
Planning and Development Committee

Date: March 8, 2021
Time: 6:00 PM
Location: 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

Advance registration is required to participate in the virtual public meeting. Please email deputations.presentations@mississauga.ca no later than Friday, March 5, 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 by 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 Angie Melo at 905-615-3200 ext. 5423 no later than Friday, March 5, 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

Angie Melo, Legislative Coordinator,

Legislative Services 905-615-3200 ext. 5423 angie.melo@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 Local Planning and Appeal Tribunal (LPAT), and may not be added as a party to the hearing of an appeal before the LPAT.

Send written submissions or request notification of future meetings to: Mississauga City Council Attn: 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. **DECLARATION OF CONFLICT OF INTEREST**

3. **MINUTES OF PREVIOUS MEETING**

3.1. Planning and Development Committee Meeting Draft Minutes - February 16, 2021

4. **MATTERS TO BE CONSIDERED**

4.1. PUBLIC MEETING INFORMATION REPORT (WARD 7)

Official Plan Amendment and Rezoning applications to permit a 15 storey rental apartment building containing 250 units. The two existing 12 storey rental apartment buildings will remain

2570 and 2590 Argyle Road, west side of Argyle Road, south of Dundas Street West

Owner: 574199 Ontario Inc.

Files: OZ 20/017 W7

4.2. 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.

Address: 420 Lakeshore Road East

Applicant: Starbank Group of Companies

File: OZ 20 / 009 W1

4.3. INFORMATION REPORT (All WARDS)

2020 Housing Market Update

4.4. INFORMATION REPORT (ALL WARDS)

Mississauga Official Plan Review – Engagement Summary and Policy Priorities Update

5. **ADJOURNMENT**

City of Mississauga
Corporate Report



| | |
|---|--|
| <p>Date: February 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 20/017 W7</p> |
| | <p>Meeting date: March 8, 2021</p> |

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 7)

Official Plan Amendment and Rezoning applications to permit a 15 storey rental apartment building containing 250 units. The two existing 12 storey rental apartment buildings will remain

2570 and 2590 Argyle Road, west side of Argyle Road, south of Dundas Street West

Owner: 574199 Ontario Inc.

Files: OZ 20/017 W7

Recommendation

That the report dated February 12, 2021, from the Commissioner of Planning and Building, regarding the applications by 574199 Ontario Inc. to permit a 15 storey rental apartment building containing 250 units, under file OZ 20/017 W7, 2570 and 2590 Argyle Road, 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 one new 15 storey rental apartment building in addition to the two existing rental apartment buildings on the site. The zoning by-law will need to be amended from **RA4-18** (Apartments) to **RA4-Exception** (Apartments) to implement this development proposal.

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

Comments

The property is located south of Dundas Street West, on the west side of Argyle Road, within the Cooksville Neighbourhood Character Area. The site is currently occupied by two 12 storey rental apartment buildings.



Aerial image of 2570 and 2590 Argyle Road



Applicant's rendering of the proposed 15 storey apartment building

LAND USE POLICIES AND REGULATIONS

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

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

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

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

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

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

Additional information and details are found in Appendix 1, Section 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 compatibility of new buildings and community consultation and input.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Tori Stockwell, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: 574199 Ontario Inc.

2570 and 2590 Argyle Road

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1. Site History

- 1967 – Two existing 12 storey apartment buildings constructed.
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **RA4-18** (Apartments) which permits apartment dwellings and **G1** (Greenlands) which permits conservation, stormwater management facilities, flood control and/or erosion management, trails and passive recreation activity.
- November 14, 2012 – Mississauga Official Plan (MOP) came into force. The subject lands are designated Residential High Density and Greenlands in the Cooksville Neighbourhood Character Area.

2. Site and Neighbourhood Context

Site Information

The property is located within the Cooksville Neighbourhood Character Area, on the west side of Argyle Road, south of Dundas Street West. The site is currently occupied by two 12 storey rental apartment buildings with surface parking and minimal landscaped area. There are no shared outdoor amenity areas located on site.



Image of existing conditions facing west

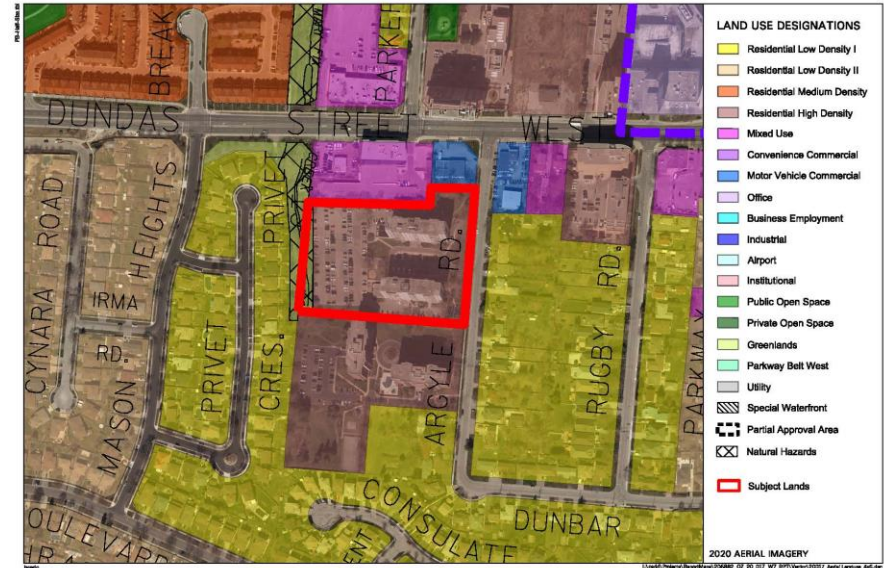
| Property Size and Use | |
|------------------------------|--|
| Frontages: | 142.56 m (467.71 ft.) |
| Depth: | 173.9 m (570.5 ft.) |
| Gross Lot Area: | 2.15 ha (5.3 ac.) |
| Existing Uses: | Two 12 storey rental apartment buildings |

Surrounding Land Uses

The surrounding area is characterized by a mix of residential, and commercial uses. The immediate surrounding area located to the east and west is largely comprised of detached homes. The property located directly south of the subject lands consists of two 13 storey condominium apartment buildings. A four storey office building and one storey parking structure is located directly north of the site. An automobile sales centre and an automobile repair shop are located directly east and west of the office building. A 13 storey condominium apartment building with ground floor commercial and Parkerhill Centre Plaza are located on the north side of Dundas Street West, within a five minute walk from the subject lands. The plaza is comprised of retail and office uses including a grocery store, restaurant, convenience store, pharmacy and walk-in clinic. A 10 storey office building and 13 storey apartment building are located on the north side of Dundas Street West and an 11 storey apartment building is located on the south side of Dundas Street West, east of the subject lands.

The surrounding land uses are:

- North: Four storey office building and one storey parking structure, automobile sales centre, automobile repair shop, Parkerhill Centre plaza, condominium apartment building
- East: Detached homes, automobile sales centre, apartment buildings, office buildings
- South: Detached homes
- West: Detached homes



Aerial Photo of 2570 and 2590 Argyle Road

The Neighbourhood Context

The site is located on the west side of Argyle Road, south of Dundas Street West within the Cooksville Neighbourhood Character Area. The surrounding area contains detached homes, apartments and office buildings. The subject lands are located in close proximity to Dundas Street West, which provides a range of uses including dental, medical office, restaurant and grocery establishments. The immediate area was largely developed during the 1960s and 1970s.

Demographics

The property is located in an area that is undergoing steady growth. Based on the 2016 census, the existing population of the Cooksville Neighbourhood (West) area is 15,240 with a median age of 43 (compared to the City's median age of 40). Sixty-eight percent of the neighbourhood population are of working age (15 to 64 years of age), with 15% children (0-14 years) and 17% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 16,200 and 16,300 respectively. The average household size is 3 persons with 20% of people living in apartment buildings that are five storeys or more. The mix of housing tenure for the area is 3,975 units (73%) owned and 1,505 units (27%) rented with a vacancy rate of approximately 0.8%* and 0.9%*. In addition, the number of jobs within the Character Area is 1,076. Total employment combined with the population results in a PPJ for Cooksville Neighbourhood (West) of 41 persons plus jobs per ha (16.6 persons plus jobs per ac.).

*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 and Northeast geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Other Development Applications

The following development applications were recently approved or are currently being processed by the City in the immediate vicinity of the subject property:

- OZ 14/006 – 2560 and 2564 Confederation Parkway – application approved for 4 live-work townhome units
- OZ 18/017 – 2515, 2522 and 2532 Argyle Road – the proposal consists of 112 back to back stacked townhomes on a private road – application refused by Council and appealed to the Local Planning Appeal Tribunal (LPAT)
- OZ 19/007 – 2476 and 2482 Confederation Parkway – application in process for 4 semi-detached homes
- OZ 19/017 – 85 - 95 Dundas Street West and 98 Agnes Street – application in process for an 18 storey residential building with ground floor commercial uses
- SPM 19/135 – 150 Paisley Boulevard West – application in process for a 10 storey rental apartment building containing 82 units with a 3 storey parking garage.

Community and Transportation Services

This application will have minimal impact on existing services in the community. The site is located 417 metres (1,368 ft.) southeast of Brickyard Park which contains a playground, baseball diamond, soccer field, spray pad, toboggan hill and washroom facilities. Parkerhill Park contains a playground and is located 284 metres (932 ft.) north of the subject property. The site is also located 700 m (0.43 mi.) northwest of Floradale Park which contains a playground and splash pad. The property is located 900 metres (0.55 mi.) from Cooksville Library. Additional comments from Community Services regarding City parks and facilities can be reviewed within Section 8 of this Appendix.

On June 20, 2018, the Dundas Connects Master Plan was

endorsed by Council, which studied the feasibility of locating higher order transit along the Dundas Street corridor. The Plan proposes enhancement of the pedestrian space along Dundas Street with wider sidewalks, landscaping, street furniture, and providing for other desirable streetscape elements such as patios and retail spill out space. It also recommends creating a complete street for all users with pedestrian space that is vibrant, safe and accessible and has continuous and consistent planting. A mix of uses and transit supportive intensification is encouraged to support higher order transit on the Dundas Street Corridor. The intensification of this site would contribute to this objective. Since Dundas Connects provides no detailed assessment specifically for the Cooksville Neighbourhood Character Area, the policies of Mississauga Official Plan continue to provide direction for assessment of applications for increased density.

In addition, the subject property is within a proposed Major Transit Station Area (MTSA) which will be serviced by a Bus Rapid Transit (BRT) station located at Dundas Street West and Confederation Parkway, approximately 450 metres from the subject lands.

The following major MiWay bus routes currently service the site:

- Route 1 – Dundas
- Route 101 – Dundas Express
- Route 4 – Sherway Gardens. The closest bus stop is located at Confederation Parkway and Paisley Boulevard West. The route provides connection to Sherway Gardens, Queensway Health Centre, Dixie

Outlet Mall and Westdale Mall via Dundas Street West, North Service Road and Queensway East .

3. Project Details

The applications are to permit a new 15 storey rental apartment building. The two existing 12 storey rental apartment buildings will remain.

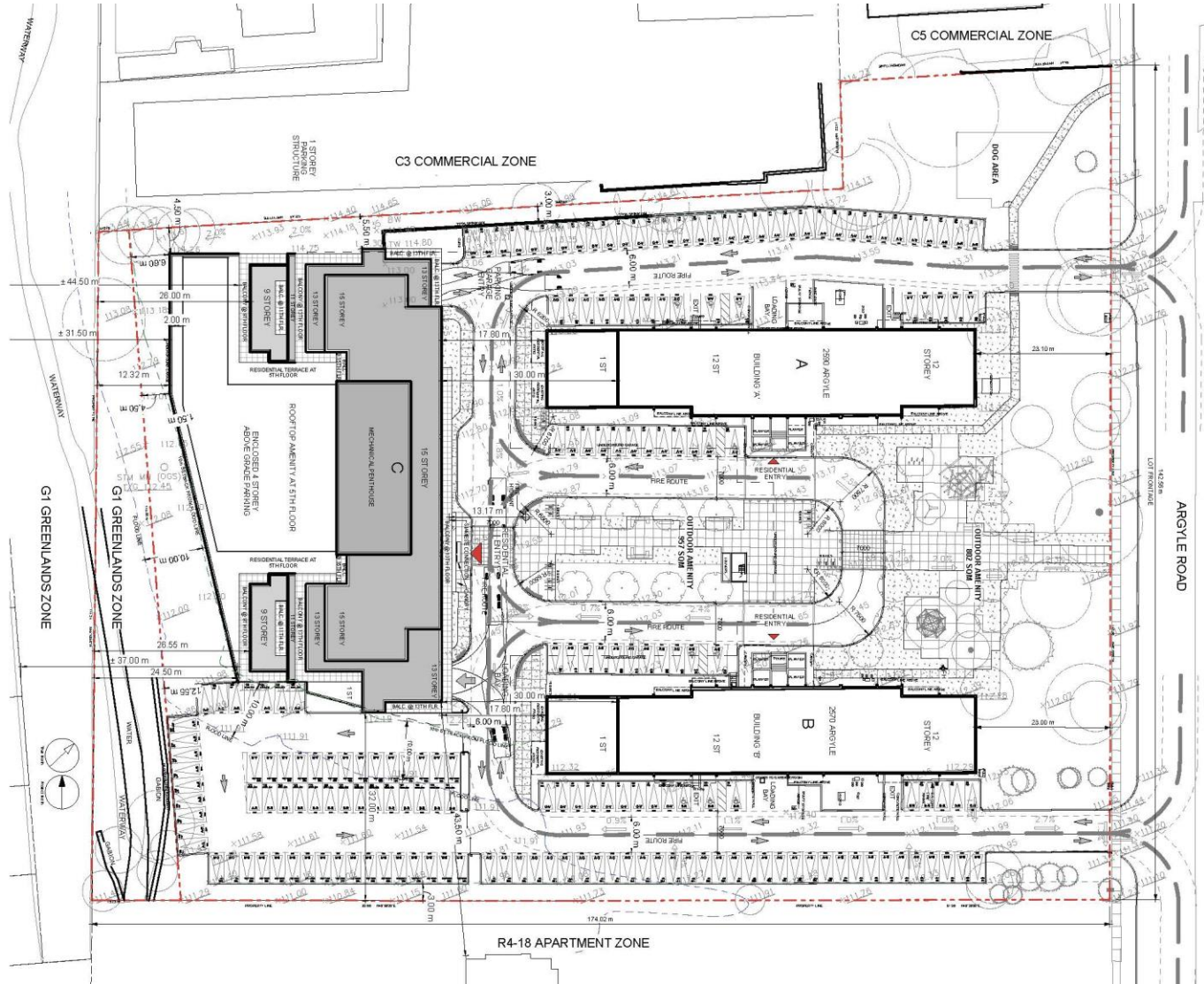
| Development Proposal | | |
|---------------------------------------|---|----------|
| Applications submitted: | Received: October 9, 2020 Deemed complete: October 28, 2020 | |
| Developer/ Owner: | 574199 Ontario Inc. | |
| Applicant: | Bousfields Inc. | |
| Number of units: | 250 | |
| Existing Gross Floor Area: | 21,189.60 m ² (228,082 ft ²) | |
| Proposed Additional Gross Floor Area: | 19,454.27 m ² (209,404 ft ²) | |
| Height: | 46.0 m and 15 storeys | |
| Lot Coverage: | 25% | |
| Floor Space Index: | 1.89 | |
| Landscaped Area: | 42 % | |
| Anticipated Population: | 548* *Average household sizes for all units (by type) based on the 2016 Census | |
| Parking: | Required | Provided |
| resident spaces | 578 | 503 |
| visitor spaces | 113 | 101 |
| total | 691 | 604 |
| Green Initiatives: | <ul style="list-style-type: none"> • Green roof • Rainwater harvesting tank | |

Supporting Studies and Plans

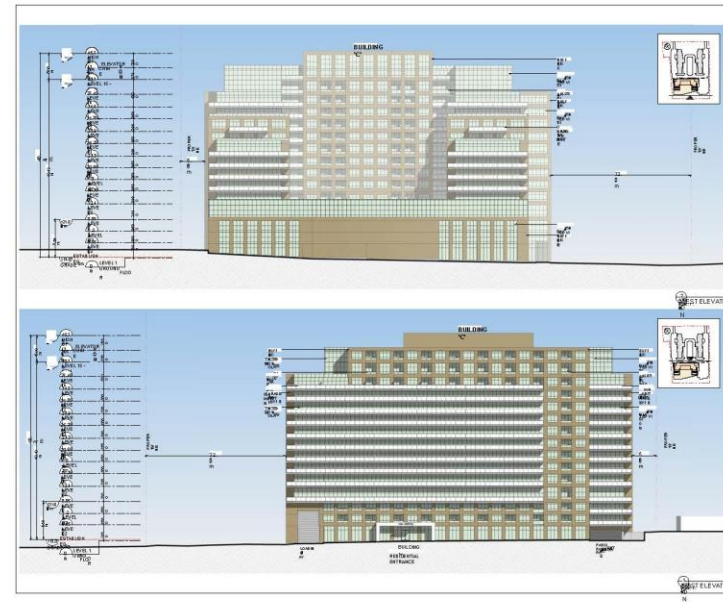
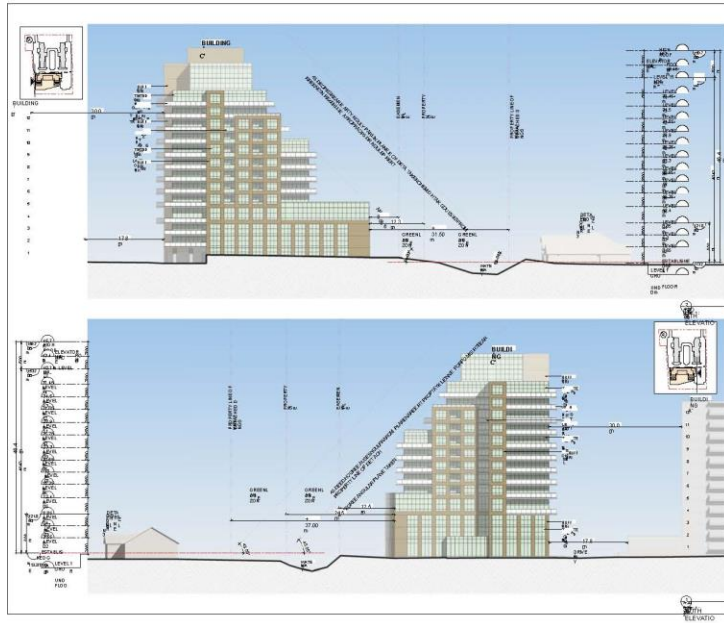
The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Context Plan
- Survey
- Concept Site Plan
- Floor Plans
- Building Elevations
- Coloured Perspectives
- Preliminary Site Servicing and Grading Plans
- Post Development Drainage Plan
- Landscape Plan
- Tree Preservation Plan
- Tree Removal Inventory
- Draft Official Plan Amendment
- Draft Zoning By-law
- Parcel Registers
- Planning and Urban Design Rationale
- Shadow Study
- Pedestrian Wind Study
- Preliminary Environmental Noise Report
- Urban Transportation Considerations Report
- Phase I Environmental Assessment
- Functional Servicing and Preliminary Stormwater Management Report
- Hydrogeological Assessment Report
- Geotechnical Investigation and Engineering Design Report
- Stage 1-2 Archaeological Property Assessment

Concept Plan and Elevations



Site Plan





04 - AROYLE STREET VIEW PERSPECTIVE

Applicant's Rendering

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

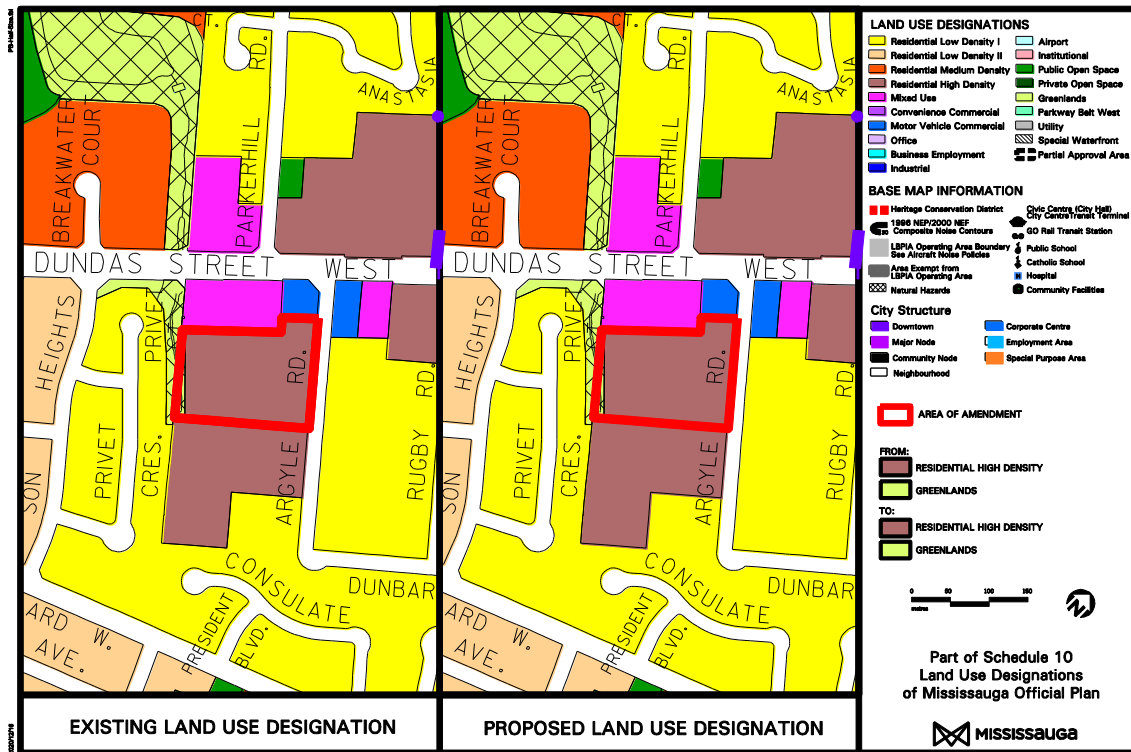
The site is designated **Residential High Density** and **Greenlands**. The **Residential High Density** designation permits apartment dwellings. The **Greenlands** designation permits conservation, stormwater management facilities, flood control and/or erosion management, passive recreation activity and parkland.

Proposed Designation

The applicant is proposing to maintain the **Residential High Density** and **Greenlands** designations but increase the permitted Floor Space Index (FSI) to 1.89, whereas currently a maximum of 1.5 is permitted.

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

Excerpt of Cooksville Neighbourhood Character Area



Mississauga Zoning By-law

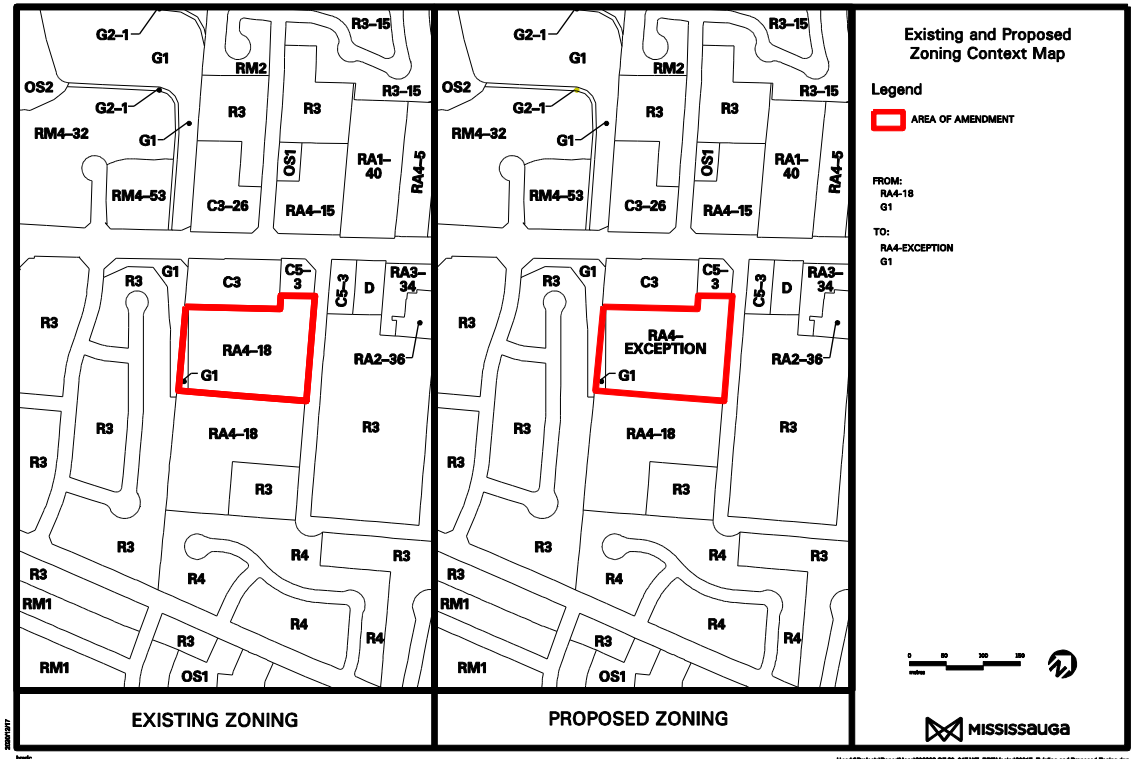
Existing Zoning

RA4-18 (Apartments), which permits apartment dwellings with a maximum FSI of 1.5 and a maximum height of 13 storeys.

G1 (Greenlands), which permits conservation, stormwater management facilities, flood control and/or erosion management, trails and passive recreation activity.

Proposed Zoning

The proposed zone is **RA4-Exception** (Apartments) to permit the proposal with exceptions for FSI, height and parking and parking aisle standards. The **G1** (Greenlands) zone will remain.



Proposed Zoning Regulations

| Zone Regulations | RA4-18 Zone Regulations | Proposed RA4-Exception Amended Zone Regulations |
|---|--|--|
| Maximum Floor Space Index (FSI) | 1.5 | 1.9 |
| Maximum height | 13 storeys | 46.0 m and 15 storeys |
| Maximum gross floor area - apartment zone per storey for each storey above 12 storeys | 1,000 m ² (10,763.9 ft ²) | 1,420 m ² (15,284.7 ft ²) |
| 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 (3.2 ft.) | 1.8 m (5.9 ft.) |
| Minimum setback from a parking structure above or partially above finished grade to any lot line | 7.5 m (24.6 ft.) | 4.5 m (14.7 ft.) |
| Minimum Off-Street Parking Regulations – Rental Apartment | 1.00 space per studio 1.18 spaces per 1 bedroom 1.36 spaces per 2 bedroom 1.50 spaces per 3 bedroom 0.20 visitor spaces per unit | 1.0 space per unit 0.20 visitor spaces per unit |
| Parking spaces with a parking angle exceeding 15°, except those designated for persons with disabilities shall have an unobstructed rectangular area, exclusive of any aisle or driveway | minimum width of 2.6 m (8.5 ft.) minimum length of 5.2 m (17 ft.) | 1 parking space permitted minimum width of 2.5 m (8.2 ft.) minimum length of 5.2 m (17 ft.) |
| The minimum aisle width | 7.0 m (23 ft.) | 47 parking spaces with a minimum aisle width of 6.7 m (22 ft.) |
| Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. | | |

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) | <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>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</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>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p> |

| Policy Document | Legislative Authority/Applicability | Key Policies |
|---|---|--|
| | | 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) |
| Greenbelt Plan | <p>Mississauga is not located within the Greenbelt Area and therefore the <i>Greenbelt Act</i>, 2005 does not apply in Mississauga. However, the Greenbelt Plan does recognize natural heritage systems contained within the Greenbelt are connected to systems beyond the Greenbelt, including the Credit River.</p> <p>The portion of the lands which forms part of the Credit River and associated valleylands is captured within the Urban River Valleys designation of the Greenbelt Plan.</p> <p>Until such time as the portion of the lands within the Urban River Valleys designation come into the City's ownership, the policies of the Greenbelt Plan do not apply.</p> | Only publicly owned lands are subject to the policies of the Urban River Valley designation. Any privately owned lands within the boundary of the Urban River Valley area are not subject to the policies of this designation. (Greenbelt Plan 6.2.1) |
| Parkway Belt West Plan (PBWP) | <p>The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.</p> <p>The portions of the lands that contain the valleylands associated with the Credit River are designated Public Open Space and Buffer Area in the PBWP.</p> | The Parkway Belt West Plan does not apply to this site. |
| Region of Peel Official Plan (ROP) | The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed 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 | <p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p> <p>The majority of relevant policies are found in Section 5 The Urban System</p> |

| Policy Document | Legislative Authority/Applicability | Key Policies |
|-----------------|---|---|
| | <p>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>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> <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 located within a proposed Major Transit Station Area (MTSA).

The lands are located within the Cooksville Neighbourhood Character Area and are designated **Residential High Density** and **Greenlands**. The **Residential High Density** designation permits apartment dwellings. The **Greenlands** designation permits conservation, stormwater management facilities, flood

control and/or erosion management, passive recreation activity and parkland.

The applicant is proposing to maintain the **Residential High Density** and **Greenlands** designations but increase the permitted Floor Space Index (FSI) to 1.89, whereas currently a maximum of 1.5 is permitted. 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 4.5 | Mississauga will preserve the character, cultural heritage and livability of our communities. Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life. Mississauga Official Plan policies implement the guiding principles. |
| Chapter 5 Direct Growth | Section 5.1.4 Section 5.1.6 Section 5.1.9 Section 5.3.5 Section 5.3.5.1 Section 5.3.5.3 Section 5.3.5.5 Section 5.3.5.6 | Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities. 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 employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure. Mississauga will protect and conserve the character of stable residential neighbourhoods. |

| | Specific Policies | General Intent |
|--|---|---|
| | | <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.</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 6.3.1 Section 6.3.2 Section 6.3.8 | <p>Mississauga will give priority to actions that protect, enhance, restore and expand the Green System for the benefit of existing and future generations.</p> <p>The City will promote the Green System to public and private stakeholders as being integral to protecting the city's natural heritage features, particularly its role in providing ecological linkages and ecosystem services.</p> <p>Buffers shall be determined on a site specific basis as part of an Environmental Impact Study or other similar study, to the satisfaction of the City and appropriate conservation authority.</p> |
| Chapter 7 Complete Communities | Section 7.1.1 Section 7.1.3 Section 7.1.6 Section 7.2.1 Section 7.2.2 Section 7.2.8 Section 7.2.9 | <p>The official plan 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 opportunities for:</p> <ol 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> |

| | Specific Policies | General Intent |
|---|--|--|
| | | The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes. |
| Chapter 8 Create a Multi-Modal City | Section 8.4.3 | 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. |
| Chapter 9 Build A Desirable Urban Form | Section 9.1 Section 9.1.1 Section 9.1.3 Section 9.3.5.6 Section 9.4.1 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.2.7 | <p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties.</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.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>Residential developments of a significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.</p> <p>Site and building design will improve connections and accessibility for transit users and promote pedestrians and cycling transportation modes. Mississauga will consider the convenience, comfort and safety of pedestrians and cyclists through urban design.</p> <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. 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.</p> <p>Site development should respect and maintain the existing grades on-site.</p> |
| Chapter 10 Foster a Strong Economy | 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 | Lands designated Residential High Density will permit the following use: <ul style="list-style-type: none"> a. apartment dwelling. |
| Chapter 16 Neighbourhoods | Section 16.1.1.2 Section 16.6.1.3 | 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: <ul style="list-style-type: none"> 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. |

| | Specific Policies | General Intent |
|--------------------------------------|--------------------------|--|
| | | For lands designated Residential High Density a maximum building height of eight storeys is permitted unless otherwise specified in the Urban Design policies of this Plan. |
| Chapter 19 Implementation | Section 19.5.1 | <p>City Council will consider applications for site specific amendments to this Plan within the context of the policies and criteria set out throughout this Plan. The proponent of an official plan amendment will be required to submit satisfactory reports to demonstrate the rationale for the amendment; including, among other matters:</p> <ol style="list-style-type: none"> a) that the proposed redesignation would not adversely impact or destabilize the following: <ul style="list-style-type: none"> • the achievement of the overall intent, goals, objectives, and policies of this Plan; and • the development or functioning of the remaining lands that have the same designation, or neighbouring lands; and b) that a municipal comprehensive review of land use designations or a five year review is not required; c) that the lands are suitable for the proposed use, and a planning rationale with reference to the policies of this Plan, other applicable policies, and sound planning principles is provided, setting out the merits of the proposed amendment in comparison with the existing designation; d) land use compatibility with the existing and future uses of surrounding lands; and e) the adequacy of engineering services, community infrastructure and multi-modal transportation systems to support the proposed application. |

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. As this proposal is for rental housing, the requirement for affordable housing is not applicable.

6. School Accommodation

| The Peel District School Board | The Dufferin-Peel Catholic District School Board |
|---|--|
| <p>Student Yield:</p> <p>30 Kindergarten to Grade 6 7 Grade 7 to Grade 8 6 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Floradale Public School</p> <p>Enrolment: 647 Capacity: 711 Portables: 0</p> <p>Queen Elizabeth Senior Public School</p> <p>Enrolment: 333 Capacity: 262 Portables: 4</p> <p>Port Credit Secondary School</p> <p>Enrolment: 1,253 Capacity: 1,203 Portables: 1</p> | <p>Student Yield:</p> <p>5 Kindergarten to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St. Catherine of Siena Elementary School</p> <p>Enrolment: 550 Capacity: 668 Portables: 0</p> <p>St. Martin Secondary School</p> <p>Enrolment: 1,110 Capacity: 1,026 Portables: 0</p> |

7. Community Comments

A virtual community meeting was held by Ward 7 Councillor, Dipika Damerla on November 24, 2020.

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.

- Additional residential development is happening in close proximity to the site, traffic in the area is already too congested, and the proposal will make it worse, especially along Dundas Street West, Argyle Road and Mason Heights
- The increased number of dwelling units will have an adverse impact on neighbourhood traffic safety and on-street parking
- The proposed setback to the west property line and the orientation of the building will increase the amount of overlook and create privacy concerns
- The site will be overdeveloped and the increased population will adversely impact the surrounding parkland amenities and negatively impact classroom sizes, which are currently oversubscribed
- The proposed roof top amenity space will cause increased noise pollution, and the above grade parking structure and residential tower will create additional light and air pollution
- The proposed height is inappropriate, as it exceeds the heights of existing buildings within the immediate vicinity, and does not provide appropriate transition to the existing detached dwellings to the west of the site
- The proposed development is too dense and will adversely impact existing views and create shadow impacts
- The proposal does not provide adequate greenspace on site and will negatively impact the Greenlands located adjacent to the west property line
- The proposed development will negatively impact the wildlife habitats of Mary Fix Creek and may displace existing rodent populations, causing issues for existing residents
- Due to its proximity to Mary Fix Creek the development may cause flooding issues
- The proposed development would negatively impact the land value of surrounding properties
- Rental apartment buildings are less desirable than condominium buildings, as they provide housing for transient tenants

8. Development Issues

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

| Agency / Comment Date | Comments |
|---|---|
| Region of Peel (December 2, 2020) | <p>Municipal sanitary sewers consist of a 250 mm (9.8 in.) sewer located on Argyle Road. Municipal water infrastructure consists of a 300 mm (11.8 in.) water main located on Argyle Road</p> <p>A satisfactory Functional Servicing Report must be submitted to determine the adequacy of the existing services on site. The report dated August 12, 2020 is complete and will be sent for modeling</p> <p>Regional Site Servicing approvals are required prior to the local municipality issuing building permits</p> <p>A Waste Management Plan must be completed to confirm a satisfactory waste collection access route on site.</p> |
| Dufferin-Peel Catholic District School Board (November 4, 2020) and the Peel District School Board (December 8, 2020) | <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 these development applications.</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> |
| City Community Services Department – Park Planning Section (November 16, 2020) | <p>The subject site is located adjacent to an unnamed park zoned "G1" (Greenbelt). The site is also located 417 m (1,368 ft.) from Brickyard Park, which contains a lit baseball diamond, natural ice rink, parking lot, accessible community play site, lit soccer field, spray pad, toboggan hill and permanent washroom facilities. The proposed development is also located 284 m (932 ft.) from Parkerhill Park, which contains a play site.</p> <p>An Environmental Impact Statement (EIS) has been requested to determine any additional protection required for lands adjacent to Mary Fix Creek.</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's Policies and Bylaws.</p> |
| Credit Valley Conservation Authority (December 19, 2020) | <p>The site is traversed by Mary Fix Creek and contains natural features and natural hazards associated with the watercourse, including the valleyland, slope/erosion hazards, and floodplain hazards.</p> <p>The CVC recommends that all lands beyond the approved limit of development including all applicable buffers/setback areas are placed into public ownership for long term protection and maintenance.</p> |
| City Transportation and Works Department (December 23, 2020) | <p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> |

| Agency / Comment Date | Comments |
|-----------------------|---|
| | <p>Stormwater A Functional Servicing Report (FSR) prepared by C.F. Crozier & Associates Inc., dated August 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, 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 construct a new internal storm sewer to service the development lands, to connect to the existing outlet to Mary Fix Creek; as well as on-site stormwater management controls for the post-development discharge. Approval of the proposed plan is also required from Credit Valley Conservation.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • Demonstrate the feasibility of the proposed storm sewer; • Demonstrate that there will be no impact on the City's existing drainage system, including how groundwater will be managed on-site; • Demonstrate that there will be no upstream or downstream impact on Mary Fix Creek nor will there be any impact on the long-term slope stability of the valley slope located along Mary Fix Creek; and • Demonstrate that there will be no impact from Mary Fix Creek on the development during storm events. <p>Traffic A Traffic Impact Study (TIS), prepared by BA Consulting Group and dated September 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 study. The Traffic Impact Study is to be updated as follows:</p> <ul style="list-style-type: none"> • Provide an updated Traffic Impact Study addressing all staff comments; • Conduct a signal warrant analysis for the two intersections of: Dundas Street West & Argyle Road, and Confederation Parkway & Dunbar Road; • Include comparison for trip generation and impact to the road network between 12-storey apartment and 15-storey apartment; and • Address any traffic concerns from the Community related to the proposed development. <p>Environmental Compliance Phase I Environmental Site Assessment (ESA) (project 10-2434), dated November 22, 2010, prepared by TRY Environmental Services Inc. has been received. The report was prepared more than 10 years ago.</p> <p>The applicant is required to submit further documents prior to recommendation report:</p> <ul style="list-style-type: none"> • Phase One ESA update along with a reliance letter • Clarification regarding land dedication • The Temporary Discharge to Storm Sewer Commitment Letter <p>Noise A Preliminary Environmental Noise Report prepared Jade Acoustics Inc., dated May 26, 2020, was submitted for review. The Noise Study evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic and existing stationary sources from the surrounding area. Further information is required to assess the impacts of noise levels from both the road and existing sources on this development.</p> |

| Agency / Comment Date | Comments |
|--|--|
| | <p>Engineering Plans/Drawings 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.</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"> - Forestry, Community Services Department - Heritage Planning, Community Services Department - Culture Planning, Community Services Department - Fire Prevention - Alectra - Canada Post - Rogers Cable - Greater Toronto Airports Authority - Trillium Health Partners |

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 land use, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic and parking impacts?
- Provision of a satisfactory Functional Servicing Report to determine if there is capacity and resolution of all servicing and utility issues

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.

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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Development Requirements

City of Mississauga
Corporate Report



| | |
|---|--|
| <p>Date: February 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: March 8, 2021</p> |

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.

("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).



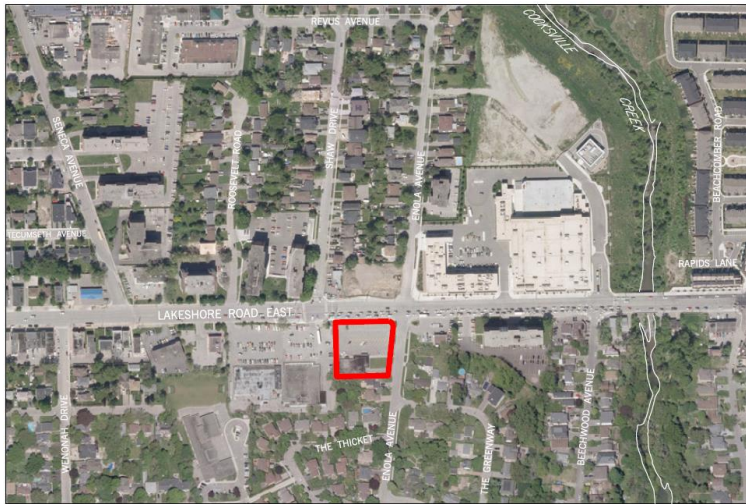
Existing Conditions – facing southwest from the corner of Lakeshore Road East and Enola Avenue

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

| 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

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.

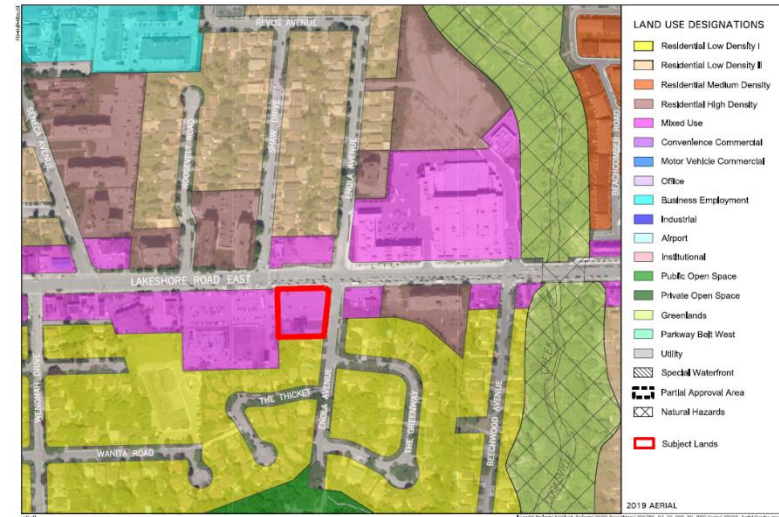
Surrounding Land Uses

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



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.

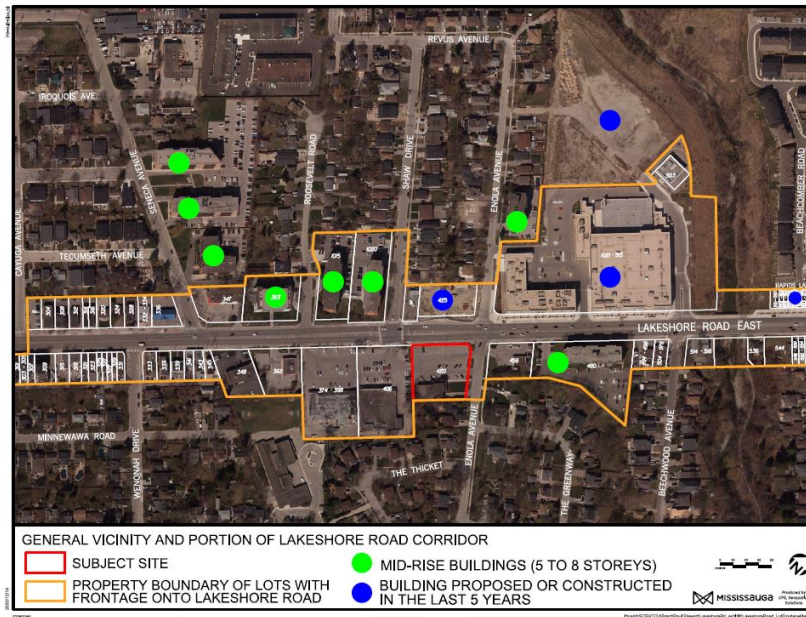


Looking east along Lakeshore Road East
(2 storey commercial building on north side and 7 storey mid-rise on south side)

- 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

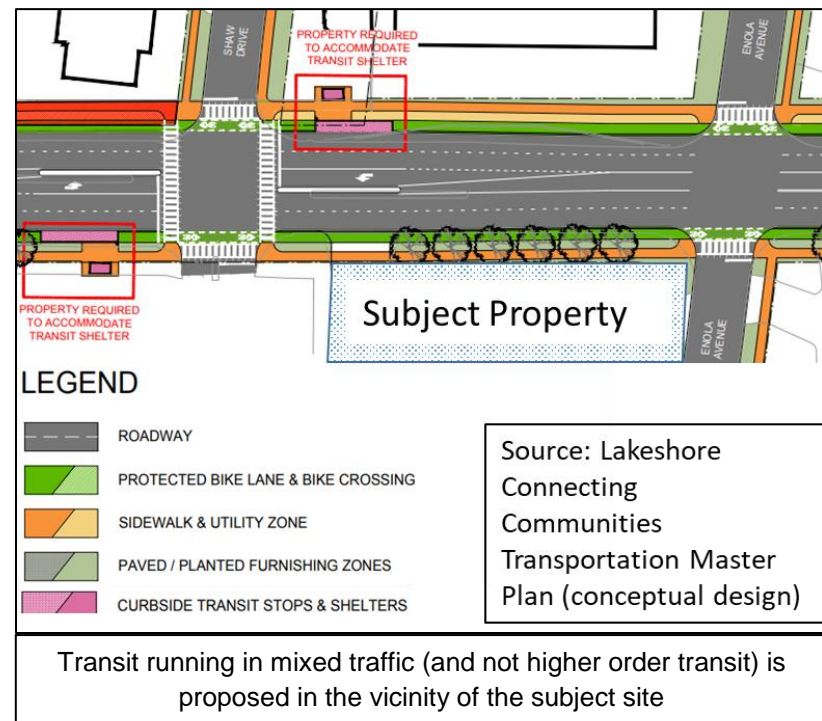


Implementation strategy recommended higher order transit for the eastern portion of the corridor and transit in mixed traffic along the remainder of Lakeshore Road East

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.

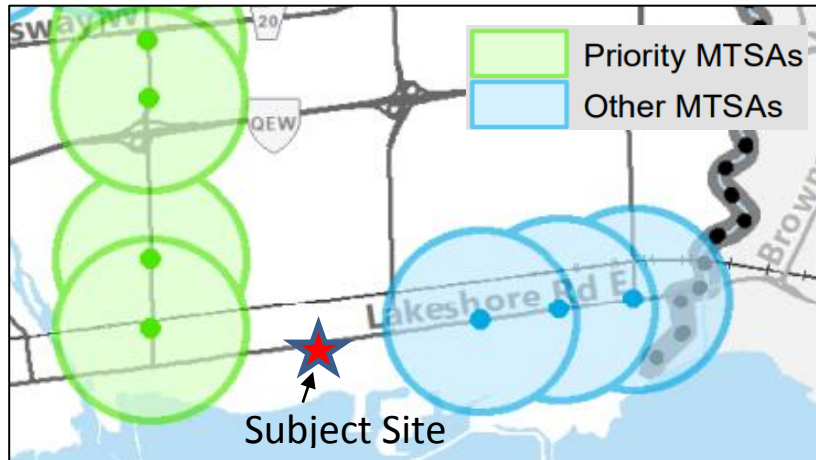
In the immediate vicinity of the subject property, the Master Plan recommended a separated bicycle lane, landscaping and sidewalk, along with more frequent express bus service. An express bus stop was conceptually identified adjacent to the property at Shaw Drive. The City is currently initiating the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



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 MTTSA. 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.

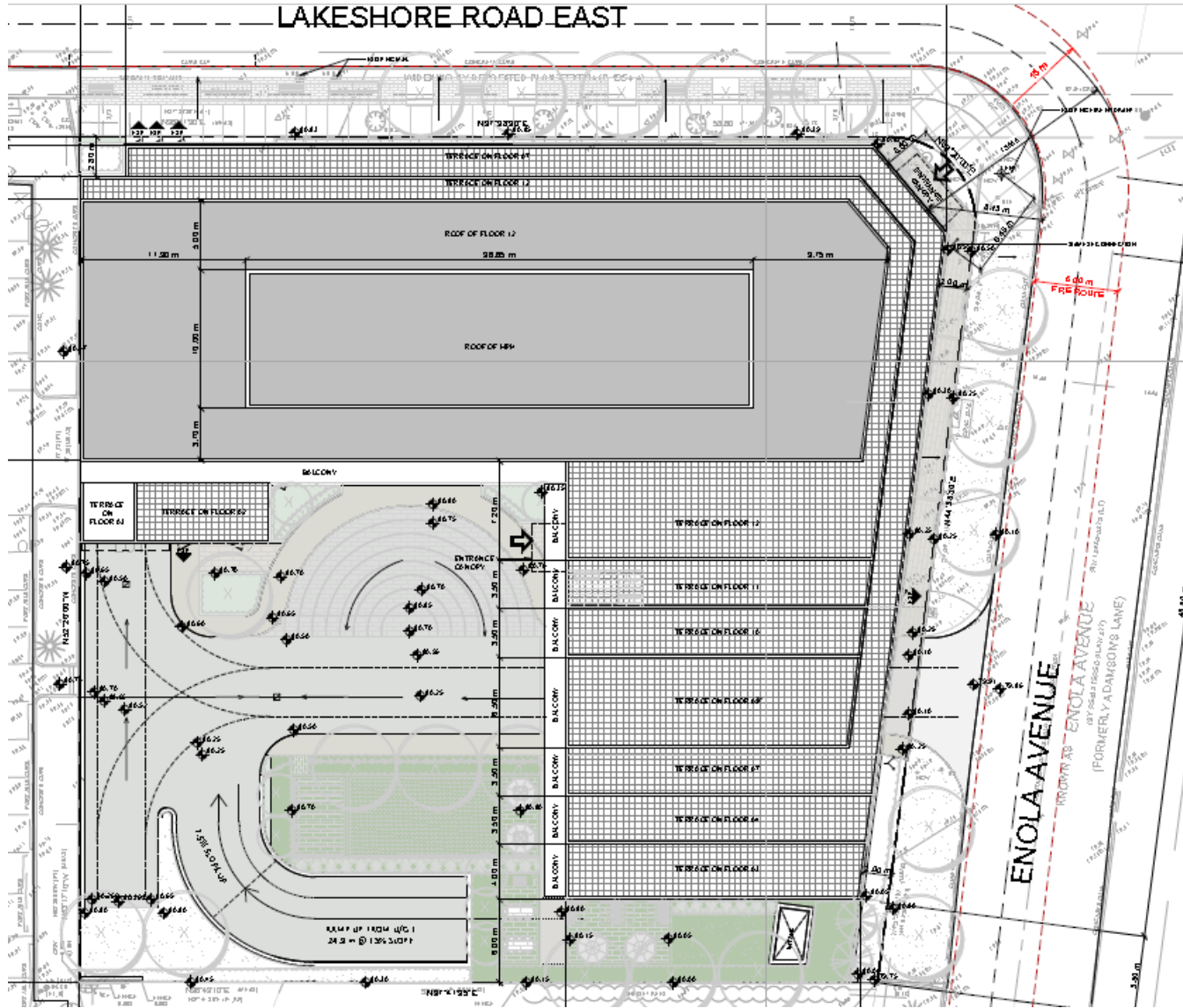
| Development Proposal | | | | | | | | | | | |
|---|---|----------|----------|-----|-----|----|----|----|---|-----|-----|
| Applications submitted: | Received: June 24, 2020 Deemed complete: July 9, 2020 | | | | | | | | | | |
| Developer/ Owner: | Starbank Group of Companies (originally submitted as 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 | <table border="1"> <thead> <tr> <th>Required</th> <th>Provided</th> </tr> </thead> <tbody> <tr> <td>273</td> <td>167</td> </tr> <tr> <td>40</td> <td>20</td> </tr> <tr> <td>21</td> <td>0</td> </tr> <tr> <td>334</td> <td>187</td> </tr> </tbody> </table> | Required | Provided | 273 | 167 | 40 | 20 | 21 | 0 | 334 | 187 |
| Required | Provided | | | | | | | | | | |
| 273 | 167 | | | | | | | | | | |
| 40 | 20 | | | | | | | | | | |
| 21 | 0 | | | | | | | | | | |
| 334 | 187 | | | | | | | | | | |
| *May vary depending on type of commercial space | | | | | | | | | | | |

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

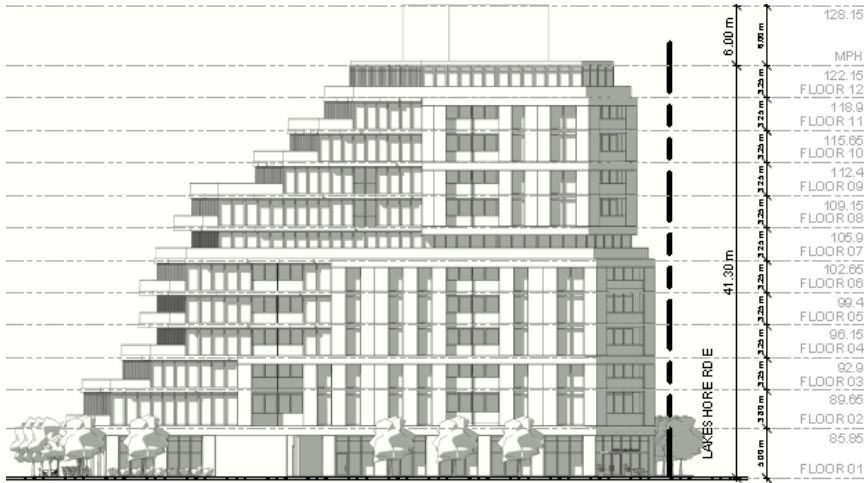
Supporting Studies and Plans

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



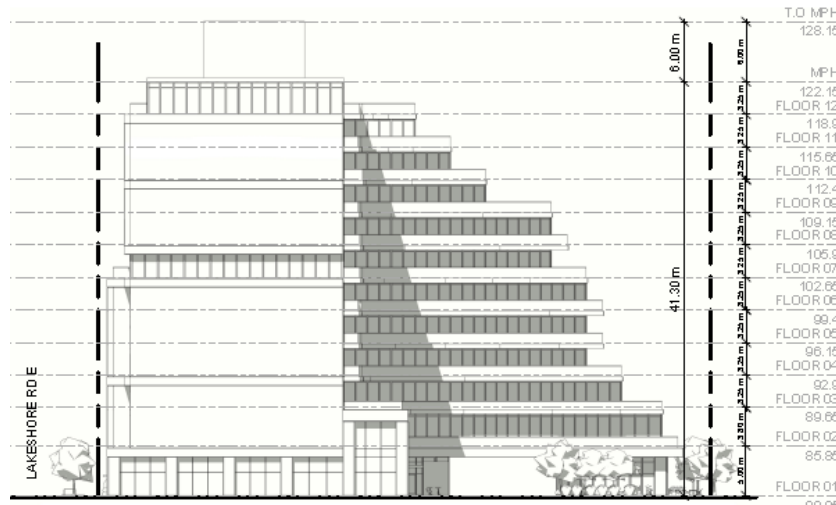
Concept Site Plan



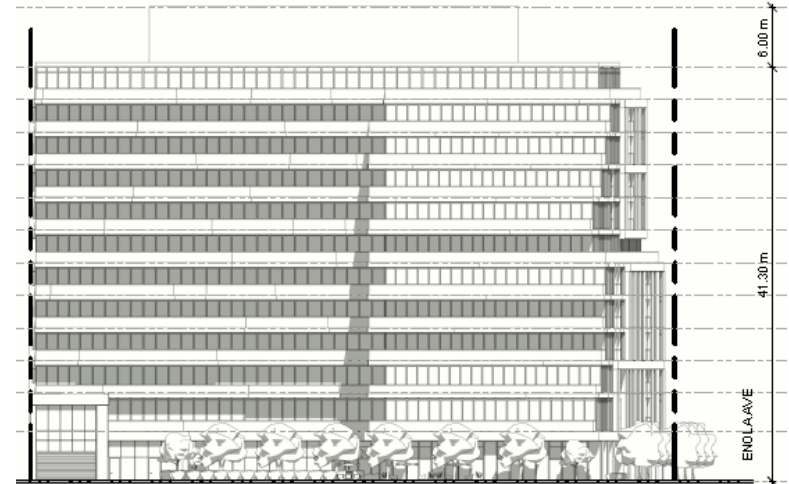
East Elevation



North Elevation



West Elevation



South Elevation

Elevations



STREET LEVEL PERSPECTIVE FROM LAKE SHORE + ELDON
LOOKING SOUTH WEST



AERIAL PERSPECTIVE FROM ELDON
LOOKING NORTH WEST



STREET LEVEL PERSPECTIVE FROM LAKE SHORE
+ ELDON 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

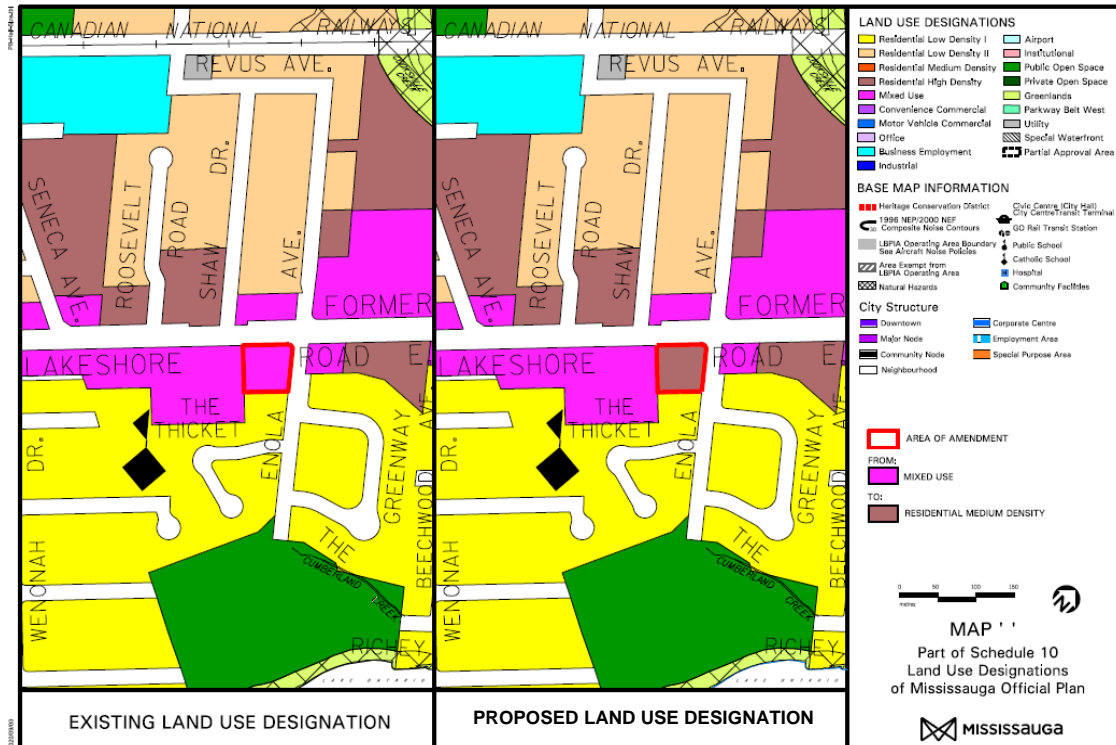
The applicant is proposing to change the designation of the site from **Mixed Use** to **Residential High Density** in order to permit an apartment building with ground floor commercial space associated with live/work units.

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

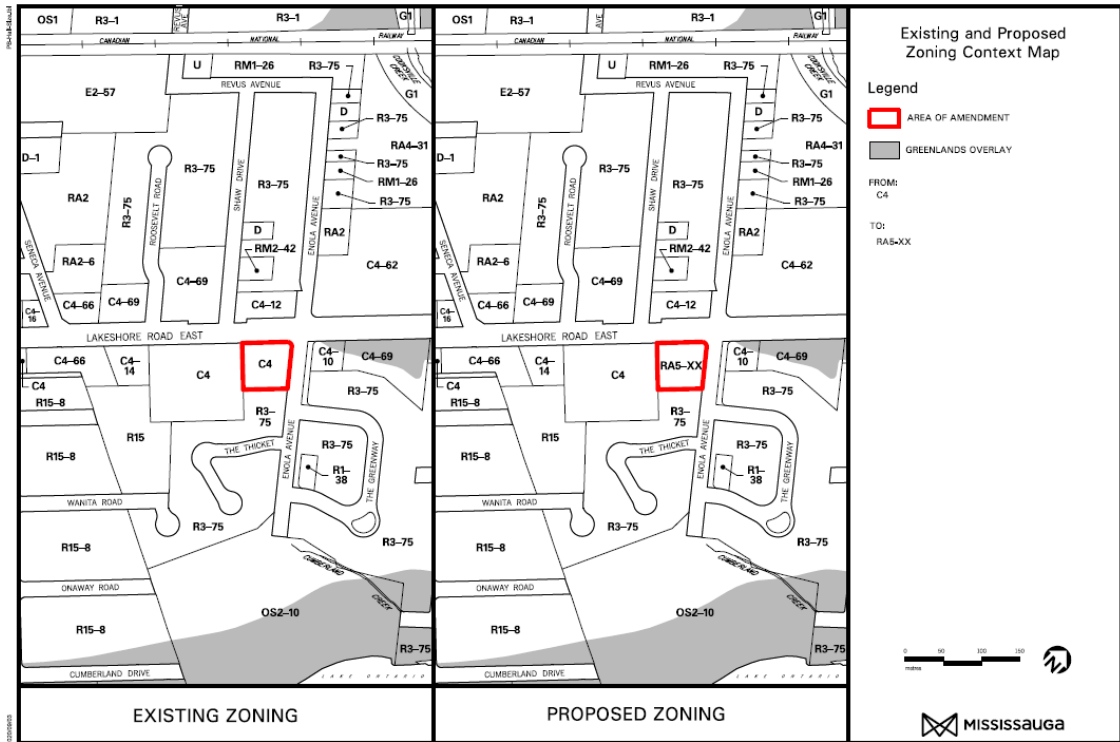
The site is currently zoned **C4** (Mainstreet Commercial), which allows building heights up to 3 storeys and permits a wide range of commercial uses including restaurants, take out restaurants and retail, as well as dwelling units above the first storey of a commercial building. This zone also permits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

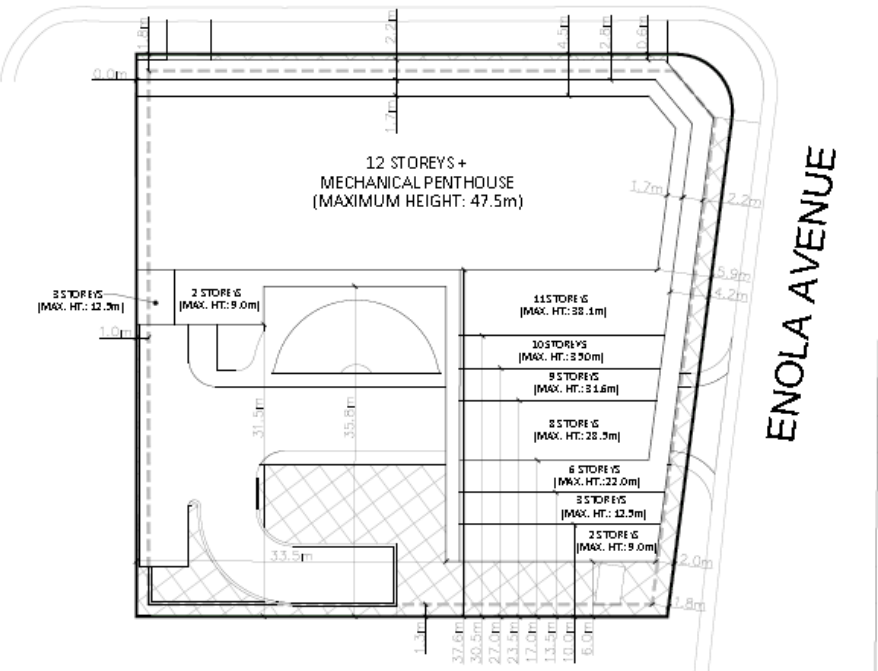


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Proposed Zoning Regulations

| Zone Regulations | RA-5 Zone Regulations | Proposed RA-5 Amended Zone Regulations ¹ |
|--|---|--|
| Additional Permitted Use | - | <p style="text-align: center;">Live/Work Unit²</p> <p>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 m² (5,813 ft²)</p> |
| Maximum Floor Space Index (FSI) | 2.9 | 5.0 |
| Minimum Front and Exterior Side Yards³ | 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 Yards⁴ | <p>Setbacks increase with building height and include:</p> <ul style="list-style-type: none"> - 7.5 m (24.6 ft.) for first 10 m (32.8 ft.) of building height <p style="text-align: center;">Plus</p> <ul style="list-style-type: none"> - 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.) | <p>Setbacks increase with building height and include:</p> <ul style="list-style-type: none"> - 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 12.6m (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>LAKESHORE 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 |
|---|---|--|
| <p>Provincial Policy Statement (PPS), 2020</p> | <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> |
| <p>Region of Peel Official Plan (ROP) (Office Consolidation December 2018)</p> | <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 |

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| | <p>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> | <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> |

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| 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> |

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| | | <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> |

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| | | <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 Section 9.3.1.7 Section 9.3.1.8 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 Section 9.5.1.5 Section 9.5.1.9 Section 9.5.1.11 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 Section 9.5.3.2 Section 9.5.3.3 Section 9.5.3.4 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 Section 9.5.6.1 | <p>All development will utilize sustainable design practices</p> <p>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.</p> <p>Development and elements within the public realm will be designed to provide continuity of the streetscape and minimize visual clutter.</p> <p>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.</p> <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.</p> <p>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</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.</p> <p>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.</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare.</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such</p> |

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| | | <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> |

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| | | <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> |

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| 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

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| 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> |

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| | | 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> |

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| | | <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 |

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| | | <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> |
| <p>Built Form Standards – Lakeview Character Areas: Lakeshore Corridor Precinct</p> | <p>Section 3.1 Section 3.2 Section 3.3 Section 3.4 Section 3.5 Section 3.6 Section 3.7 Section 3.8 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 | The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: <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.

City of Mississauga
Corporate Report



| | |
|--|--|
| <p>Date: February 12, 2021</p> | <p>Originator's files: CD.06-HOU</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>Meeting date: March 8, 2021</p> |

Subject

2020 Housing Market Update

Recommendation

That the report titled "2020 Housing Market Update" dated February 12, 2021 from the Commissioner of Planning and Building, be received for information.

Report Highlights

- COVID-19 related impacts significantly reduced residential rental unit demand in 2020, which in turn increased the vacancy rate. Market conditions will likely continue to favour renters throughout much of 2021.
- With the rental vacancy rate still remaining below 3%, the City's Rental Housing Protection By-law 0121-2018 will continue to apply to protect affordable rental units from demolition or conversion.
- Historically low interest rates, a rise in remote work and a desire for more indoor and outdoor space have increased the demand for ground-related housing, resulting in double-digit price increases in 2020.
- Despite historically low interest rates, homeownership will continue to be challenging for many families in Mississauga. The ability to spend more on housing due to low borrowing costs will likely be mostly offset by higher housing prices throughout 2021.
- The growing demand for more affordable ground-related housing options is currently being explored as part of the City's Official Plan Review.

Background

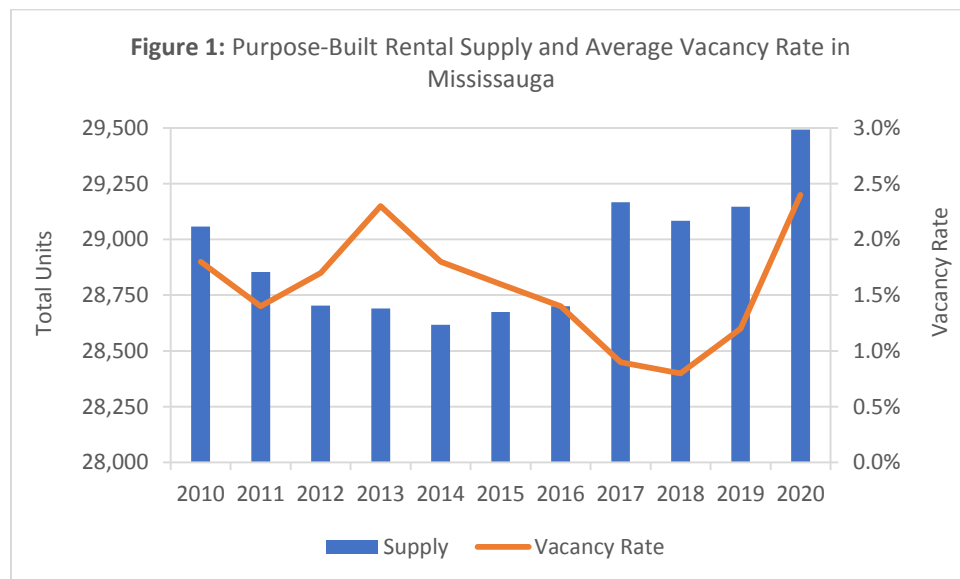
This report provides an overview of how the COVID-19 pandemic impacted Mississauga's rental and homeownership markets in 2020. The data presented in this report will be posted on the City's website and updated periodically as new data are released.

Comments

The rental and ownership markets have experienced different trajectories in 2020.

Rental Housing Market

The economic impact of COVID-19 has significantly reduced rental demand in Mississauga, which has helped ease the average vacancy rate in the primary rental market (purpose-built rental housing). As shown in **Figure 1**, Mississauga's vacancy rate increased to 2.4% in 2020, the highest vacancy rate in the past 10 years. This decrease in rental demand is in part due to the job losses in the service and hospitality sectors that tend to pay lower wages and employ younger workers, which are key characteristics of typical renter households.¹ Another contributing factor is a decrease in the number of immigrants, non-permanent residents and students migrating to the City. These groups also make up a significant share of renter households.



Source: CMHC Rental Market Survey

In addition to lower rental demand, supply growth in the primary rental market also helped ease the City's vacancy rate. Despite impediments to construction throughout 2020, 346 new

¹ According to the 2020 CMHC Rental Market Report.

purpose-built rental units were constructed in 2020.¹ Somewhat surprisingly, the average rents of purpose-built units increased in 2020 by 6% to an average of \$1,515 per month. This may reflect newer, more modern, units coming on stream and rent increases that were established prior to the pandemic.² We understand from leasing agents that current asking rents are lower than pre-pandemic levels.

An increase in the supply of new secondary rental market condominium apartments was also responsible for higher vacancy rates. With COVID-19 impacting tourism across the GTA, many investors shifted their existing short-term rental properties to long-term rentals. According to the Toronto Regional Real Estate Board (TRREB), the number of condominium apartment units listed for rent in Mississauga during Q4 2020 was up by 90% compared to Q4 2019. This growth in available condominium rental units has given prospective renters more choice and negotiating power, resulting in a downward adjustment in average rents. In Q4 2020, the average rent for an available condominium apartment was \$2,113 in Mississauga, down by 10% compared to Q4 2019. **Table 1** provides an overview of the year-over-year change in rents for all condominium apartment unit types between Q4 2019 and Q4 2020.

Table 1: Average Rent for Condominium Apartments in Mississauga

| | Bachelor | One-Bedroom | Two-Bedroom | Three-Bedroom |
|---------------------|----------|-------------|-------------|---------------|
| Q4 2019 | \$1,817 | \$2,157 | \$2,569 | \$2,719 |
| Q4 2020 | \$1,614 | \$1,890 | \$2,303 | \$2,599 |
| Y/Y % Change | -11.2% | -12.4% | -10.4% | -4.4% |

Source: Toronto Regional Real Estate Board

Homeownership Market

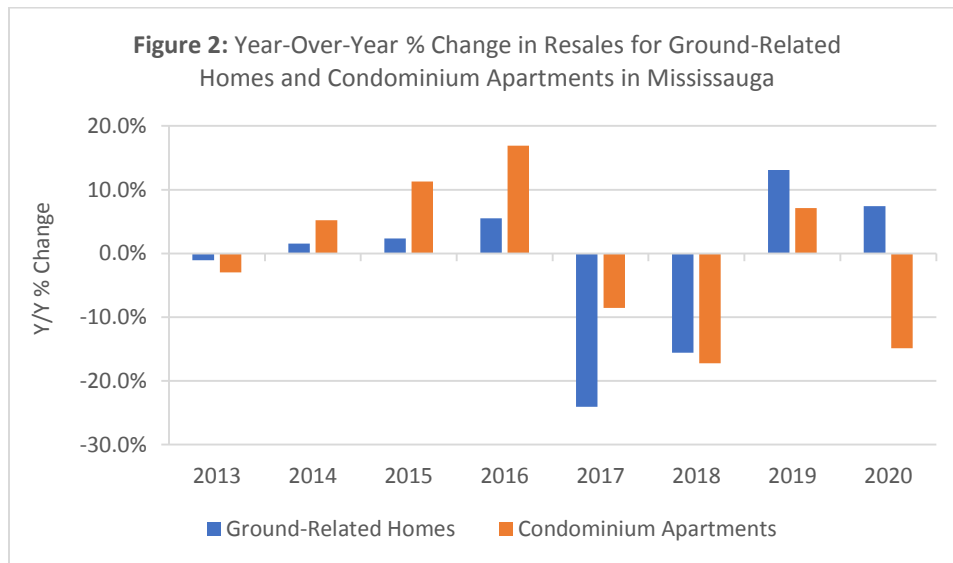
Despite the uncertainty brought on by COVID-19, the GTA homeownership market remained resilient in 2020. Following the steep decline in demand during the typically busy spring market, home sales bounced back to record level across the GTA throughout the Summer and Fall. The recovery in the homeownership market throughout the second half of the year was fuelled by pent-up demand from the spring COVID-19 lockdown, low borrowing costs and the enhanced use of technology for virtual open houses, showings and new project launches.

Although Mississauga saw neither growth nor a decline in home sales in 2020 (0.2% increase from the previous year), there was a widening divide between the sales for ground-related homes and condominium apartments.³ Sales for ground-related homes increased by 7% in 2020, while sales for condominium apartments dropped by 15%. As shown in **Figure 2**, this is the first time in the past eight years where Mississauga experienced such a divide between the

² CMHC rental rates are based on the entire universe of purpose-built rental units and are not representative of the actual market rent a prospective tenant encounters.

³ Ground-related housing refers to single-detached houses, semi-detached houses and townhouses.

year-over-year per cent change in sales for ground-related homes and condominium apartments.



Source: Toronto Regional Real Estate Board

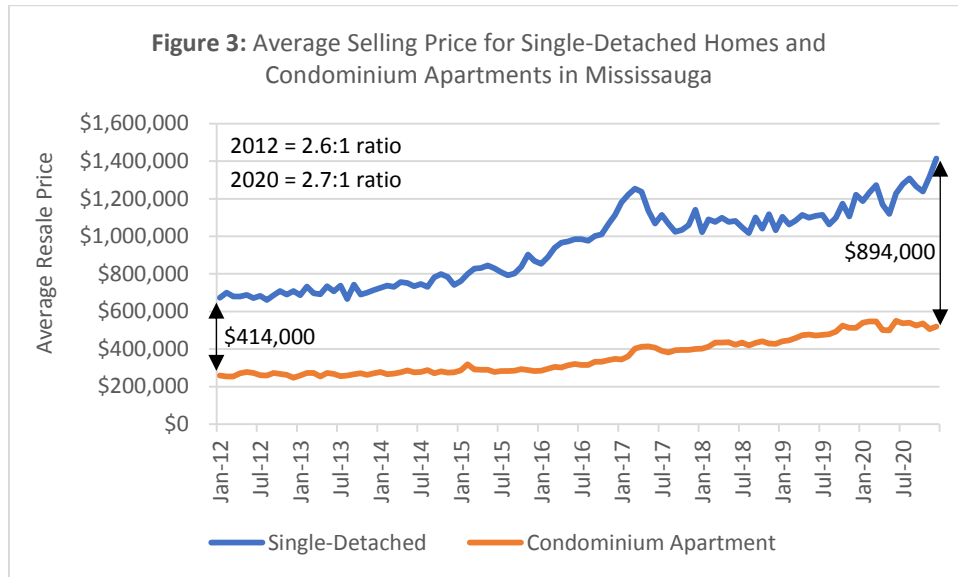
This shift in home buying preferences favouring ground-related homes has been experienced throughout North America as buyers are putting a greater emphasis on space. According to TRREB, the average selling price for all housing types in Mississauga reached a new record of \$881,000 in 2020, up 16% from \$760,000 in 2019. This is the largest year-over-year increase in the past eight years. As shown in **Table 2**, the five major housing types experienced double-digit price increases in 2020.

Table 2: Annual Average Resale Prices by Major Housing Type in Mississauga

| | Single-Detached | Semi-Detached | Freehold Townhouse | Condominium Townhouse | Condominium Apartment |
|---------------------|-----------------|---------------|--------------------|-----------------------|-----------------------|
| 2019 | \$1,110,000 | \$754,000 | \$742,000 | \$599,000 | \$480,000 |
| 2020 | \$1,265,000 | \$850,000 | \$823,000 | \$661,000 | \$532,000 |
| Y/Y % Change | 13.9% | 12.7% | 10.9% | 10.3% | 10.8% |

Source: Toronto Regional Real Estate Board

This growth in sale prices is mainly due to increased demand for ground-related housing. This included a record high average sale price for detached homes in the month of December of \$1,413,000. As shown in **Figure 3**, the price gap between a single-detached house and a condominium apartment continues to widen in Mississauga.



Source: Toronto Regional Real Estate Board

Current interest rates are at historically low levels, which has allowed homebuyers to spend more on housing. In the current hot market this tends to benefit sellers. **Table 3** shows the annual monthly payment with prevailing house prices and interest rates.

Table 3: Estimated Monthly Mortgage Payment for a Single-Detached House

| Year | Average Detached House Price | Average Detached House Price (\$2020) | Interest Rate | Monthly Mortgage Payment (\$2020)* |
|------|------------------------------|---------------------------------------|---------------|------------------------------------|
| 1990 | \$234,000 | \$417,000 | 12.75% | \$3,619 |
| 2000 | \$309,000 | \$452,000 | 6.25% | \$2,368 |
| 2010 | \$591,000 | \$702,000 | 2.00% | \$2,378 |
| 2015 | \$827,000 | \$910,000 | 2.15% | \$3,136 |
| 2019 | \$1,110,000 | \$1,137,000 | 2.70% | \$4,166 |
| 2020 | \$1,265,000 | \$1,265,000 | 1.70% | \$4,140 |

*Assuming 20% down payment and 25-year amortization.

Note: For illustration purposes only. Pricing and interest rates based on TRREB and staff estimates.

As shown above, historically low interest rates have given prospective homebuyers more purchasing power in 2020, meaning the average homebuyer can afford over \$100,000 more home than they could in 2019, while keeping their monthly payment relatively the same. These historically low borrowing costs have played a significant role in increasing the demand for ownership housing, which in turn has put upward pressure on home prices in 2020.

Strategic Plan

Monitoring the housing market supports the “Belong” pillar of the Strategic Plan.

Financial Impact

Not applicable.

Conclusion

Following years of steady increases, rental rates for available units in Mississauga declined in 2020 due to the pandemic's impact on rental demand and an increase in the supply of rental units. This has benefited middle income renter households that previously had difficulty finding rental housing that suited their needs. Rental demand will likely start to improve as the pace of the vaccine rollout increases and immigration and non-permanent migration into the GTA accelerates, resulting in much of the current rental unit inventory being absorbed. Nevertheless, it is anticipated that market conditions will likely continue to favour middle income renter households throughout much of 2021.

With the rental vacancy rate still remaining below 3%, the City's Rental Housing Protection By-law 0121-2018 will continue to apply to applications to demolish or convert residential rental properties containing six or more dwelling units. This allows the City to protect affordable rental units from demolition or conversion throughout 2021.

In terms of homeownership, historically low interest rates have allowed prospective homebuyers to spend more on housing. However, this increase in purchasing power has significantly increased the demand for ownership housing, which in turn has resulted in record growth in average selling prices in 2020. Despite historically low interest rates, homeownership affordability is at its worst level since the late 1980s and early 1990s. The ability to spend more on housing due to low borrowing costs will likely be mostly offset by higher housing prices throughout 2021, particularly for ground-related housing as the desire for more space to accommodate a rise in remote work increases. This growing demand combined with a limited supply of ground-related housing options will continue to make homeownership challenging for many families in Mississauga. To help address this, staff are currently exploring opportunities to increase ground-related housing options in neighbourhoods as part of the City's Official Plan Review.



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

Prepared by: Francisco Cordero, Planning Associate, City Planning Strategies Division

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|---|--|
| <p>Date: February 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: CD.02-MIS</p> |
| | <p>Meeting date: March 8, 2021</p> |

Subject

INFORMATION REPORT (ALL WARDS)

Mississauga Official Plan Review – Engagement Summary and Policy Priorities Update

Recommendation

That the report titled “Mississauga Official Plan Review – Engagement Summary and Policy Priorities Update” dated February 12, 2021 from the Commissioner of Planning and Building, be received for information.

Report Highlights

- The Mississauga Official Plan (MOP) Review focus in 2020 was on research, accommodating statutory changes, identifying policy priorities and testing the priorities through virtual community engagement
- Feedback from community engagement confirms that the proposed MOP policy priorities are mostly aligned with community interests
- Future community engagement and public agency consultation is planned for Spring 2021 and a key component will be topic specific workshops
- Ongoing dialogue with Indigenous peoples will guide how to address areas of interest in MOP
- MOP Review policy work priorities continue to align with four guiding objectives – conformity, simplify, innovative, certainty

Background

The ten-year review of Mississauga Official Plan (MOP) commenced in 2019, with the launch of the Official Plan Review (OPR) at a June 10, 2019 Special Council meeting. For the balance of

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2019, focus was placed on a comprehensive policy review exercise and on raising public interest in and awareness of city planning matters.

Updates on the 2019 work, Urban Film Forum and the proposed public and stakeholder engagement program, were presented in a report to the Planning and Development Committee (PDC) on March 9, 2020.

The report outlined four guiding objectives to make MOP a more streamlined and strategic document – *conformity, simplify, innovative, certainty*. The MOP review aims to address conformity to and consistency with provincial and regional policy; simplify MOP policy and address policy language that is redundant, obsolete and trivial; be innovative and consider policy best practices and new trends; and, provide greater certainty in policy direction for all stakeholders, e.g., Council, staff, landowners, and the public.

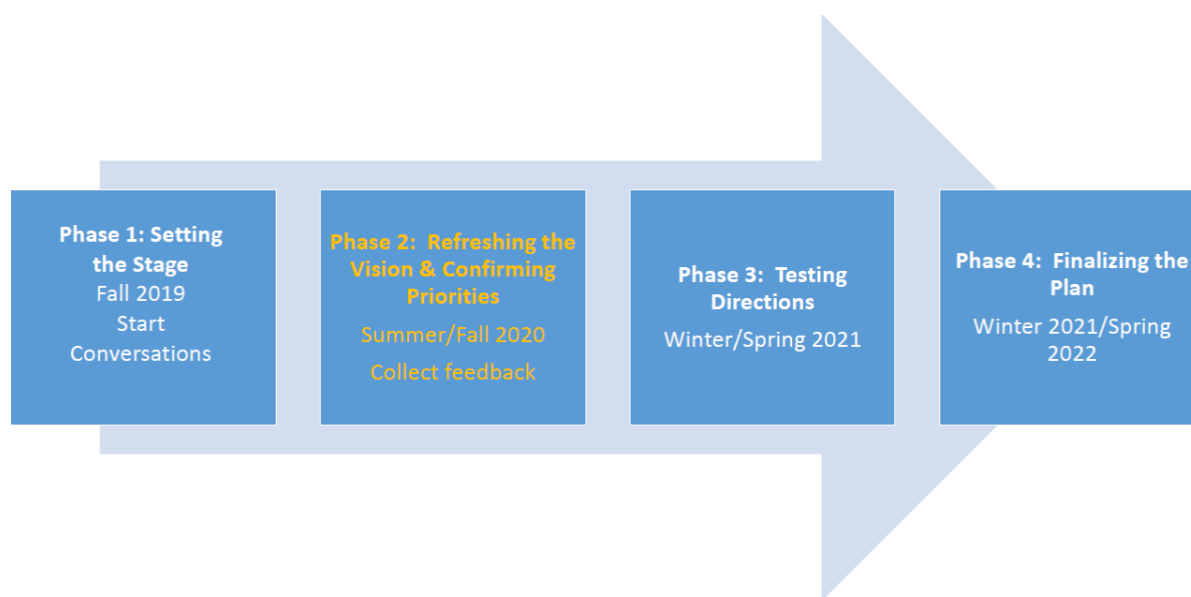
The report also outlined six policy theme areas for focussed policy review. Research briefs with proposed policy priorities were prepared in spring/summer 2020 for the six policy themes: Vision, City Structure and Urban Design, Housing, Environment, Transportation, and Community Infrastructure and Jobs.¹ The briefs were intended to provide information about policy priorities to help guide conversations during community engagement.

Due to the COVID-19 pandemic, community engagement was delayed to Fall 2020 and was conducted through various engagement strategies and tactics, including the following:

- The OPR project website, which incorporated several online engagement tools (i.e., ideas board, quick polls, Question/Answer submissions, post-meeting survey) and the themed research briefs
- Pre-consultation with numerous Mississauga-based community organizations and residents' associations
- Outreach and engagement with Indigenous peoples
- Virtual youth "in classroom" workshops, engaging approximately 150 high school-age youth over the course of six virtual workshops
- A Facebook ad campaign to drive further traffic to the project website and engage a diversity of online communities. The campaign consisted of three 15-second video ads posted to Facebook focused on housing, environment and transportation. These ads resulted in almost 600 comment posts.
- Four virtual community meetings each geographically focussed in a different areas of the city. Public agencies were invited to participate.

The Fall 2020 virtual and online engagement collected feedback on the MOP vision and proposed policy priorities, concluding Phase 2 of the MOP Review public engagement process that started on August 20, 2020 and ended on December 14, 2020. The following image shows that the MOP Review will now be moving into Phase 3: Testing Directions.

¹ All MOP Review reports and Research Briefs are located at <https://yoursay.mississauga.ca/official-plan-review>



Comments

Proposed policy priorities were presented to the public during the Fall 2020 virtual and online engagement. Staff highlighted strategic directions to ensure conformity with provincial policy and legislation, as well as alignment with the city's cross-divisional master plans and strategies.

What We Heard

Although COVID-19 affected the ability to conduct in-person community meetings, the City was able to receive feedback from approximately 490 participants through the online engagement tools, dedicated project email address, facilitated virtual community meetings and youth workshops, and a meeting with the Mississauga Board of Trade's Policy and Government Affairs Committee.

We note that the average number of participants at each of the four virtual community meetings was 18 (72 combined for all the meetings). This reflects the challenge of attracting residents to MOP consultation meetings, particularly when changes relate primarily to long term planning and the implementation of approved provincial, regional and City policies.

Appendix 1 summarizes the participant feedback under each of the six policy themes guiding the MOP Review engagement.² Highlighted below are some of the comments and issues raised by participants under each policy theme, followed by a brief assessment of the updates

² Appendix 1 is an Executive Summary. The full report "Official Plan Review: Phase 2 Community Engagement Feedback" is available at <https://yoursay.mississauga.ca/official-plan-review>

Originator's file: CD.02-MIS

that would better align the proposed policy priorities with the feedback. It is recognized that these comments do not represent a full range or ranking of community issues but reflect a “snapshot” sample of some of the voices we heard during the engagement.

City Structure & Urban Design

- Achieve intensification with more mid-rise housing and gentle forms of infill
- Greater sensitivity to human scale/pedestrian experience in new development
- Develop thoughtfully designed, high-quality buildings
- Protect the waterfront

Update the characterization of the city structure to address development form (e.g., highrise, midrise, infill, mixed-use) and city-wide distribution, and address urban design priorities of high-quality development that is sensitive to the pedestrian environment. The Lake Ontario waterfront should also be recognized as a distinct area important to Mississauga's identity.

Complete Communities – Community Infrastructure & Jobs

- Provide more small-scale public squares in developments, more destinations and memorable spots
- Focus on unique features: heritage areas (e.g., Streetsville village, Port Credit, Clarkson), museums, old parks, statues, public art
- Desire to work, live and socialize in the same city; interest in working from home but with access to local office or coworking hub nearby

Update policy priorities to address the opportunity for a diversity of public spaces and gathering places throughout the city, and to emphasize the need to create local job opportunities for Mississauga residents. Look at publically assessable private spaces (POPS) as a way to acquire more public squares. It is noted the City is currently in the process of updating its parkland dedication policies/rates. There are statutory limitations on how much new parkland new development can contribute.

Housing

- Provide more affordable housing options with different types of housing for people of all income levels and that are close to services, amenities and entertainment
- Provide a mix of housing types in communities, including detached, semi-detached, townhouses, second units, laneway housing, apartment buildings and condominiums, including low to mid-rise buildings
- Support for variety of housing arrangements, including multigenerational, cooperatives, senior-oriented, and live/work space

The housing policy priorities align with the feedback received, addressing the need for more affordable housing and more variety in the housing supply, including the need for more mid-rise housing. Staff generally find there is greater public support for neighbourhood intensification when discussed at a MOP level compared to individual development applications. The Province

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has mandated that municipalities have polices to allow three units (one primary, two secondary) on a residential lot.

Environment

- Expand, preserve and connect green spaces and natural areas, including parks, trails, community gardens, and conservation areas
- Provide a continuous, protected, and publicly accessible waterfront area
- Better support and showcase the Credit River and celebrate its Indigenous history
- Increase trees, parks and natural green spaces in the downtown core

The environment policy priorities generally align with the feedback, but more emphasis could be placed on supporting healthy, active communities as well as connected park and trail systems across the city. Additional policy could address the importance of the Credit River. These priorities are also important parts of the active Lakeview Village application and the recently approved Brightwater development.

Transportation

- Need fair, safe, connected, and accessible networks for all modes of transportation – transit, cycling, walking, vehicle
- Concerns about traffic congestion and road capacity to absorb increasing traffic from ongoing new development
- Need to prioritize pedestrians over cars (e.g., use traffic calming measures to address high speeds and improve pedestrian safety)
- Support public transit as a convenient and environmentally friendly option

The transportation policy priorities align with the feedback received, addressing the need for a connected, multi-modal transportation network. Transit infrastructure investment is addressed as a priority, but infrastructure investment to support other active transportation modes (i.e., cycle, walk, carpool) could also be highlighted. Streets that are accessible and safe for all users should be emphasized. Also to be addressed is the role of transit-supportive communities to reduce development-related traffic as required by the province's Major Transit Station Area (MTSA) process.

Vision

Staff are of the opinion that the current MOP vision chapter from 2011 is largely still valid and many participants echoed this sentiment. There were comments that climate change, affordable housing, Indigenous history, natural heritage, and diversity and inclusion should be priorities. However, it is acknowledged that MOP is a limited policy instrument that primarily has influence over new development. Many of these priorities are also considered as part of the City's budget process and various master plans.

The Vision will be refreshed to better align with changes in policy direction and priorities, however significant changes are not expected.

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Overall, the proposed policy priorities under the six policy themes generally align with the community feedback and will continue to be shaped by feedback from the community, Indigenous peoples, public agencies and Council.

Public Agency Feedback

Technical policy comments from public agencies will be addressed through ongoing consultation. During Phase 2 of the MOP Review public engagement process, the Toronto and Region Conservation Authority (TRCA) and the Orangeville Railway Development Corporation (ORDC) submitted comments to help inform the MOP policy directions. TRCA comments pertain to: natural hazard management, including floods; Master Environmental Servicing Plans (MESPs); stormwater management; natural heritage system (NHS) linkages; NHS mitigation hierarchy; Water Resource System (as required in the Growth Plan); watershed planning; and the TRCA Trail Strategy. ORDC's comments relate to mitigating the inherent conflicts between railway operations and residential development.

The MOP environment policy priorities will be updated to address TRCA comments. MOP railway and development policies will be reviewed for alignment with ORDC comments.

Indigenous Peoples

Meetings were held with Huron-Wendat First Nation and Mississaugas of the Credit First Nation to review the proposed policy priorities and OP Review process and to seek feedback on areas of interest. Interests include acknowledgement in MOP of Aboriginal and treaty rights, representation in the MOP vision statement and historical context, the Indigenous engagement process, and protection of archeological resources. Ongoing dialogue with Indigenous peoples throughout the MOP Review will guide how to address areas of interest in MOP.

Next Steps

Future community engagement under Phase 3: Testing Directions, is planned for Spring 2021 and will include topic specific workshops. This phase of engagement will address policy requirements and gaps and confirm the vision, priorities and policy directions.

Policy work will also continue, informed by the community engagement feedback and aligned with the MOP Review's four guiding objectives – *conformity, simplify, innovative, certainty*. Below are the key priorities, with indication in brackets of the objective it meets.

City Structure:

- Addition of Major Transit Station Areas (MTSAs) and related policies – required to show delineated boundaries and provide minimum density targets for each station (*conformity*)
- Revamp/Removal of Intensification Corridors and Corridors – needed to align with the new MTSA structure (*simplify*)

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- Consideration of Urban Avenue Policy Areas along specific arterial roads - new policies to guide redevelopment along select roads in Neighbourhoods with direct access lots and intensification potential (*innovative/certainty*)
- Reduction of Special/Exempt Sites in all Character Areas – opportunity to remove sites that are fully developed in accordance with the policy provisions (*simplify*)
- Consolidation of 23 Neighbourhood Character Areas – opportunity for policy consistency across the Neighbourhood structure (*simplify*)

Land Use Policy:

- New Housing Policies (e.g., Inclusionary Zoning, large site policies, updated neighbourhood intensification policies - more units on one lot) – required to address requirements under the provincial Growth Plan for a range and mix of housing options, including second units and affordable housing (*conformity*)
- Explore potential for Height-based residential land use designations – low, medium and high rise based designations could remove Low Density I and II redundancy in MOP and better address midrise housing forms, differentiating them from tall towers (*simplify/innovative/certainty*)
- New Mixed Use/Commercial Policies – to guide intensification of commercial sites within Neighbourhoods, while maintaining importance of retail functions (*innovative/certainty*)
- New Climate Change Policies – to align with the City's Climate Change Action Plan, and strengthen the City's climate change resiliency through the natural and built environments (*conformity/innovative/certainty*)
- Refresh of Employment Area and Corporate Centre policies - to ensure long-term protection of employment lands while enabling some land use flexibility where appropriate (e.g., re-evaluate minimum size of "major retail" in Employment Areas; examine potential for limited auto sales in Employment Areas; rename the Mixed Use designation within Employment Areas and Corporate Centres to clarify prohibition of residential uses) (*certainty*)

Transportation Policy:

- New Streets Policies and Classifications – to align with outcomes from the Changing Lanes initiative under the Transportation Master Plan (*conformity*)

Schedules:

- Explore the creation of a Height Schedule (Maximum Storeys) and Density (PPJ/ha)³ Schedule – to accompany the City Structure and provide more certainty of where height and density can occur (*certainty*)

³ PPJ/ha – persons plus jobs per hectare

Financial Impact

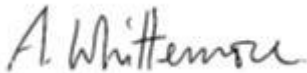
There is no financial impact resulting from the recommendation in this report.

Conclusion

Feedback from the Fall 2020 engagement showed that the proposed policy priorities are generally aligned with the community sentiment. However, further comments from the community and Council regarding changes to the policy priorities are welcome. The planned Spring 2021 community engagement sessions will provide an opportunity for more in-depth discussion on specific policy updates, changes and additions. Staff will be bringing subsequent reports to Council in 2021 on some of the key directions outlined above.

Attachments

Appendix 1: Official Plan Review: Phase 2 Community Engagement Feedback - Executive Summary



-

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

Prepared by: Sharleen Bayovo, Planner

Official Plan Review: Phase 2 Community Engagement Feedback

Executive Summary

The Phase 2 Community Engagement Feedback Summary provides an overview of community engagement activities and public feedback received in Phase 2 of the Official Plan Review. It is recognized that these comments do not represent a full range or ranking of community issues but reflect a “snapshot” sample of some of the voices we heard during engagement.

Phase 2 of the Official Plan Review (August 20 – December 14, 2020) consisted of extensive virtual and online engagement to help refresh the vision and confirm priorities for the new Mississauga Official Plan.



Image 1: Official Plan Review engagement phases

Phase 2 consisted of **11 virtual engagement sessions** and **5 different online engagement tools**. Engagement was focussed on understanding public aspirations for Mississauga’s future, organized under the six policy theme areas identified for the Official Plan Review: City Structure & Urban Design, Complete Communities – Community Infrastructure & Jobs, Housing, Environment, Transportation and Vision.

As the Official Plan considers a broad spectrum of city building and land use planning issues, engagement was purposefully designed to offer an opportunity for the public to touch on the issues that matter most and relate to their experiences. As a result, the feedback collected offers a snapshot of community values, areas for improvement and ideas for the future city.

Participation in virtual engagement sessions and online engagement tools, project website activity and social media campaign performance for Phase 2 of the Official Plan Review is presented in the following image:



Image 2: Overview of Phase 2 engagement in numbers (Aug. 20 – Dec. 14, 2020)

1. Virtual Engagement

Due to the unprecedented challenges of the COVID-19 pandemic, the project team pivoted to virtual engagement in place of in-person meetings. These virtual engagement sessions were among the first-ever virtual community engagements held by the City.

a) **Virtual Community Meetings**

The centrepiece of Phase 2 engagement was a series of four virtual community meetings held in October/November 2020. **72 community members participated**. Participants were a mix of residents, consultants, representatives from Peel Region and other agencies.

The meeting format included a presentation from staff followed by questions, “breakout room” discussions and feedback opportunities both verbally and in writing through the “chat” box.

The virtual community meetings were designed to simulate the familiar aspects of in-person community engagement and take advantage of multiple virtual input options. The result was detailed feedback and dynamic discussions.

b) **Youth Virtual “In Classroom” Workshops**

The project team engaged an estimated **150 high-school age youth over the course of six virtual “in classroom” workshops** in November/December 2020, as noted below:

- 2 workshops with Port Credit Secondary School (Port Credit area)
- 2 workshops with St. Francis Xavier Secondary School (Uptown area)
- 1 workshop with Iona Catholic Secondary School (Clarkson area)
- 1 workshop for youth from local organizations’ youth-focused programs (City-wide focus)

The hour-long workshops consisted of a presentation, an empathy mapping activity and breakout rooms in which youth built a future plan for a predominantly-residential neighbourhood anchored by a high school.

c) **Engagement Session with the Mississauga Board of Trade (MBOT)**

In December 2020, the project team met virtually with the Mississauga Board of Trade’s Policy and Government Affairs Committee to collect input on the Official Plan.

2. Online Engagement

Phase 2 engagement was driven through the Official Plan Review [project website](#) on the City of Mississauga’s online engagement platform “[Have Your Say Mississauga](#)”. The page provided:

- Project information and key updates
- Downloadable background documents
- Information regarding virtual engagement dates/registrations
- Online engagement tools (e.g. Survey, Polls, Ideas Board, Questions and Answers) including direct line of communication with the project team through a dedicated email address

During Phase 2, there were approximately **7,700 visitors** to the Official Plan Review page with a one-day high of 325 visitors. During this time, **258 participants contributed to the online engagement tools** on the project website. Participation in these tools and different types of visitor interactions on the website are summarized in the table below:

| Action | Number of Participants |
|--|------------------------|
| Participated in Survey | 36 |
| Participated in Quick Polls | 173 |
| Contributed to Ideas (“bulletin board” for open-ended input) | 39 |
| Submitted to Q/A | 4 |
| Submitted feedback through dedicated project email | 6 |
| Downloaded a document | 408 |
| Visited Key Dates page | 246 |
| Visited multiple pages on project website | 563 |

Image 3: Summary of online engagement participation (highlighted in green) and project website activity.

The online survey directly replicated the questions asked at the four virtual community meetings. This offered members of the public who could not attend these sessions the opportunity to share feedback. A [recording of the presentation](#) delivered at the meetings was posted on the project website for survey participants.

What We Heard

The following is a high level summary of public feedback collected which is detailed in the full report. The feedback was organized under the six policy areas identified for the Official Plan Review.

1. City Structure & Urban Design

- Development:
 - Achieve intensification with neighbourhood infill and mid-rise housing spread across the city, allow “gentle density”
 - Context-sensitive development is important to protect existing character
 - Need for less “cookie cutter” developments
 - Concern that accelerated development may change the balance of existing land uses and complicate travel and movement within the city
 - Too many tall condos in the downtown core, with increasing heights, concentration and limited natural green space between them that result in increased wind tunnels, road noise and limited sunlight on walkways
- Urban Design and Architecture:
 - Greater sensitivity to human scale/pedestrian experience in new development
 - Need for high-quality urban design to give new buildings a unique look and contribute to developing an urban identity for Mississauga
 - Keep Mississauga an attractive place to live

- Beauty is important but also developing thoughtfully designed buildings that are responsive to location and the end user
 - There are no notable landmarks in Mississauga
 - Pick up on iconic symbols in Mississauga such as the Marilyn Monroe towers; City Hall is an example of post modern architecture and should be celebrated more
 - Waterfront and Open Space:
 - Protect the city's greatest asset, the waterfront
 - The waterfront is a big part of Mississauga's identity and it's revitalization is a priority
 - Importance of easy access to open space and nature
2. Complete Communities – Community Infrastructure & Jobs
- Public Spaces:
 - Celebration Square and Square One are important community spaces
 - Provide more small-scale public squares in neighbourhoods, more destinations and memorable spots, and places to go and things to do (e.g. community centres, playing fields, playgrounds)
 - Create adaptive reuse of parking lots and other private lands as public spaces.
 - Culture and Heritage:
 - Focus on the city's heritage that makes it memorable and unique: heritage areas (e.g. Streetsville village, Port Credit, Clarkson), museums, old parks, statues, antique shops; turn the Credit River into a cultural and heritage centrepiece
 - Desire for greater diversity and culture
 - Importance of developing and supporting cultural facilities, performance spaces and other opportunities for creative expression, community togetherness and entertainment
 - The Living Arts Centre is a very unique asset, with both arts and crafts classes and a place to see a show
 - Live and Work:
 - Encourage creative industries in Mississauga and increased support for local artists/creatives (e.g. through mentorship, grants, affordable studio/event rentals)
 - Desire to work, live and socialize in the same city; job and office development should be in proportion to housing development; interest in working from home but with access to local office or different work arrangements (e.g. co-working spaces, home businesses)
 - Local jobs and a diversified economy are important for Mississauga's future
 - Promote job creation across a variety of sectors, attracting competitive talent, strengthening connections between universities and employers, and supporting small businesses
3. Housing
- Housing Options:
 - Provide more affordable housing options with different types of housing for people of all income levels and that are close to services, amenities and entertainment

- Provide a mix of housing types in neighbourhoods, including detached, semi-detached, townhouses, second units, laneway housing, apartment buildings and condominiums, including low to mid-rise buildings
- Support a variety of housing arrangements, including multigenerational, cooperatives, senior-oriented, and live/work space
- Underutilized lands (corner lots, vacant parcels) could be re-purposed for a range of housing types including family-sized apartments, basement suites in new builds and affordable rental
- More mid-rise housing to spread out density across the city, expand the housing supply
- Curbing sprawl and accommodate increasing population through vertical growth
- Critical to ensure that future generations can live in Mississauga
- Affordable Housing:
 - Need to redefine affordability and develop a new standard reflective of cost of living and not market rate. Young people are most affected by the lack of affordable housing.
 - Build fewer towers and “luxury condos”, that look vibrant but are unaffordable

4. Environment

- Natural Areas and Parks:
 - Expand, preserve and connect green spaces and natural areas, including parks, trails, community gardens, and conservation areas for a range of reasons (e.g. to provide access to outdoor recreation and fresh air; to protect unique ecosystems that support diverse wildlife habitat; to combat climate change; to provide a “sense of place”; to connect communities; to secure a legacy for future generations)
 - Urban forest and more tree planting are important
 - Better support and showcase the Credit River and celebrate its Indigenous history
- Public Access:
 - Provide a continuous, protected, and publicly accessible waterfront area
- Community Development:
 - The downtown core lacks trees, parks, natural green space, and quiet areas for pets to walk and play
- Sustainability:
 - Important to reduce emissions, minimize waste, produce renewable energy and promote local food production
 - Future growth should protect air, water and land for future generations

5. Transportation

- All mode transportation networks:
 - Need fair, safe, connected, and accessible networks for all modes of transportation – transit, cycling, walking, vehicle
 - Provide safe protected and connected active transportation infrastructure (e.g. wide sidewalks, bike lanes separated from traffic with a physical barrier, interconnected bike network, better street and bus shelter lighting)
 - Ensure public transit is carbon neutral, functional, convenient and fast

- Need bike infrastructure for commuting, not just recreational cycling
 - Need to prioritize pedestrians over cars; use traffic calming measures to address high speeds and improve pedestrian safety (e.g. narrow streets/lanes, more crossing areas on busy roads, slower road speeds)
 - Congestion:
 - Concerns about traffic congestion and road capacity to absorb increasing traffic from ongoing new development (e.g. around Square One, along Lakeshore Road)
 - Transit:
 - Important to have transit that is reliable, frequent, with practical connections (e.g. closer to schools)
 - Develop better service to key destinations in the city and GO stations, shuttle bus services from neighbourhoods to commercial areas, shorter but more direct bus routes, express buses and better connectivity to the TTC
6. Vision
- Expand to recognize Indigenous peoples and history
 - Addressing climate action
 - Expand not just protect natural resources
 - Include affordable housing options, gentle intensification in stable neighbourhoods
 - Equity, diversity and inclusion in decision making
 - Need for more local business
 - Address connectivity

Next Steps

Comments received through Phase 2 community engagement will assist staff in developing policy directions to guide the refreshed Official Plan.

These policy directions will be tested with the community through future engagement in 2021.