

City of Mississauga  
**Corporate Report**



<p>Date: October 21, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's files: CD.03-LAK W1</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Meeting date: November 15, 2021</p>

## Subject

**PUBLIC MEETING INFORMATION REPORT (WARD 1) – Mississauga Official Plan Amendment for the Lakeshore Road East Corridor**

## Recommendation

1. That the report titled “Mississauga Official Plan Amendment for the Lakeshore Road East Corridor” dated October 21, 2021 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the Public Meeting held on November 15, 2021 to consider the report titled “Mississauga Official Plan Amendment for Lakeshore Road East Corridor” dated October 21, 2021, from the Commissioner of Planning and Building, be received.

## Report Highlights

- A draft Official Plan Amendment (OPA) has been prepared that provides a policy framework for future development along the Lakeshore East Corridor Area in the Lakeview Neighbourhood Character Area. See Appendix 1 for a map of the subject area.
- This report presents the draft OPA for Council’s consideration, which includes draft policies on items such as: vision, height and urban design guidelines.
- This report also provides Council with preliminary feedback from stakeholders through engagement in May and June 2021; along with feedback from the initial virtual community meeting held on February 23, 2021.
- Staff aim to bring a Recommendation Report with the final OPA to Council for consideration in early 2022.

## Background

The purpose of this land-use planning review was to examine the **height, density and built form policies** for the Lakeshore East Corridor between Seneca Avenue and the Etobicoke border. The study area excludes the [Lakeview Village](#) and Rangeview lands which are subject to their own rezoning and master planning exercises respectively.

The review was initiated as an increasing number of planning applications along Lakeshore Road East Corridor have been received in recent years and many of the proposals contain heights and densities that significantly exceed existing permissions. There are currently two active rezoning applications, two recently approved zoning applications, and four site plan application along the corridor.

The current official plan policies allow for building heights generally between two to four storeys. The two active rezoning applications under review range between eleven and fifteen storeys.

The ensuing maps illustrate the study area boundaries and the existing and approved maximum building heights, in storeys, along the corridor.



Figure 1: Existing and Approved Heights in Storeys along western corridor



Figure 2: Existing and Approved Heights in Storeys along eastern corridor

The Lakeshore Road East Corridor is identified as a Higher Order Transit Corridor in Mississauga Official Plan (MOP) and varies in width. The Right of Way (ROW) width for the western portion of the corridor is 30 m (Seneca Avenue to East Avenue) and the designated ROW of the eastern portion is 44.5 m (East Avenue to Etobicoke border).

## Comments

### OVERVIEW OF DRAFT OFFICIAL PLAN AMENDMENT

The draft OPA has been prepared to address the issues identified by stakeholders and staff. It incorporates comments and feedback received during the public and stakeholder consultation period between February and June 2021. City staff proposed three key policy moves. No changes to Schedule 10 Land Use Designations are proposed through this amendment. The following summarizes key policies within the draft OPA (Appendix 4).

### Reaffirm the Vision

The existing Lakeview Local Area Plan has extensive and distinct guiding principles. In short, the six guiding principles are:

- Reconnect Lakeview to the waterfront;
- Strengthen distinct neighbourhoods;
- Support complete communities;
- Promote community health;
- Support social wellbeing;
- Achieve leadership in sustainability.

The vision section has been updated to better reflect today's context, including technical word changes. The draft OPA reinforces the complete communities guiding principle with the addition of wording to encourage a sense of place. The guiding principles have been reviewed and reconfirmed. The existing vision reflects a pedestrian scaled, mixed-use mainstreet, which helps achieve complete communities, aids active transportation including walking and supports housing for all groups and abilities.

### Building Height

The current planning framework in the Lakeshore Road East Corridor area generally allows for buildings up to four storeys in height. There are sites with existing height permissions beyond four storeys as shown figures 1 and 2. Staff undertook a parcel analysis along the corridor to determine redevelopment potential. Shallow lots with less than 40 m in depth are common, but are the least likely to redevelop due to the challenge of providing underground parking and meeting urban design criteria. The table below summarizes Staff's site analysis.

Lot Depth	Anticipated Redevelopment Height Potential	Approximate Number of Redevelopment Sites	
		Including under application & site specific permissions	Excluding under application & site specific permissions
Less than 40 m	2-4 storeys	8	5
40-60 m	2-8 storeys	10	6
Greater than 60 m	2-8 storeys, or maximum of 30 m tall	6	4

All amended height policies proposed above would only be permitted if appropriate transitions to low density areas are provided and street wall polices (described below) are achieved.

Staff considered the following key factors when developing the proposed height framework.

- Vision for a main street corridor, with pedestrian friendly scale
- Existing buildings and approved heights
- Tie-in with Rangeview lands that also have an eight storey maximum height policy for the Lakeshore fronting buildings
- Consideration of the road right-of-way width
- Buildings that support ground floor retail
- Transit supportive densities that support provincial/regional Major Transit Station Area requirements
- Create more certainty for existing landowners, prospective land owners and community members

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### **Ensure a Village Main Street Character - Urban Design**

The draft OPA includes a new urban design policy; proposing a minimum streetwall of 2 storeys and maximum of 4 storeys. The streetwall is the exterior wall of a building facing the front lot line abutting Lakeshore Road. The two to four storey streetwall is context sensitive to the varied existing condition of one and two storey buildings and larger apartment buildings. A two to four storey streetwall provides a human scaled pedestrian realm and sense of enclosure.

The existing LAP and the Lakeview Built Form Standards provide further policies, direction and guidelines regarding streetscape treatment, landscaping, street furnishings, public art, building material, and building design. No changes are proposed to these policies.

### **Land Assembly**

The current planning framework in the Lakeview Local Area Plan discourages land assembly. No revisions to the land assembly policies are proposed through this review. However, if land assembly does occur, the LAP policy indicates that the primary purpose of assembled lands is to provide a buffer to the adjacent low density lands to the development.

Given the existing lot pattern, the opportunity for redevelopment can be achieved without further land assembly.

There have been no development applications involving land assemblies in along Lakeshore Road in Lakeview since the LAP was adopted in 2015.

### **Transition**

The current LAP requires appropriate transition to adjacent low density residential. The draft amendment does not propose revisions to the transition policies and guidelines.

The LAP states that development along Lakeshore Road should have regard for the character of the Neighbourhood, providing appropriate transitions in height, built form and density. It further states that redevelopment will ensure built form compatibility and transition in heights to adjacent low density residential neighbourhoods.

The Lakeview Built Form Standards further refines the transition policies, including the use of a 45 degree angular plane, increase to the building setbacks, and the use of building step backs to ensure minimal impact from newer developments to adjacent low rise dwellings.

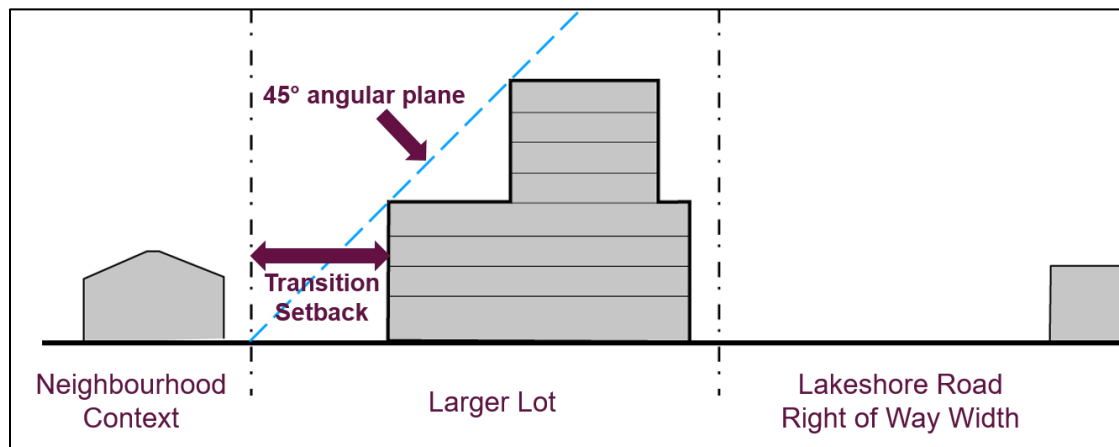


Figure 3: Existing Transition Policies

## Heritage

Cultural heritage policies have been reviewed as part of this exercise. Section 8.2 of the LAP, Cultural Heritage, recognizes the important of heritage resources in the area and further guides how to improve and enhance development adjacent to heritage sites.

There are opportunities to integrate and enhance heritage resources through contextually sensitive designs, paying attention to setbacks, stepbacks, material choice, facades, landscaping, and site design, etc. Development along the corridor is also subject to a site plan control bylaw.

## Parks and Green System

Integration of parks, open space and landscaping into new developments has been reviewed. The current LAP prioritizes policies which protect, enhance, restore, and connect green spaces in Lakeview.

Through redevelopment, additional opportunities for landscaping, setbacks, streetscaping or publically accessible privately open space will be reviewed. In addition, developments along Lakeshore Road East will be required to contribute to parkland, either on site or through cash in lieu.

## COMMUNITY ENGAGEMENT

### Engagement Process

An extensive engagement process underpins this draft OPA and included:

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- **Public Engagement:** The public has been involved via a project website, social media, an online comments form, virtual community meetings, virtual community workshops, surveys, and this statutory public meeting. Public engagement was intended to provide information on the draft policies and gain preliminary feedback.
    - **EHQ Website** had approximately 1350 visits between Jan 1 and Aug 31
    - **Virtual Community Meeting:** A virtual community meeting was held on February 23, 2021. The virtual community meeting included staff presentations, online polls, chat forum and post meeting feedback survey.
      - Approximately 165 attendees excluding staff
    - **Virtual Community Workshops:** Three virtual community workshops were held on May 4<sup>th</sup>, 5<sup>th</sup> and 11<sup>th</sup> 2021. The virtual community workshops included presentations by staff and an independent urban designer, breakout rooms, online polls, chat forum and post meeting feedback survey.
      - Staff presented draft building heights of 4-6 storeys on small lots, 6-8 storeys on medium lots, and 8-12 storeys on large lots.
      - Approximately 180 attendees excluding staff
    - **Virtual Community Meeting:** A virtual community meeting was held on June 10, 2021. The virtual community meeting included staff presentations, online polls, chat forum and post meeting feedback survey.
      - Staff presented draft building heights of 4 storeys on smaller lots, and 8 storeys on larger lots
      - Approximately 80 people attended excluding staff
    - **Statutory Public Meeting:** Notification for the November 15, 2021, Statutory Public Meeting was published in the Mississauga News. Information of this public meeting was also shared on the Lakeshore East Corridor website (<https://yoursay.mississauga.ca/lakeshore-east-corridor-study>), and promoted via a media release, Council's Corner newsletter, social media, and the local councillor's newsletter.
    - **Posting Draft OPA:** The draft OPA policies will be posted on the project website in advance of the public information meeting along with an online comment form in order to receive further detailed comments from the public.
  - **Stakeholder Meeting:** outreach with the Lakeview Ratepayers Association took place in June and November, 2021 in order to provide information on the amendment and gain preliminary feedback on more site specific matters.

## **Feedback Received to Date**

Staff engaged stakeholders and the public through the abovementioned engagement tactics. Staff have incorporated preliminary feedback into the draft OPA and provided a summary of the key messages received below. Some of the feedback received is outside the scope of this draft OPA.

## **Creating a Complete Community**

We heard about the need for the Lakeshore Corridor to evolve as a complete, vibrant and mixed use community that provides opportunities for people of all ages and abilities to live, work, shop and play.

Feedback also included a desire for a greater mix of uses along the corridor.

## **Strengthening the Main Street**

We heard general support for mixed use buildings where people can live, work, play, shop and dine. There was a desire for streetscape improvements such as wider sidewalks, and landscaping.

The community expressed concerns that additional height will create undue precedents and cause negative shadow impacts.

## **Green Space and Setbacks**

We heard there was a desire for green space and additional setbacks along Lakeshore Road East, especially on the south side of the corridor between East Avenue and Hydro Road. This area is outside of the study area, but parkland consultation and evaluation for the Lakeview Village Development Masterplan is ongoing. More information on the Lakeview Village Parkland Public Engagement can be found at the following link:  
<https://yoursay.mississauga.ca/lakeviewparks>.

Any new development along Lakeshore Road is required to provide opportunities for landscaping, wider sidewalks and improved public realm. In our existing Lakeview Local Area Plan Built Form Guidelines, any new development proposal in the Lakeshore East Corridor study area is required to have a setback to the front property line of 0.6 m and 3.0 m.

## **Improving Transportation**

During each round of engagement, a common concern we heard was around traffic and transportation. The City of Mississauga is conducting concurrent projects regarding the Lakeshore Bus Rapid Transit Study, Lakeshore Complete Street Study, and the New Credit River Active Transportation Bridge Study. Further information on these studies is available here:



<https://www.mississauga.ca/lakeshore-transportation>. These three studies build on the Lakeshore Connecting Communities Transportation Master Plan which set out a long-term vision for transit and corridor improvements along Lakeshore Road from 2020 to 2041.

**Rangeview**

While outside of the Lakeview Local Area Plan and Lakeview Neighbourhood Character Area, residents expressed a desire and willingness to participate in a holistic approach to the neighbouring Rangeview lands. Development master plans are required for the Rangeview lands. During the development master plan process staff will share information and assist in neighbourhood collaboration.



Figure 4: Lakeshore East Corridor Official Plan Amendment Process

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## Financial Impact

There are no financial impacts resulting from the Recommendations in this report.

## Conclusion

The Lakeshore Road East Corridor study has been a consultative process that has produced a draft policy framework to aid in the development of a vibrant, mixed-use and connected community. The next step is to incorporate any further feedback received through community engagement and at the November 15, 2021 Public Meeting into the final Official Plan Amendment that will be presented to Council for consideration in early 2022.

## Attachments

- Appendix 1: Context Map of Lakeshore Road East Corridor
- Appendix 2: Summary of Engagement June 20, 2021
- Appendix 3: Lakeshore Road East Corridor – Draft Official Plan Amendment Height Schedule
- Appendix 4: Lakeshore Road East Corridor – Draft Official Plan Amendment



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