

Recommendation Report Detailed Planning Analysis

Owner: Peel Housing Corporation

958-960 East Avenue

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1. Community Comments

Comments from the public were received through community and public meetings as well as written submissions. Public comments were generally directed towards the built form of the development, how to animate the ground floor of the building and the potential extension of Byngmount Avenue.

Staff have taken into consideration the concerns raised by the public. The following represents an overview of the issues identified by the community summarized along key themes. A general response has been provided for each issue, with subsequent sections of this report addressing issues in more detail where appropriate.

Comment

Rental housing, particularly one that accommodates a variety of income levels, should be supported in the City.

Response

Mississauga Official Plan (MOP) identifies the provision of additional affordable and rental housing as important objectives for the City. This proposal will add 151 new units, thereby increasing the affordable rental housing stock. Additional information on the mix and targeted tenant population can be found in the Affordable Housing Section of Appendix 1.

Most residents supported additional rental housing; however, there were concerns regarding the proposed built form. As outlined in this report, the proposed built form is considered appropriate for this specific site.

Comment

Peel Housing should abide by the height limits for the Lakeview Local Area Plan as well as the design charrette from 2014.

Response

When the Lakeview Local Area Plan was prepared and a height limit of four storeys for the site was identified, the City did not assess in detail each individual property to determine the maximum appropriate height limits.

A design charrette was undertaken in 2014 by the Region of Peel as part of a planning study to redevelop the subject property which recommended a four storey building and a six storey building. An additional study was undertaken in 2017 which recommended a five to seven storey building with 156 apartment units. Additional information on the charrette is available in Appendix 1.

As outlined in subsequent sections of this report, the proposed three storey increase in permitted height (from four storeys to seven storeys) has been found to be appropriate for the subject property.

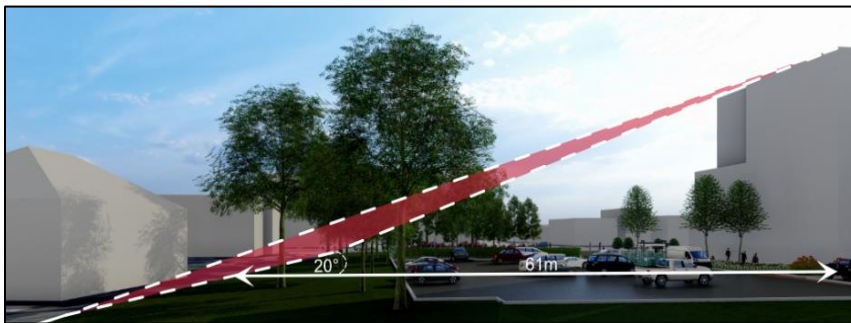
Comment

Concern was raised that the proposed seven storey building is too high. The building should be kept low and terraced at the back in order to not cut off natural light. All buildings along Lakeshore Road East should have a significant setback so as to protect skyviews and create a pedestrian supportive environment.

Response

The proposed seven storey height limit is considered acceptable for reasons discussed in subsequent sections of this report, including:

- Site attributes: there is greater than 60 m (197 ft.) between the proposed building and the nearest detached dwelling;
- Existing and planned context: the existing Peel Paramedic Station reduces concerns with overlook to the south. On the other side of East Avenue, building heights of eight storeys are permitted;
- Right-of-way (ROW) width: The subject property is located along one of the widest portions of Lakeshore Road East which helps reduce the perception of building height; and
- Lakeshore Road East Stepback: A 3.0 m (9.8 ft.) stepback above the fourth storey contributes to the pedestrian scale of the building.



As a result of a water infrastructure easement, the building is more than 60 m (197 ft.) away from adjacent detached homes which reduces any impact from a seven story building

Comment

A recommendation on the proposed development should wait until the Lakeshore Road East Corridor Study is completed, which is reviewing built form, height and density, in the area.

Response

The City is bound by a legal principle, well established in case law, that development applications must be considered in light of the policy context existing at the time of the application, and not emerging policy. The attributes of the site that support seven storeys are not necessarily found at other sites (e.g. depth of property, distance between the building and detached homes, and the width of Lakeshore Road East).

The Lakeshore Road East Corridor Study that is currently being undertaken by the City is anticipated to confirm the appropriate built form for other parcels of land along Lakeshore Road East within the Lakeview Neighbourhood.

Given the unique attributes of the subject site (e.g. size, distance from detached dwellings, proposal is not a "tall building" given width of Lakeshore ROW, adjacency to Major Node), approval of the Peel Housing Corporation proposal should not compromise the findings of this study.

Comment

Ground floor commercial or community uses should be included in the building and improvements between the street and building are required.

Response

The site is not an optimal location for commercial uses given constrained visibility (e.g. the proposed bus rapid transit lanes, sidewalk and bike lanes are not planned to run parallel to the building and there will likely be considerable landscaping in the boulevard).

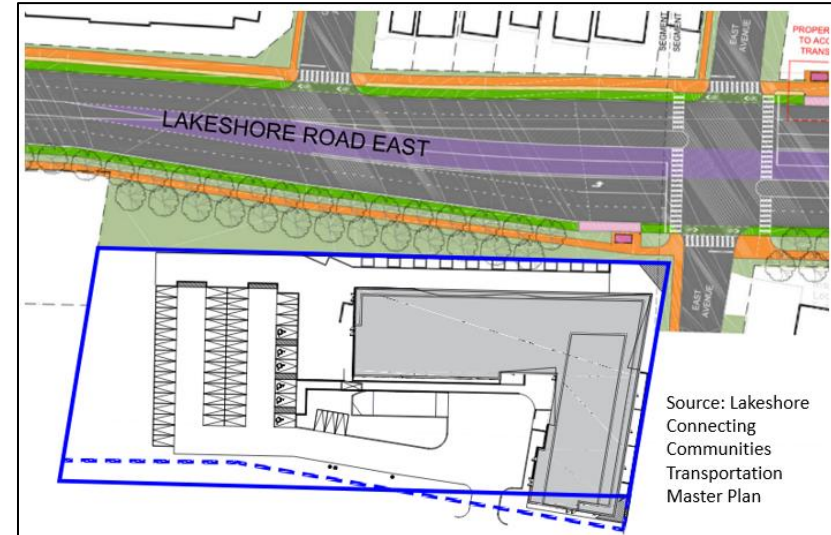
That being the case, the proposed ground floor amenity and community space will help animate the area. A proposed party room and a multi-use room on the ground floor totalling 231 m² (2,488 ft²) of space will be open to the community for use by booking the space through the property management office. Outdoor features will contribute to an attractive public realm with outdoor seating, plantings and garden beds, visitor bike parking, and potential public art. The combination of proposed indoor and outdoor uses will help create an appropriate and desirable streetscape.

Comment

The building should include balconies for residents.

Response

Peel Housing has advised that they considered balconies but determined that they were not be desirable given energy efficiency standards and maintenance costs. In accordance with CMHC funding, the proposed building will be designed to achieve a 41 percent reduction in energy consumption and



Future conditions, such as a double row of trees, do not support an ideal level of visibility for commercial uses but will help create an attractive pedestrian realm and streetscape

greenhouse gas emissions as per the National Energy Code of Canada for Buildings.

Comment

Concern was raised that surface parking should be reduced given proximity to public transit.

Response

The proposed apartment building will have a reduced residential parking rate of 0.75 spaces per unit, whereas the zoning by-law requires between 1 and 1.5 spaces (depending on number of bedrooms). The proposed standards have been reviewed by

staff and considered appropriate given proximity to transit and parking demand at similar apartment buildings.

The proposed development also incorporates one level of underground parking which reduces the number of proposed surface parking spaces.

Comment

The appearance of the building is unattractive.

Response

The applicant has identified the following building design elements that will contribute to the visual appeal of the building, including:

- A 3.0 m (9.8 ft.) stepback above the fourth storey along Lakeshore Road East to improve the pedestrian scale of the building;
- A mix of façade materials and colours and enhanced articulation have been provided to break up the massing and provide visual interest;
- The ground floor is designed to have tall 3.9 m (12.8 ft.) ceilings that are similar to non-residential uses, with large windows and a prominent recessed building entrance with canopy at the corner to create visual interest. A greater variety of windows and differing façade materials and colours have been provided to break up the massing of the building and improve visual appeal; and

- Warmer materials were chosen for the podium to add a layer of texture and human scale to the public realm.



The applicant has proposed a number of design elements to improve pedestrian scale (stepback above the fourth storey), break up the massing (differing façade materials) and create visual interest (use of colour).

Comment

Concern was raised that Byngmount Avenue could be extended to East Avenue.

Response

An extension of Byngmount Avenue is not part of the development application. Access to the site is provided from

East Avenue through an easement on land owned by the Region of Peel.

A small triangle portion of land at the southwest corner of the property, totaling 324 m² (3,488 ft²) will be transferred to the City to help accommodate a future potential multi-modal connection as identified in the Lakeview Local Area Plan (LAP). There are no plans to construct an extension of Byngmount Avenue at this time or in the foreseeable future. Should the City wish to construct a vehicular roadway it would require Council approval and a public process.

In addition, the opportunity also exists to create a pedestrian and cycling trail between East Avenue and Byngmount Avenue.

2. Updated Agency and City Department Comments

The applications were circulated to all City departments and commenting agencies on May 22, 2020. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

City Community Services Department – Fire and Emergency Services Division

Comments updated April 28, 2021, state that Emergency response time to the site is acceptable. Compliance with the Fire By-law will be assessed through the site plan approval process including appropriate fire hydrant coverage (i.e. currently it appears portions of the building perimeter are not within the required 90 m (295 ft.) travel distance of a hydrant).

City Community Services Department – Arborist Streetscape

Comments updated April 30, 2021 state that there should be no street tree plantings along the East Avenue frontage as there are existing overhead Hydro wires.

Transportation and Works Department

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

Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to lifting the "H" Holding provision.

Stormwater

A Functional Servicing Report (FSR), prepared by Fabian Papa & Partners., dated April 19, 2021, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, 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.

In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving Municipal drainage system, on-site stormwater management controls for the post development discharge is required. The applicant will need to finalize a satisfactory stormwater servicing concept.

Prior to the lifting of the "H" Holding provision, the applicant will be required to provide further technical information to:

- Develop an acceptable strategy to accommodate external drainage from the adjacent property, if any;
- Accommodate a storm sewer easement along the proposed storm connection all the way to the existing storm sewer at Byngmount Ave.; and,
- Demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site.

Traffic

A total of two (2) traffic impact study (TIS) submissions were provided by Trans-Plan Transportation Inc. in support of the proposed development. The later study complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 51 (13 in, 38 out) and 66 (40 in, 26 out) two-way site trips for the weekday AM and PM peak hours in 2027 respectively.

Even with the additional traffic generated by the proposed development, the study area intersections and proposed

vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Environmental Compliance

The following technical documents should be provided prior to lifting of the "H" Holding provision:

- Clarification regarding a Record of Site Condition (RSC): The author of the Phase One ESA (2020) must clearly identify whether there is a need for an RCS for lands that will be transferred from the Region of Peel to PHC;
- A dewatering commitment letter

Noise

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 should the building massing or configuration change with additional information to further evaluate the feasibility of any proposed mitigation measures to address noise in accordance with City and MOECC Standards. The details of mitigation measures will be confirmed through the Site Plan and building permit processes.

Other Engineering Matters

It should be noted that an "H" Holding provision and related development agreement will be required to capture land dedication, access easements and storm easements through the adjacent Region of Peel lands in order to service this site. In addition, the applicant is required to make the appropriate arrangements to acquire a portion of lands at the southeast corner of the property from The Region of Peel in order to complete the proposal.

Region of Peel

Comments updated May 11, 2021, state that the Region of Peel has no objection to the proposed official plan amendment and rezoning applications. However, there are a number of issues that will have to be addressed through the site plan approval process, including: waste collection design standards being met; revised drawings to identify easements and proposed encroachments, gratuitous dedication of a 5.0 m (16.4 ft.) wide easement for existing sanitary sewer infrastructure across the north property line, and suggestions to improve the design to further promote a healthy environment (e.g. additional short-term bicycle parking outside).

Trillium Health Partners (THP)

Comments updated May 14, 2021, confirmed that THP have no comment on the application.

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

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

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

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

4. Consistency with PPS

The Public Meeting Report dated December 20, 2020 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

- Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land

and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

- Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.
- Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

MOP policies are consistent with this PPS direction. Section 5 of MOP (Direct Growth) includes policies that indicate intensification may be considered within Neighbourhoods where it is compatible and that higher density uses should be located along corridors. Section 7.2 of MOP (Housing) includes policies that encourage a range of housing choices which vary by type, tenure and price. Section 9 of MOP (Build a Desirable Urban Form) has policies that encourage an urban form that respects the urban hierarchy and city structure and provides for appropriate transitions to neighbouring uses.

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

5. Conformity with Growth Plan

The Public Meeting Report dated December 20, 2020 (Appendix 1) provides an overview of relevant policies found in the *Growth Plan*.

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

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

Growth Plan and MOP Conformity

MOP policies generally conform with the *Growth Plan*. Section 5 of MOP (Direct Growth) includes policies that direct growth to appropriate locations. Section 5.3 provides for a city structure

where some elements will be the focus of growth (e.g. downtown) while other areas will accommodate some development but will not be the primary location for future growth (e.g. neighbourhoods). Section 5.3.5.6 of MOP requires development in Neighbourhoods to be sensitive to the existing and planned context and include appropriate transitions in use, built form, density and scale.

Major Transit Station Area Assessment

The Provincial Growth Plan also seeks to align transit with growth by directing appropriate growth to major transit station areas. Section 2.2.1 states that within settlement areas, growth will be focused in locations with existing or planned transit, with a priority on higher order transit where it exists or is planned.

Lakeshore Road East is not identified as a priority transit corridor by the *Growth Plan* and there are no minimum density targets that apply. However, section 2.2.4 of the *Growth Plan*, states that all MTSA's (regardless of whether they are located on priority corridors) will be planned and designed to be transit-supportive and include additional residential units and affordable housing.

Bus Rapid Transit along Lakeshore Road East is currently planned to transition from a dedicated lane to shared traffic roughly in front of the subject property. The subject property is within a radius of 800 metres (2,625 ft.) of the most westerly MTSA proposed at Lakeshore Road East and Lakefront Promenade.

As a component of the Regional Official Plan Review 2041, the Region of Peel, in collaboration with the City of Mississauga, have been working to identify potential MTSA's in the City, their boundaries, and their potential density targets. While the Lakeshore Road BRT is included in the draft of potential MTSA's, neither the Region nor the City have adopted these elements within their respective official plans.

Additional information on the Lakeshore Road Transportation Master Plan and the Major Transit Station Area Assessment can be found in the Public Meeting Report (Appendix 1).

Growth Plan & Proposed Development

The proposed development is consistent with the *Growth Plan* as it represents growth within the existing urban boundary and built up area allowing for the better utilization of existing infrastructure and increasing the diversity of housing.

Although the proposal represents growth within the urban boundary, it is still important to assess its appropriateness using existing municipal documents such as MOP and Local Area Plans (LAP).

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

6. Region of Peel Official Plan

As summarized in the public meeting report dated December 20, 2020 (Appendix 1) the proposed development does not require an amendment to the Region of Peel Official Plan.

The subject property is located within the Region of Peel Urban System. General Objectives in Section 5 direct development to the Urban System in order to achieve complete communities that represent a more efficient use of land that is compatible in built form.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan. Section 9.1 of MOP states that urban form refers to the physical layout and design of the city. It addresses the natural and built environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. Established residential Neighbourhoods will be protected and strengthened with infill that is compatible with the existing and planned character.

The proposed development satisfies the general direction in the Regional Official Plan; however, issues of character are addressed through MOP, which is the primary instrument used to evaluate development applications.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Lakeview Neighbourhood

Character Area, to permit a seven storey apartment building. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

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

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

Directing Growth – Is intensification appropriate?

Yes, sensitive intensification is appropriate and will not adversely impact or destabilize the intent of MOP policies or the area.

The subject site is located in the Lakeview Neighbourhood Character Area and the majority of the site is designated **Mixed Use** which permits a range of use including residential, retail store and secondary office. In addition a small triangular parcel of land at the southeast corner of the site is designated **Residential Low Density II** which permits detached homes, semi-detached homes and duplex homes in MOP.

The LAP identifies a height limit of four storeys for the site. The applicant is proposing to change the designation and height limits to permit a seven storey apartment building. In general, MOP and LAP policies support sensitive intensification on the site, as outlined in the following discussion.

Direct Intensification To Corridors

MOP indicates that within Neighbourhoods, where higher density uses are proposed, they should be directed to certain types of locations, including Corridors (MOP 5.3.5.3). The Lakeview Area Plan also notes that intensification will be through modest infilling and redevelopment along the corridors (6.1.1). The subject site is located on the Lakeshore Road Corridor and is an appropriate location to consider density that is higher than the surrounding area.

The vision for this portion of Lakeshore Road East is intended to be for street related commercial development with a mixture of uses and pedestrian built form (LAP 10.2). The lack of proposed ground related commercial uses is considered acceptable as:

- The site has historically been used solely for residential rental units and, as such, there is no loss in commercial uses on the site;
- The locational attributes of the site do not provide a strong main street commercial location, including:
 - Visibility from street may be obscured by landscaping, including a potential double row of trees;
 - The site does not run parallel to the future street alignment; and,
 - There will be a break in the commercial strip to the west of 60 m (197 ft.).
- The ground floor will contain amenity and community space that will help animate the area. A proposed party room and a multi-use room on the ground floor totalling 231 m² (2,488 ft²) of space will be open to the broader community for use by booking the space through the property management office; and,
- Proposed outdoor features will contribute to an attractive public realm with outdoor seating, plantings and garden beds, visitor bicycle parking, and potential public art (i.e. the Lakeview LAP identifies the southwest corner of East

Avenue and Lakeshore road East as a priority location for future public art).

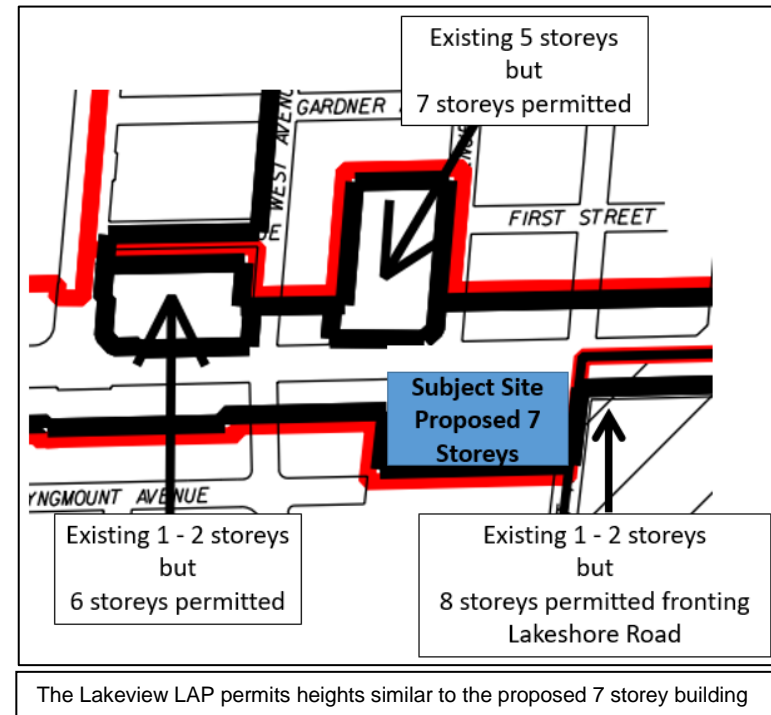
Sensitive Infill

MOP indicates that within neighbourhoods, development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale (MOP 5.3.5.6).

Although the proposed development is taller than current planning permissions, it is considered appropriate given the existing and planned context. Within the immediate vicinity of the subject site, MOP permits buildings that exceed the four storey height limit, including:

- Lands to the east, on the other side of East Avenue, are currently developed with one storey employment uses; however, the Lakeview LAP permits eight storeys for buildings fronting Lakeshore Road East;
- Lands across the street at 765 Lakeshore Road East have been developed with a five storey apartment building; however, the Lakeview LAP permits seven storeys; and,
- Lands on the north side of Lakeshore Road East, between West Avenue and Cawthra Avenue are occupied by one to two storey buildings but the Lakeview LAP permits six storeys.

While there are other buildings in the area that are in the one to three storey height range, the proposed seven storey building is similar to heights permitted on deeper properties.



The proposed building is also sensitive to the existing and planned environment as it is not considered to be a tall building. MOP defines a tall building as a building having a height greater than the width of the street on which they front. (Chapter 20 - Glossary).

Lakeshore Road East is a relatively wide arterial road and can accommodate the proposed seven storey building without

creating an overwhelming street presence. MOP identifies this section of Lakeshore Road East as having a right-of-way width of 44.5 m (146 ft.) and the proposed building is only 23 m (75 ft.), it is not considered a tall building as its height represents just over 50 percent of the right-of-way width. In addition the proposed 3.0 m (9.8 ft.) stepback above the fourth floor is respectful of lower buildings in the area and helps contribute to the pedestrian scale environment.

Provide Variety of Housing

MOP indicates that the City will provide opportunities for the development of a range of housing choices in terms of type, tenure and price (MOP 7.2.2). The LAP also states that Neighbourhoods are to provide a variety of housing forms to meet the needs of a range of household types (LAP 6.1.2).

The proposed development will increase the variety of available housing in the neighbourhood, providing 151 new rental housing units that will range in size from one-bedroom to three-bedroom units and cater to a range of income.

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

Yes, the proposed built form is compatible with the surrounding area. Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context.

MOP states that compatibility "means development, which may not necessarily be the same as, or similar to, the existing or

desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area".

The proposed development is considered compatible with the surrounding area for the following reasons:

- Overlook: There is greater than 60 m (197 ft.) between the proposed building and the nearest detached dwelling. There are no significant overlook issues caused by the proposed building.
- Wind: The wind study concluded that the introduction of the proposed building is not expected to significantly influence pedestrian wind comfort;
- Shadow: The shadow study concluded that full sunlight is present on the opposite boulevard including the full width of the sidewalk during hours required by City; there are no residential private outdoor amenity spaces or communal outdoor amenity areas from adjacent developments affected by the proposed development;
- Traffic and Parking: A traffic impact study concluded that the proposed development is expected to have negligible impacts on surrounding roadways. A reduced residential parking rate was supported by research which examined utilization achieved at comparable developments. In addition, the proposed development is supplying five more visitor parking spaces than is required by the zoning by-law. The proposed parking supply will be sufficient for the site.
- Trees: 37 of the 80 existing trees inventoried must be removed as they are within close proximity to the construction area. Forty-three trees are being retained and

protected. The site plan approval process will assess the opportunities for tree replacement and/or contributions to planting new trees.

- **Stormwater Management:** To limit the impact of the development to the natural environment several low impact development (LID) measures are proposed for this development. Water quality targets have been achieved through a combination of green roof, landscaping, and permeable pavers. Further, water balance targets for this development have been achieved through the implementation of an infiltration gallery to promote groundwater infiltration, and by storing stormwater in the sump of the stormwater management tank which will be used for landscape irrigation.

Built Form Standards

Built Form Standards demonstrate one manner in which the LAP policies can be achieved and represent general guidelines that can be used to assist in the evaluation of development applications. The Built Form Standards do not have the same weight as policy.

The proposed development is generally respectful of the built form standards recognizing the constraints of the site (e.g. easement along west side of the property does not allow for a continuous streetwall). As discussed in this report, the proposed built form is respectful of a pedestrian oriented environment, is compatible with surrounding uses, provides an urban street edge, and is of a height that is similar to surrounding height permissions.

Services and Infrastructure – is there adequate infrastructure

Yes, there is adequate infrastructure available to support the proposed development. The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site. The area is well served with parks, and green space and the site is currently serviced by the following MiWay Transit routes:

Route 5 – running north/south along Ogden Avenue, some 700 m (2,300 ft.) to the east of the site provides access to the Mississauga BRT line that runs along Eglinton/ Highway 403).

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

Lakeshore Road BRT – On January 21, 2021, the Province announced funding to support the development of the BRT line located to the east which transitions into mixed traffic in front of the site. The City is currently undertaking detailed studies regarding infrastructure improvements to support the BRT.

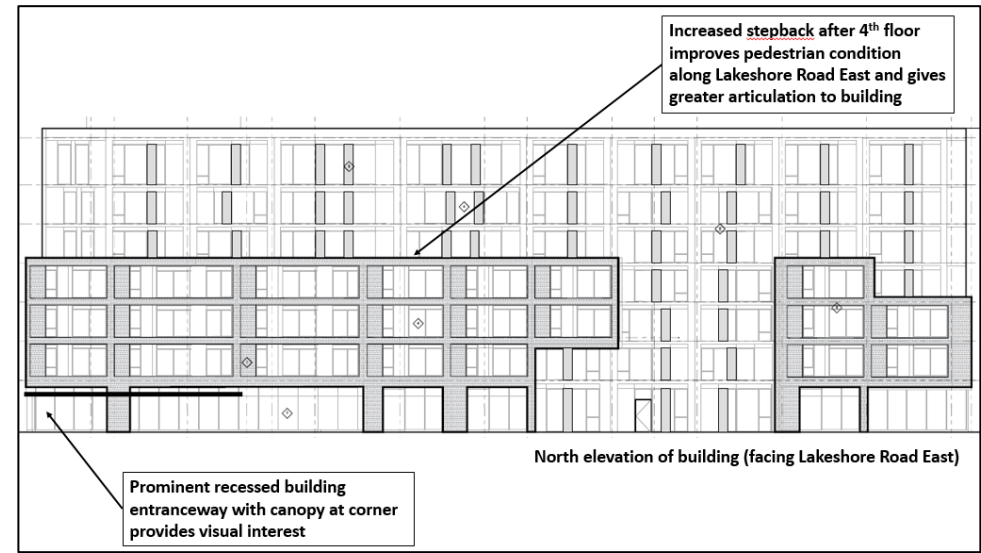
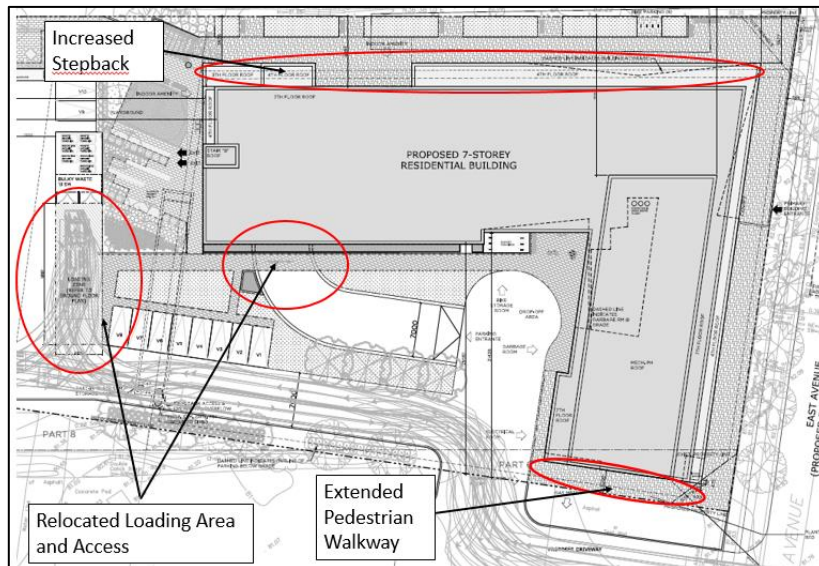
Is there a planning rationale for the application?

Yes, the applicant's planning consultant and the planning analysis undertaken by staff provide an appropriate planning rationale to support the proposal. These applications are consistent with MOP, the Region of Peel Official Plan, the *Growth Plan* and the PPS.

8. Revised Site Plan and Elevations

The applicant has provided a revised site plan and elevations. Notable changes are as follows:

- Increased building setback along Lakeshore Road East above the fourth storey from 1.5m (4.9 ft.) to 3.0 m (9.8 ft.);
- A reconfigured vehicular access and loading area, which results in the loss of seven parking spaces;
- Extended pedestrian walkway to wrap around the south limits of the building; and,
- Updating the architectural components of the building including additional articulation, façade materials, colouring and fenestration



Use of colour, a warmer tone of building materials, highlights around the window frames, and different sized windows help create visual interest in the building

9. Zoning

The proposed **RA2-Exception** (Apartments - Exception) is appropriate to accommodate the proposed seven storey apartment building with an FSI of 1.8.

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

Proposed Zoning Regulations

Zone Regulations ⁽¹⁾	RA2 Zone Regulations	Proposed RA2-Exception Zone Regulations
Maximum Floor Space Index (FSI)	1.0	1.8
Maximum Height	26.0 m (85.3 ft.) 8 storeys	23.0 m (75.5 ft.) 7 storeys
Minimum Front Yard (abutting East Avenue) with a height less than or equal to 13.0 m	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)
Minimum Front Yard (abutting East Avenue) with a height greater than 13.0 m and less than or equal to 23.0 m	8.5 m (27.9 ft.)	5.5 m (18.0 ft.)
Minimum Exterior Side Yard (abutting Lakeshore Road East) with a height less than or equal to 13.0 m	7.5 m (24.6 ft.)	5.9 m (19.4 ft.)

Zone Regulations ⁽¹⁾	RA2 Zone Regulations	Proposed RA2-Exception Zone Regulations
Minimum Exterior Side Yard (abutting Lakeshore Road East) with a height greater than 13.0 m and less than or equal to 23.0 m	9.5 m (31.2 ft.)	8.9 m (29.2 ft.)
Minimum Interior side yard abutting a zone permitting detached and/or semi detached ⁽²⁾	7.5 m (24.6 ft.) minimum up to 25.5 m (83.7 ft.) maximum	3.0 m (9.8 ft.)
Minimum number of residential parking spaces per rental apartment dwelling unit	1.18 spaces per one-bedroom unit 1.36 spaces per two-bedroom unit 1.5 spaces per three-bedroom unit	0.76 spaces per apartment unit
Minimum setback from surface parking spaces or aisles to a street line ⁽³⁾	4.5 m (14.8 ft.)	Not applicable
Minimum setback from surface parking spaces or aisle to any other lot line	3.0 m (9.8 ft.)	0.9 m (3.0 ft.)
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m (9.8 ft.)	1.0 m (3.3 ft.)

Zone Regulations ⁽¹⁾	RA2 Zone Regulations	Proposed RA2–Exception Zone Regulations
Minimum landscaped area	40% of lot area	35% of lot area
Minimum depth of a landscape buffer abutting a lot line that is a street line ⁽⁴⁾	4.5 m (14.8 ft.)	0.0 m (0.0 ft.)
Minimum depth of a landscape buffer along any other lot line ⁽⁴⁾	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)
<p>⁽¹⁾In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law should the application be approved</p> <p>⁽²⁾Although the abutting use is a paramedic station, it is zone R3-75 which permits detached dwellings and this regulation therefore applies</p> <p>⁽³⁾The proposed parking area will not conform to this zoning regulation should a multi-modal connection (including vehicles) be extended from East Avenue to Byngmount Avenue in the future, and therefore has been removed</p> <p>⁽⁴⁾Landscape buffers are not permitted to include hard surfaces such as sidewalks. The concept site plan currently identifies areas along East Avenue and the southern lot line as containing sidewalks. The appropriate amount of space dedicated to landscaping versus sidewalk will be determined through the site plan approval process.</p>		

10. Bonus Zoning

Staff recommend that Council exempt the application from a Section 37 Community Benefits contribution as the proposed development will help achieve the City's strategic objective to

address housing affordability for low and moderate income households.

11. "H" Holding Symbol

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

- Delivery of an updated Function Servicing Report and Servicing Plan and any necessary infrastructure and easements to the satisfaction of the City Transportation and Works Department
- Delivery of a Temporary Discharge to Storm Sewer Commitment letter and associated City approval;
- Delivery of additional supporting documentation for the Environmental Site Assessment report to the satisfaction of the City and if required a Record of Site Condition for lands being transferred from the Region to Peel Housing Corporation;
- Arrangements between the Region of Peel and Peel Housing Corporation for the transfer of land at the southeast corner of the property;
- Arrangements for gratuitous land dedication associated with the daylight triangles at (1) the corner of Lakeshore Road East and East Avenue, and (2) the corner of East Avenue and the driveway entrance, to the satisfaction of the City;
- Arrangements for gratuitous land dedication of land owned by Peel Housing Corporation at the southwest corner of the property that have been identified for a future multi-modal

connection between Byngmount Drive and East Avenue, to the satisfaction of the City;

- Arrangements for access, public easements, and interconnections with the lands to the south, municipally known as 930 East Avenue, to the satisfaction of the City, and Region; and
- Delivery of an executed Development Agreement including any necessary provisions for municipal infrastructure in a form satisfactory to the City.

12. Site Plan

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

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions and refinements will be needed to address matters such as landscaping, noise mitigation, tree replacement and design of the amenity space.

13. Conclusions

In conclusion, City staff has evaluated the applications to permit a seven storey apartment building against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan. The applications have been determined to be appropriate for the following reasons:

- The proposed development is consistent with the direction in Mississauga Official Plan and the Lakeview Local Area Plan which allows for sensitive intensification and directs higher density uses along corridors (i.e. Lakeshore Road East) where residents can access existing and planned transit;
- The proposed seven storey height limit is reasonable given permitted heights in the vicinity (seven to 15 storeys on other side of East Avenue), a setback above the fourth storey helps deemphasize height, contributes to the pedestrian scale;
- The proposed building does not create an overwhelming street presence and is not considered a “tall building” given the width of Lakeshore Road East;
- The built form is compatible with surrounding land uses as there are no unacceptable adverse impacts; and,
- The proposed development will increase the variety of housing to meet a range of households as the development provides 151 new affordable rental housing units ranging in size from one-bedroom to three-bedroom units and will cater to a range of income levels.