

City of Mississauga  
**Corporate Report**



<p>Date: March 4, 2022</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's files: CD.03-LAK</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Meeting date: March 28, 2022</p>

## Subject

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

## Recommendation

1. That the proposed Mississauga Official Plan Amendments contained in the report titled “Recommendation Report (Ward 1) – Mississauga Official Plan Amendment for the Lakeshore Road East Corridor” dated March 4, 2022 from the Commissioner of Planning and Building, be approved.
2. That notwithstanding that subsequent to the public meeting, minor changes to the amendments have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of Subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.

## Executive Summary

- This report contains the final policy changes for the Lakeshore Road East Corridor in the Lakeview Neighbourhood Character Area, Lakeview Local Area Plan.
- The proposed policies will facilitate transit supportive development. They include an increase in building height from four storeys to up to eight storeys if appropriate transition is maintained. Additional urban design policies are proposed.
- This Official Plan Amendment (OPA) was developed with input from internal departments, agencies, stakeholders and the public. Engagement took place between May and June 2021; along with feedback from the initial virtual community meeting held on February 23, 2021; and statutory public meeting held on November 15, 2021. Staff also received written comments on the draft OPA and submissions via the project website.

- This report summarizes and addresses comments received from this consultation period. For more detail, Appendix 2 lists comments received and highlights key considerations and/or modifications made to the draft OPA in response to those comments.
- The updated OPA policies are included in Appendix 5. Refer to Appendix 6 to learn more about the planning rationale for each of the proposed policies. Appendix 7 assesses the policies against the provincial policy framework and other applicable policies.

## Background

In February 2021, staff initiated the Lakeshore East Corridor Study to manage compatible growth on Lakeshore Road East between Seneca Avenue and the Etobicoke Creek. Specifically, the review examined the height, density, and built form policies.

Significant engagement occurred in February and May 2021. Preliminary directions were released in June 2021. The early engagement process reconfirmed that the existing Lakeview Local Area Plan vision is strong and anticipated minimal revisions with the exception of revisions to the maximum building height along the Lakeshore Corridor.

On November 15, 2021, an Information Report with the draft OPA for the Lakeshore East Corridor Study was considered at a Public Information Meeting of the Planning and Development Committee. A copy of this report can be found at the link below and is included in Appendix 1 and the minutes from the meeting are included in Appendix 4.

[For the Information Report, item 4.3 at the November 15, 2021 PDC Agenda, click here.](#)

## Comments

The proposed Official Plan Amendment includes policies related to building height and urban design. The current policy framework in the Lakeshore Road East Corridor area generally allows for buildings up to four storeys in height. The proposed policies allow for buildings two to eight storeys in height if appropriate transition is maintained and the consideration of additional height up to a maximum of 30 m on lots greater than 60 m in depth. In addition, expanded urban design policies introduce the requirement for new buildings to have a two to four storey streetwall to protect for a pedestrian oriented main street. A streetwall is the exterior wall of a building facing the front lot line abutting the main street. See Appendices for additional detail.

Minor technical revisions have been made to the proposed draft OPA presented at the November 15, 2021 Public Information Meeting, however the general intent of the draft policies has not changed. Minor modifications include:

- Adding an additional paragraph to the introduction of the Lakeshore Corridor Section outlining the intent of the policy direction;
- Adding additional notes and labels to Map 3: Lakeview Local Area Plan Height Limits; and
- Minor technical word changes.

The Region of Peel is currently in the process of delineating the boundaries of Major Transit Station Areas (MTSA) to facilitate transit supportive development. Once adopted the Mississauga Official Plan will be updated as part of the Draft MTSA Study. MTSA's are being proposed along Lakeshore Road East. The proposed amendment provides for transit supportive development including a mix of uses such as residential, retail, offices, open space, and public uses that supports the needs of residents and employees in a walkable environment.

## Engagement and Consultation

The development of the OPA for the Lakeshore East Corridor was based on a consultation process that has produced a framework to aid in the creation of a vibrant, mixed-use and connected community. The engagement program included statutory and non-statutory meetings, online communication and virtual meetings with members of the public and agency groups, as detailed below.

- **Project Website** <https://yoursay.mississauga.ca/lakeshore-east-corridor-study>
- **Virtual Community Meeting:** A virtual community meeting was held on February 23, 2021 with approximately 165 attendees excluding staff. The meeting included staff presentations, online polls, a chat forum and a post meeting feedback survey.
- **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 and promoted via a media release, Council's Corner newsletter, social media, and the local councillor's newsletter.
  - Three deputations were received at this meeting, in addition to three written submissions.

A summary of all comments received, and the response from staff has been included in Appendix 2.

## **PUBLIC COMMENTS**

Below is a summary of comments and concerns received through the public engagement process and responses provided by staff. Some of the feedback received is outside of the scope of this draft OPA.

### **1) Creating a Complete Community**

Summary: 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. There was a desire for a greater mix of uses along the corridor. Specific comments about the need for affordable housing were also received.

Staff Response: The existing policy framework encourages a complete community and mixed-use corridor. The proposed policy amendment encourages additional height and density which provides more housing options to more people. The proposed additional height and density will assist in providing a critical mass of people to support mixed use development. The Draft Major Transit Station Areas study will also provide the ability to require affordable housing through Inclusionary Zoning.

### **2) Strengthening the Main Street**

Summary: General support was received for mixed use buildings where people can live, work, play, shop and dine. The need for cultural and destination uses was identified. There was a desire for streetscape improvements such as wider sidewalks, and landscape treatment. Some community members expressed concerns that additional height will create undue precedents and cause negative shadow impacts.

Staff Response: The proposed policy amendments for building height are coupled with new streetwall policies and existing built form standards to provide a human scaled main street. The proposed two to four storey streetwall respects the existing low scale context. It is anticipated that infill development up to eight storeys in height along Lakeshore Road East will improve the main street; transitioning away from auto-oriented development and businesses to mixed use pedestrian oriented development. New development will be required to improve the streetscape; widen the sidewalks and provide opportunities for

landscape treatment. Population growth along the corridor can support local retail businesses.

### 3) Green Space and Setbacks

Summary: 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.

Staff Response: The south side of the corridor between East Avenue and Hydro Road is outside of the study area, however any new development along Lakeshore Road East is required to provide an improved public realm. This may include wider sidewalks and streetscape treatment. The existing Lakeview Local Area Plan Built Form Standards specifies that setbacks for any new development proposal in the study area is required to have a setback to the front property line of 0.6 m and 3.0 m. Additional greenspace on Lakeshore Road East may impact the vision of creating a strong main street.

### 4) Improving Transportation

Summary: Vehicle traffic, public transportation and active transportation were a concern.

Staff Response: The City is conducting concurrent transportation studies such as the Lakeshore Bus Rapid Transit Study, Lakeshore Complete Street Study, and the New Credit River Active Transportation Bridge Study. These 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. Further information on these studies is available here: <https://www.mississauga.ca/lakeshore-transportation>.

### 5) Rangeview Estates Lands

Summary: Residents expressed a desire and willingness to participate in shaping the Rangeview Estates Lands.

Staff Response: The Rangeview Estates Lands are outside of the Lakeview Local Area Plan and Lakeview Neighbourhood Character Area. However, a development master plan process is required, and community consultation would be undertaken as per the requirements of the *Planning Act*.

### 6) Procedural Fairness

Summary: Comments have been received regarding the process and procedural fairness of reviewing existing development applications.

Staff Response: Applications deemed complete prior to the adoption of the policy changes resulting from this study will be evaluated on their own merits at the time of their submission. The proposed policy changes would not apply to these sites. The applications currently under review or appealed include:

	Address	File Number	Submission Deemed Complete
1.	420 Lakeshore Road East	OZ 20/9	July 9, 2020
2.	1381 Lakeshore Road East	OZ 20/18	October 22, 2020
3.	1303 Lakeshore Road East	OZ 21/20	January 7, 2021

Additional applications not listed here may be received and deemed complete following the date of this report but prior to the adoption of the policy changes.

## 7) Building Heights

Summary: Insufficient building height permissions.

Staff Response: The increased building height allows for growth along the corridor and contributes to the complete community and pedestrian oriented main street vision. The existing height limit is four storeys. The proposed height limit of eight storeys doubles the height permissions currently in the Lakeview Local Area Plan. Additional height up to 30 m on lot depths greater than 60 m provides further permissions. The intended built form and height reflect the hierarchical urban structure of the Mississauga Official Plan and aligns with the Lakeview Waterfront Major Node as well as with the character and typology of Lakeshore Road East.

The Mississauga Official Plan City Structure provides guidance on density, height, uses and appropriate growth. The Downtown will contain the highest density and heights and the greatest mix of uses. Major Nodes will provide a mix of population and densities less than the Downtown but greater than elsewhere in the city. Community Nodes will be similar to Major Nodes, but with lower densities and heights. Finally, Neighbourhoods will accommodate the lowest densities and building heights.

Based on the Growth Plan forecast for the Region of Peel, Mississauga has planned for units and people in excess of the forecasted population for 2051. The planned growth aligns with the urban hierarchy. In order to meet the objectives of the Official Plan, and for areas to function as planned, growth should adhere to the city structure.

The Lakeshore Corridor is located within the Lakeview Neighbourhood Character Area and abuts the Lakeview Waterfront Major Node. The Major Node policies require mid-rise buildings of five to eight storeys fronting on Lakeshore Road East. It anticipates the greatest heights and densities at the south western edge of the community toward the lake, and gradual transition to existing adjacent residential neighbourhoods. The general policies of the Node include reinforcing a pedestrian scale along Lakeshore Road East. The urban structure would not be maintained if building heights on the Lakeshore Corridor in a Neighbourhood exceeded those on the Lakeshore Corridor in the Major Node.

Consideration was also given to the different widths of the roadway right of way, lot depth, requirements of ground floor retail, and transit supportive densities in the determination of appropriate building heights. The proposed built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of Lakeshore Road East.

## 8) Study Scope

Staff received comments indicating that the scope of the study was too narrow and that a larger corridor or a comprehensive neighbourhood study should be undertaken.

Staff Response: The scope of this study was limited in nature due to the unique characteristics of Lakeshore Road East, including the lot pattern, history, location, proximity to transit and services, and development pressures.

Concurrent ongoing studies or recent studies in the corridor area have helped inform this work and the proposed OPA. Some of these studies include:

- Draft Major Transit Station Area Study;
- Lakeshore Connecting Communities Transportation Master Plan;
- Lakeview Village Parkland Public Engagement;
- Lakeview Waterfront Major Node / Lakeview Village Development Master Plan;
- Official Plan Review; and
- Increasing Housing Choices in Mississauga's Neighbourhoods Study.

The city-wide Official Plan Review and Draft Major Transit Station Area Study will address where additional growth and development should be accommodated.

## Financial Impact

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

## Conclusion

Comments from a range of stakeholders have been carefully considered while balancing the city structure, regional polices and provincial plans. The proposed amendment will provide an updated policy framework for the future development of the Lakeshore Road East Corridor into a complete, connected, mixed-use community.

The proposed amendment to MOP is consistent with the Provincial Policy Statement, and conform to the Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan and Mississauga Official Plan. Appendix 7 provides a detailed analysis of consistency and conformity with relevant Provincial and Regional plans and policies.

## Attachments

Appendix 1: Public Meeting Information Report (Ward 1) – Mississauga Official Plan Amendment for the Lakeshore Road East Corridor, October 21, 2021

Appendix 2: Response to Comments Summary

Appendix 3: Written Submissions

Appendix 4: Public Meeting Minutes

Appendix 5: Proposed Tracked Changes Official Plan Amendment with Revisions

Appendix 6: Planning Rationale for Proposed Amendment

Appendix 7: Summary of Applicable Policies

Appendix 8: Revised Map 3: Lakeview Local Area Plan Height Limits

Appendix 9: Excerpt of Draft Official Plan Amendment



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