate mature trees that will improve the buffer between the existing detached home and the proposed apartment building. The landscape buffer should be unencumbered by parking and not include vents, paving or utilities.
- The air intake vent in the entrance driveway is not an

appropriate location and should be relocated. Ideally, the intake should be integrated into the building to reduce its noise impacts on abutting properties from the sound of the mechanical ventilation system and noise caused by vehicles running over the intake metal grill.

- The application has not demonstrated that acoustical impacts are acceptable. Additional information from the acoustic consultant is required to identify noise impacts of vehicles entering and exiting through the driveway on the adjacent residential properties and confirm appropriate mitigation measures.
- The amount of proposed landscaped area (22 percent of the site) should be increased to improve compatibility, strengthen the tree canopy and reflect the sites location within a neighbourhood. Additional information is required to confirm if the proposed landscaped area statistics reflect the zoning by-law definition of “landscaped area”.
- The design of the amenity space should be revised in order to provide 50 percent of the amenity space in one contiguous area. The outdoor amenity space should be increased to properly address the needs of children and older adults. Additional information is required to confirm that the location of the outdoor amenity space is appropriate given sun/shadow, noise and wind conditions.
- The building massing would benefit from further refinement to reduce shadows on the residential lots immediately abutting the development.



Adjacent properties would benefit from a reduction in the proposed height

- The building massing would benefit from reduced floorplates for floors seven and above. Currently the proposed seventh floor has a gross floor area of 1 208 m² (13,003 ft²) whereas the Lakeview Built Form Standards indicate that buildings between 7 and 14 storeys will have a maximum floor plate of 1 000 m² (10,764 ft²), including balconies, to ensure minimal impact on adjacent low rise residential and to maintain sky views.
- The location or design of the building entrance at the corner of Lakeshore Road and Enola Avenue is not appropriate and needs to be addressed in order to mitigate the wind condition. Additional information is required to confirm the

extent of wind conditions that will be created by the building on the public right-of-way.

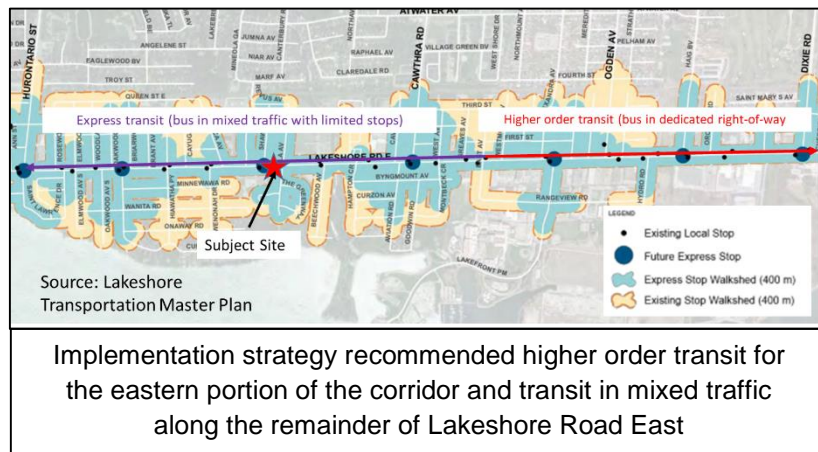
- Currently, the proposed Floor Space Index (FSI) for the site is 3.73 which is higher than many infill developments approved in the Lakeview and Port Credit neighbourhoods (e.g. 7 storey apartment building at Lakeshore Road and East Avenue has an FSI of 1.8, the 8 storey building at Benson and High Street has an FSI of 2.4). Modifications to the proposed development, as discussed above, will lower the overall FSI figure proposed.

Lakeshore Road Transportation Corridor: Transit shapes the community

MOP identifies Lakeshore Road East as a Higher Order Transit Corridor. The Lakeshore Road Transportation Master Plan was prepared and endorsed by Council in June 2019. The Master Plan recommended as part of the implementation strategy, Higher Order Transit (HOT) consisting of buses running in a dedicated transit lane for the eastern portion of the corridor with express bus service running in mixed transit for the remainder of the corridor.

The subject site will benefit from the proposed express bus service on Lakeshore Road which will connect directly to the proposed dedicated bus lanes which is approximately 1 km (0.6 miles) to the east.

Given the frequency of planned transit along Lakeshore Road East, appropriate intensification that reflects the planned role of the area is supportable on the subject property.



Indoor Amenity Space & Retail: Lakeshore Road would benefit from more active uses on ground floor

To promote a pedestrian friendly mainstreet environment, street related commercial uses are intended to front onto Lakeshore Road (Local Area Plan 10.2.6). The proposed development currently has 277.1 m² (2,982 ft²) of retail space and 252.2 m² (2,713 ft²) of indoor amenity space fronting Lakeshore Road. The indoor amenity space (which represents almost 50 percent of the space fronting Lakeshore Road) will contribute less to the street than the non-residential uses. The proposal would benefit from additional retail space and/or a larger entrance and lobby area.

Affordable Housing: Proposal is encouraged to help achieve City objectives for affordable housing

In October 2017, the City adopted Making Room for the Middle: A Housing Strategy for Mississauga which aims to foster a supportive environment for housing that is affordable for all.

Section 8.1 of the Lakeview Local Area Plan encourages a range of housing choices in terms of type, tenure and price, and expressly encourages the provision of affordable housing within the Lakeshore Corridor.

The City Planning Strategies Division has requested that approximately 10% of the units in the development be affordable to middle income households at a maximum purchase price threshold of \$420,000.

The applicant has responded that the proposal is a boutique condominium which is not being marketed as an affordable living lifestyle. Further, in order to require the provision of affordable housing, the municipality must implement inclusionary zoning which it has not yet done.

City Planning Strategies staff note that the applicant:

- has not provided sufficient information to evaluate how the proposal meets housing objectives
- has not demonstrated how a housing mix / housing choice will be achieved through this project

- is encouraged to consider alternative options to address affordability
- Staff have also noted that it is possible that the affordable housing provision can be captured as a Section 37 contribution

Parking: Additional spaces and justification are required to accommodate anticipated demand

The applicant is currently proposing 171 parking spaces for residential units (1.03 spaces per residential unit) and 20 parking spaces for visitors (0.12 visitor spaces per residential unit). Residential visitor parking is to be shared with parking for commercial uses. The proposed parking represents a reduction of 85 spaces or a deficiency of 31% from the current zoning by-law standards.

The City Planning Strategies (CPS) Division has reviewed material submitted to justify the reduction and indicated in May 2021 that they cannot support the reduction requested. CPS provided the following comments :

- parking demand data for comparable sites is required to justify the requested reduction. Examples of developments with reduced parking standards that the applicant provided, were not comparable to the subject site as they were located in areas that were more transit supportive (e.g. better access to rapid transit)
- additional information on the residential tenure of apartment households included in the Transportation Tomorrow

Survey is required

- staff may consider reduced parking for the non-residential uses under a shared parking agreement; however, parking for restaurants should not be included

Draft Mississauga parking regulations were released at a community meeting on September 14, 2021 which recommend reduced parking standards for this stretch of Lakeshore Road East. Specifically, the draft minimum parking rates were 1 space per residential unit and 0.2 spaces per unit for visitor parking. If there is a commercial component, parking can be shared with visitor parking including restaurants up to 200 m² (2,152 ft²).

The proposed residential parking standard of 1.03 spaces per residential unit is inline with the draft parking regulations; however, the proposed visitor parking standard of 0.12 spaces per unit needs to be increased to meet the proposed visitor parking standard of 0.2 spaces per unit.

Services and Infrastructure – Additional information required

The Region of Peel has advised that the proposed development can be serviced with water and sewer without any external upgrades. Issues pertaining to waste management can be addressed through the site plan approval process.

The Transportation and Works Department indicated that additional information is required to confirm the appropriateness of development including:

- additional details related to the Functional Servicing Report,

including but not limited to a drainage plan, sizing details of the proposed underground storage tank and infiltration trench, hydrological report that establishes seasonally high groundwater levels

- the applicant should consider raising the underground parking elevations above the seasonal groundwater level as the City has no obligation to accept a connection to the City's storm sewer
- additional information related to the Transportation Impact Study is required. In particular, the study should update the turning movement counts and discuss how some residents currently enter the beer store parking lot to make a left hand turn at the Metro plaza lights in order to turn onto Lakeshore Road safely. The study should address exit strategies for the neighbourhood and discuss the appropriateness of providing an access connection driveway

Lakeshore East Corridor Study – Preliminary Findings

At the beginning of 2021, the City initiated a study that reviewed the built form, height and density for lands along Lakeshore Road East from Seneca Avenue and the border at the City of Etobicoke. At the time of the writing of this report, final recommendations have not been released.

Preliminary draft policy recommendations released at a virtual community meeting on June 10, 2021 indicate that an appropriate height for larger lots (greater than 40 m in depth) along this corridor could be a maximum of 8 storeys assuming:

- an appropriate transition that respects a 45 degree angular plane for adjacent residential lots
- a stepback of 3 m (9.8 ft.) after the 4th floor
- a minimum setback of 0.6 m (2.0 ft.) from the property line on Lakeshore Road East

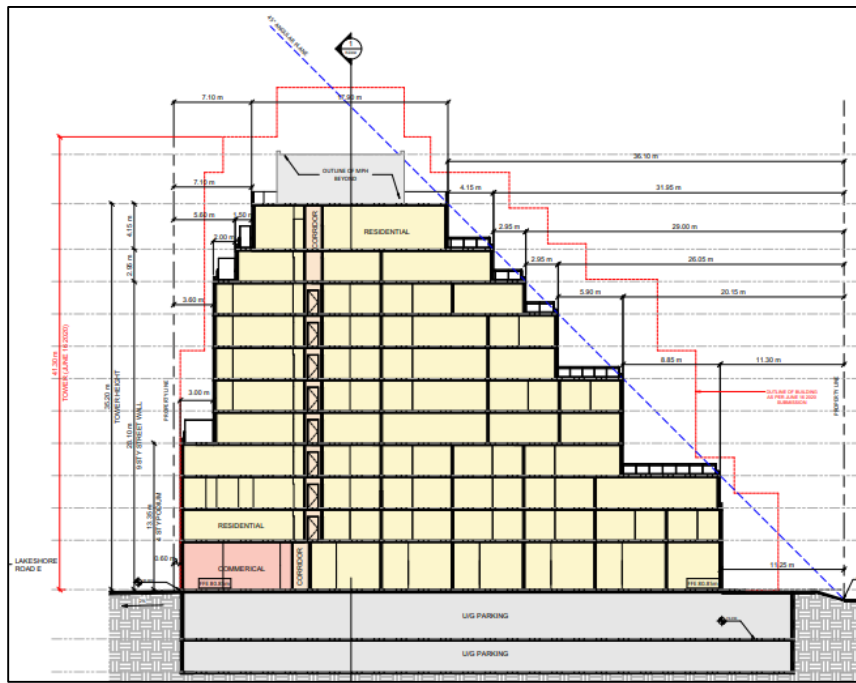
The subject site's proposed 11 storey height exceeds this recommendation, although the proposed building respects the 45 degree angular plane, fourth floor stepback and minimum setback from Lakeshore Road East

8. Revised Site Plan and Elevations

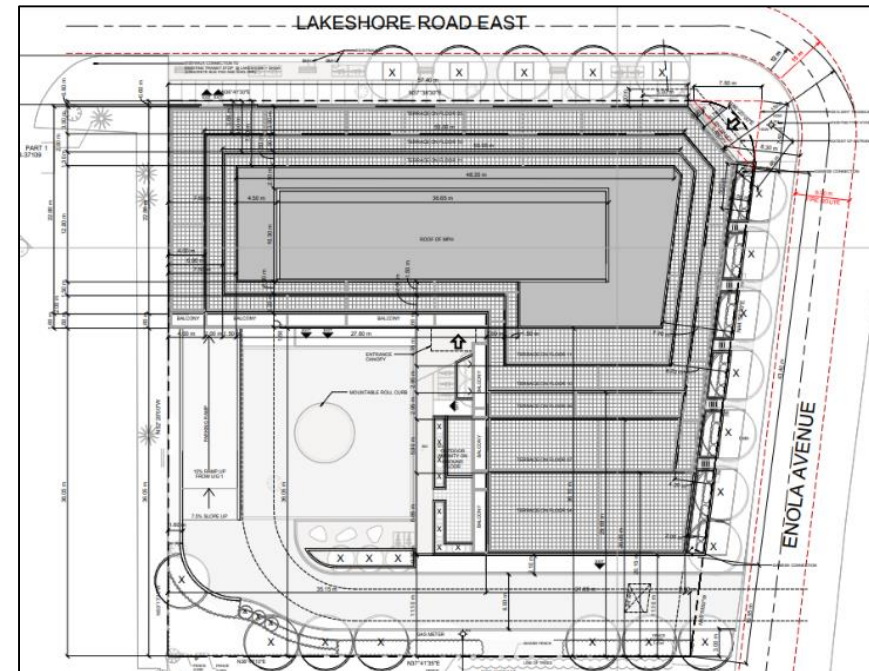
The applicant has provided a revised site plan and elevations as follows:

- The proposed height has been reduced from 12 storeys (41.3m) to 11 storeys (35.2 m)
- The building floor plates have been reduced which results in the Floor Space Index being reduced from 4.96 to 3.73
- The number of units has been reduced from 195 units to 166 units
- The development now meets the 45 degree angular plane from the rear property line

- The live/work units have been replaced with commercial uses and indoor amenity space at grade
- Additional parking has been included so that the proposed parking rate has increased from .95 spaces per unit to 1.15 spaces per unit (including visitor parking)
- The driveway entrance from Enola Avenue has been relocated from the middle of the property to the southern end of the site
- The proposed outdoor amenity space been revised to reflect the revised driveway layout



Massing of the building has been reduced (red line represents previous version) and building is now within 45 degree angular plane from property line



The driveway entrance has been relocated from mid-block to the southern end of the property

9. Zoning

The applicant has revised their proposed **RA5-Exception** (Apartments – Exception) zoning. As indicated in the report, staff are not satisfied with many of the proposed regulations. Below is an updated summary of the proposed site specific zoning provisions:

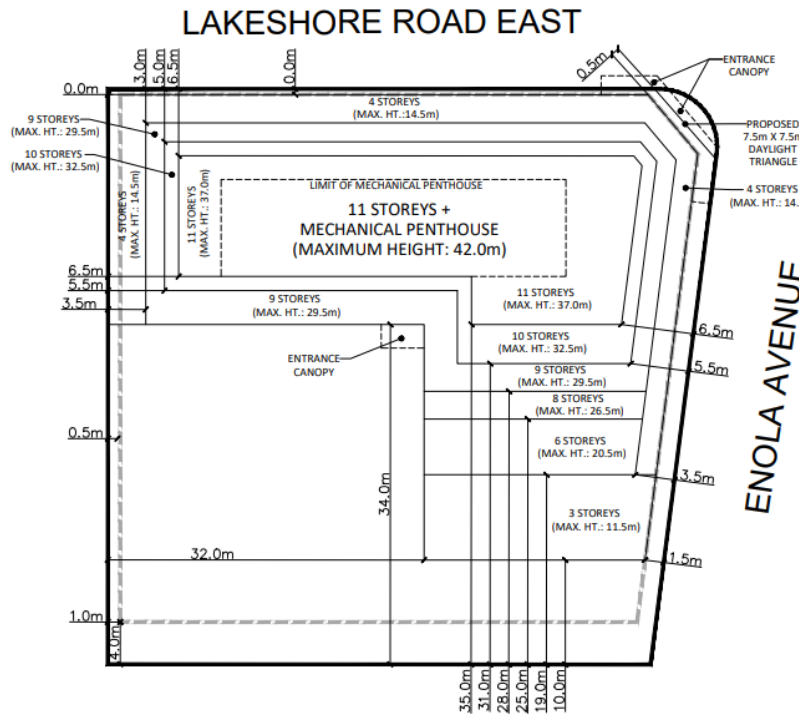
Proposed Zoning Regulations

Zone Regulations	RA-5 Zone Regulations	Proposed RA5 – Exception Zone Regulations ¹
Additional Permitted Uses		Office, medical office, retail store, personal service establishment, financial institution, restaurant, take-out restaurant, artist studio, art gallery/museum Maximum permitted GFA of additional permitted uses of 280 m ² (919 ft ² .) Additional permitted uses shall only be permitted on the ground floor

Zone Regulations	RA-5 Zone Regulations	Proposed RA5 – Exception Zone Regulations ¹
Maximum Floor Space Index (FSI)	2.9	4.0
Minimum Front and Exterior Side Yards²	Depending on the building height, setbacks range from 7.5 m (24.6 ft.) to 10.5 m (34.4 ft.)	Depending on building height, setbacks range from 0.0 m (0.0 ft.) ³ to 6.5 m (21.3 ft.)
Minimum Interior Side Yards⁴	Setbacks increase with building height and range from 4.5 m (14.8 ft.) to a maximum setback of 25.5 m (83.7 ft.)	Setbacks increase with building height and range from 10.0 m (33 ft.) to a maximum setback of 41.2 m (135.2 ft.)
Minimum Rear Yard	4.5 m (14.8 ft.)	0.0 m (0.0 ft.)
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	1.0 m (3.3 ft.)	1.8 m (5.9 ft.)
Measurement of Height	From established grade	From a grade level of 80.85 m (265.2 ft.)

Zone Regulations	RA-5 Zone Regulations	Proposed RA5 – Exception Zone Regulations ¹
Projection of entrance canopy onto a street right-of-way	Requires exemption for canopy and an encroachment agreement into the right-of-way	As identified on exemption schedule
Minimum landscaped area	40% of lot area	20% of lot area
Minimum depth of landscape buffer abutting a lot line that is a street line and/or abutting a Residential Zone	4.5 m (14.8 ft.)	0.0 m (0.0 ft.)
Minimum depth of landscape buffer along any other lot line	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)
Resident parking space ratio ⁵	Varies depending on number of rooms but ranges between 1.00 space and 1.75 spaces per unit	1.03 spaces per unit
Visitor parking space ratio ⁵	0.20 visitor spaces per unit	0.12 spaces per unit
Non-residential parking space ratio ⁵	Varies depending on use but can range from 3.2 spaces to	0 – visitor parking spaces to be shared

Zone Regulations	RA-5 Zone Regulations	Proposed RA5 – Exception Zone Regulations ¹
	16.0 spaces per 100 m ² (1,076 ft ²)	with non-residential uses
Minimum setback from a parking structure completely below finished grade to any lot line	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)
Minimum number of loading spaces	2 (1 for residential and 1 for non-residential)	1
Minimum distance required between the nearest part of any building or structure to the centre line of the right-of-way	15.0 m (49.2 ft.) + required setback which ranges between 7.5 m (24.6 ft.) and 10.5 m (34.5 ft.) depending on building height	15.0 m (49.2 ft.) + required setback which ranges between 0.0 m (0.0 ft.) and 6.5 m (21.3 ft.) depending on building height
Rooftop balcony setback from all exterior edges of a building or structure	1.2m (3.9 ft.)	0 m (0 ft.)
Minimum separation distance from a residential zone and a Take-out Restaurant / Restaurant	60.0 m (197 ft.)	Does not apply

Zone Regulations	RA-5 Zone Regulations	Proposed RA5 – Exception Zone Regulations ¹
The applicant has submitted the below site exception schedule		
		
¹ The provisions listed are based on information provided by the applicant. Only RA5 zoning regulations that the applicant has proposed amending have been identified. In addition to the regulations listed, other variations to the implementing by-law may also apply and will depend on the decision of the Ontario Land Tribunal.		

Zone Regulations	RA-5 Zone Regulations	Proposed RA5 – Exception Zone Regulations ¹
² For the purpose of this table, Enola Avenue is considered the front of the building, as the zoning by-law defines the Front Lot Line – Corner Lot as the shorter of the two lot lines that divide the lot from the street		
³ Draft zoning by-law indicates limits of building and underground parking structure is a 0 m setback to Lakeshore Road East; however, site plan identifies minimum setback from exterior side yard of 0.6 m (2 ft.)		
⁴ For the purpose of this table, the southern property line is considered the interior side yard, based on zoning definitions. Regulations related to an interior lot line abutting a zone permitting detached dwellings		
⁵ City parking standards are currently under review.		

10. Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application.

Should this application be approved by the Ontario Land Tribunal or a settlement opportunity arise, it is recommended that Legal Services pursue a community benefits contribution from the developer.

11. "H" Holding Symbol

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

- The execution of a Section 37 (Community Benefits) Agreement to the satisfaction of the City
- Delivery of updated Phase 2 Environmental Site Assessment (ESA) and additional supporting documentation for the ESA reports(s) to the satisfaction of the City
- Temporary Discharge to Storm Sewer Commitment Letter;
- Record of Site Condition (RSC), including all supporting documents along with Reliance Letter
- Delivery of environmental documentation for any land dedication to the City
- Updated Grading and Servicing drawings
- Updated Functional Serving Report and ECA storm approval
- Updated Transportation Impact Study
- Gratuitous land dedication of sight triangles
- Delivery of an executed Development Agreement, including any necessary provisions for municipal infrastructure, in a form and on terms satisfactory to the City

12. Site Plan

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

The City has identified further revisions that will need to be addressed such as residential unit setbacks, landscaping, amenity space and grading, among others.

13. Conclusions

Lakeshore Road East is evolving and there is opportunity to accommodate change; however, new development needs to respect MOP policies.

City staff has evaluated the applications to permit an 11 storey condominium apartment building with ground floor commercial uses against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

Provincial, Regional and Local planning policies support some intensification on the site; however, the development as currently configured is not considered acceptable from a planning stand point and should not be approved as:

- it represents a level of intensification that does not appropriately reflect the city's urban structure

- the proposed building height of 11 storeys is a departure from the existing and planned height context
- the site is not a location intended for tall buildings
- aspects of the proposed built form and urban design (landscape buffers, setbacks, amenity space, parking) should be revised to improve compatibility and better respect the planned character of the area

The proposed development would also benefit from providing affordable housing, reducing the size of floorplates and increasing the amount of retail space and active uses along Lakeshore Road. In addition, the city is not satisfied that the application has sufficiently demonstrated that the proposed services can accommodate the development.

Approval of the development as currently proposed could be seen as signalling planning support for other tall buildings and inappropriate built form standards along the corridor. This could have a destabilizing impact on intended development heights and densities along the corridor.

The subject property could accommodate some additional development beyond the current height restrictions; however, further modifications to the proposal are required.