

Recommendation Report Detailed Planning Analysis

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

420 Lakeshore Road East

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1. Community Comments

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

Comment

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

Response

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

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

Comment

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

Response

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

Comment

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

Response

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

Comment

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

Response

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

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

Comment

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

Response

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

Comment

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

Response

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

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

2. Updated Agency and City Department Comments

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

Transportation & Works

Comments updated June 3, 2021 included the following:

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

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

Stormwater

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

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

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

The applicant is required to provide further technical information that:

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

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

Traffic

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

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

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

Environmental

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

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

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

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

Noise

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

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

Engineering Plans/Drawings

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

City Planning Strategies - Parking

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

Community Services – Arborist

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

Community Services – Fire Prevention Plan Examination

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

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

Economic Development

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

Alectra Utilities

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

Region of Peel

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

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

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

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

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

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

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

4. Consistency with PPS

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

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

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

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

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

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

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

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

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

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

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

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

5. Conformity with Growth Plan

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

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

to achieve intensification throughout the delineated built-up area.

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

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

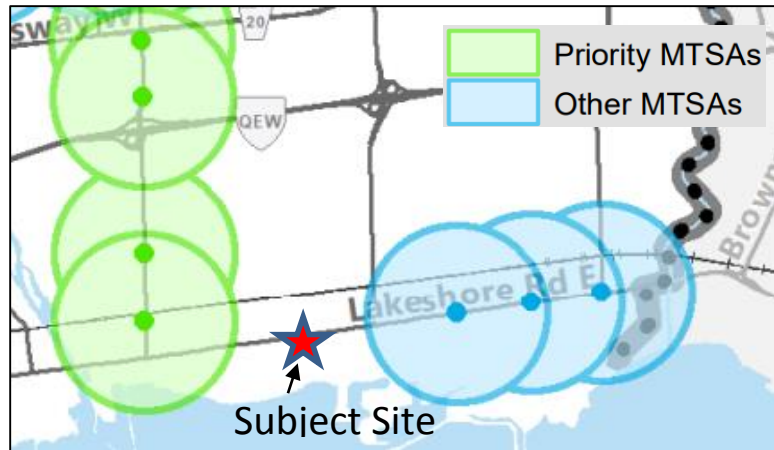
The proposed development conforms to the Growth Plan direction pertaining to accommodating intensification within the built-up area and increases the housing supply. The degree of proposed intensification; however, is not commensurate with the location of the subject property and the City's strategy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

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

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

Higher Order Transit / Major Transit Station Areas

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



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

6. Region of Peel Official Plan

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

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

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

7. Mississauga Official Plan (MOP)

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

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

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

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

Context Within Urban Structure: Not a priority location for intensification

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

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

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

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

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

Character Of Lakeshore Road: Low to mid-rise mainstreet

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

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

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

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

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



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



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



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

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

Planned Character Height: Not a location for tall buildings

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

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

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

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

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

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

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

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

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

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

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



Adjacent properties would benefit from a reduction in the proposed height

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

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

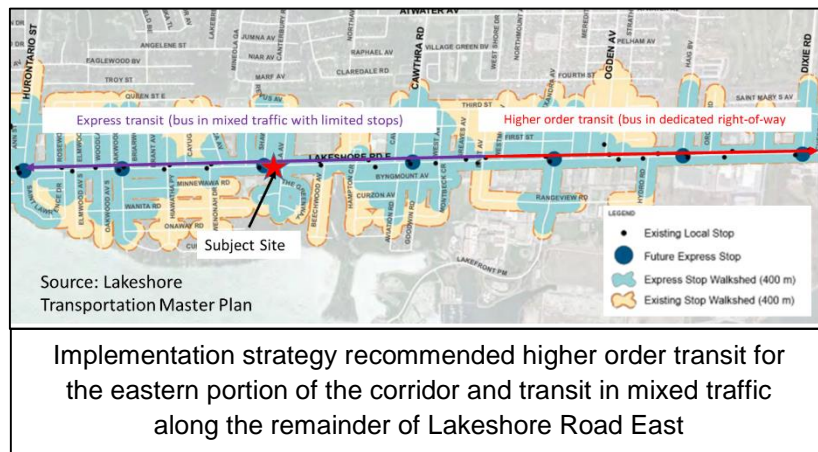
- Currently, the proposed Floor Space Index (FSI) for the site is 3.73 which is higher than many infill developments approved in the Lakeview and Port Credit neighbourhoods (e.g. 7 storey apartment building at Lakeshore Road and East Avenue has an FSI of 1.8, the 8 storey building at Benson and High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

Lakeshore Road Transportation Corridor: Transit shapes the community

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

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

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



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

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

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

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

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

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

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

City Planning Strategies staff note that the applicant:

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

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

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

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

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

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

Survey is required

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

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

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

Services and Infrastructure – Additional information required

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

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

- additional details related to the Functional Servicing Report,

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

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

Lakeshore East Corridor Study – Preliminary Findings

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

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

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

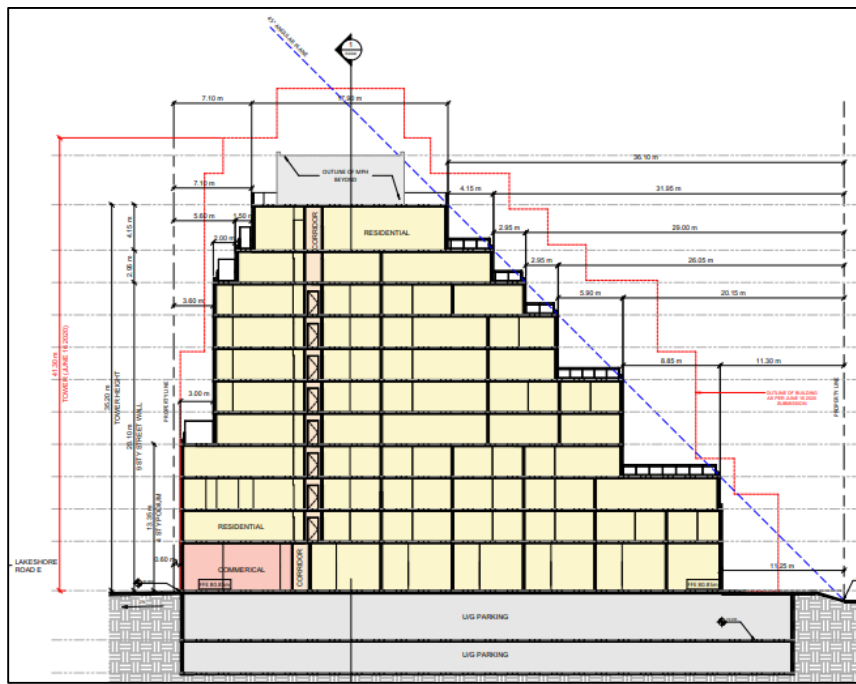
The subject site's proposed 11 storey height exceeds this recommendation, although the proposed building respects the 45 degree angular plane, fourth floor stepback and minimum setback from Lakeshore Road East

8. Revised Site Plan and Elevations

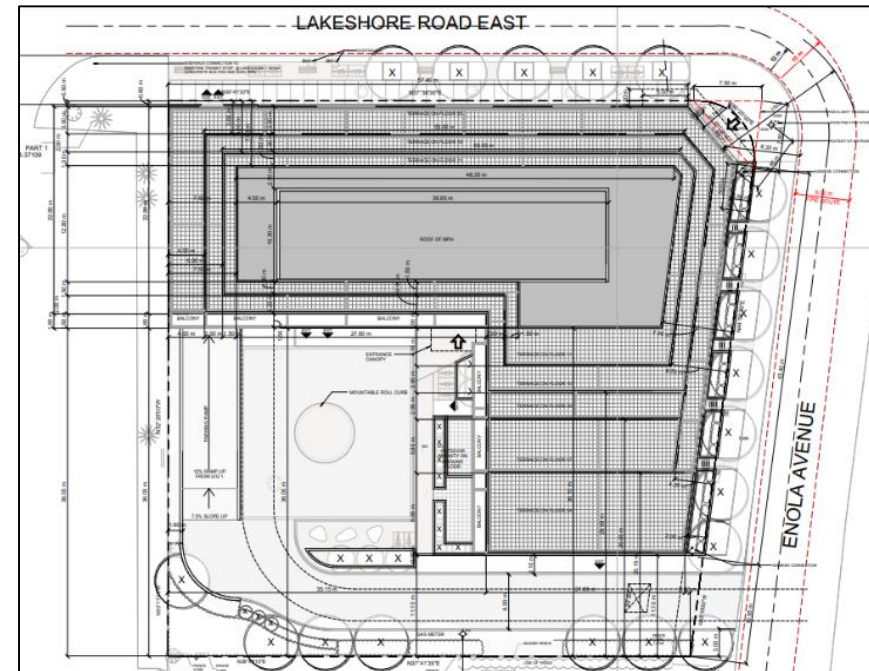
The applicant has provided a revised site plan and elevations as follows:

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

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



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



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

9. Zoning

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

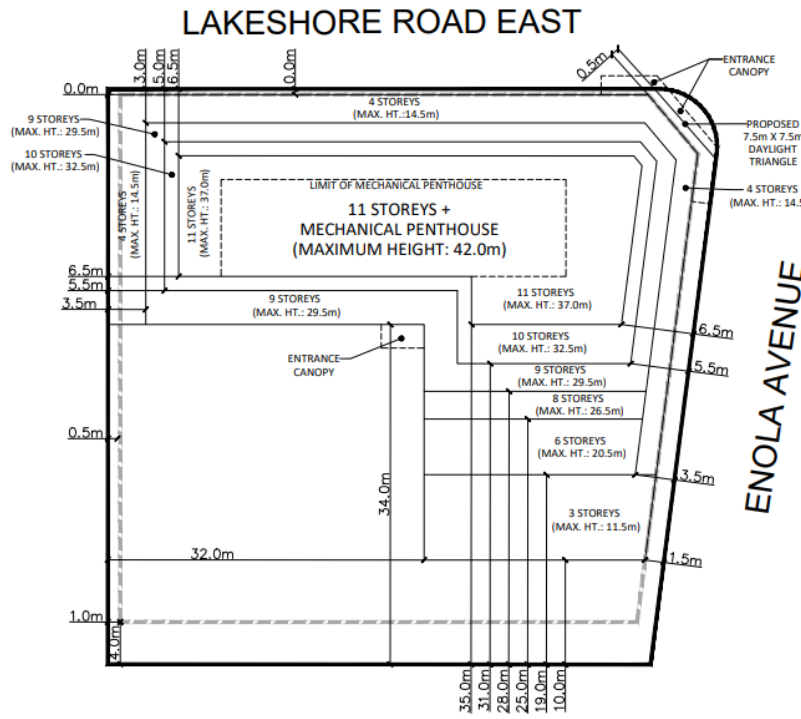
Proposed Zoning Regulations

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

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

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

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

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

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

10. Bonus Zoning

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

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

11. "H" Holding Symbol

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

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

12. Site Plan

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

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

13. Conclusions

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

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

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

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

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

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

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

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