

## Detailed Information and Preliminary Planning Analysis

**Owner: 128 Lakeshore Road East LP**

**128 Lakeshore Road East**

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## 1. Proposed Development

The applicant proposes to develop the property with an 11 storey condominium apartment building containing 42 units and commercial uses at grade. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: January 31, 2022 Deemed complete: February 18, 2022	
Owner:	128 Lakeshore Road East LP	
Applicant:	MHBC Planning Limited	
Number of units:	42 units	
Proposed Gross Floor Area:	5,334 m <sup>2</sup> (57,415 ft <sup>2</sup> )	
Height:	11 storeys / 37 m (121.4 ft.) inclusive of mechanical penthouse (MPH)	
Lot Coverage:	59%	
Floor Space Index:	5.7	
Landscaped Area:	+/- 57 m <sup>2</sup> (613.5 ft <sup>2</sup> )	
Anticipated Population:	90* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
Resident spaces	66	37
Commercial spaces	6	0
Visitor spaces	8	0
Total	80	37
Green Initiatives*:	<ul style="list-style-type: none"> <li>• Rainwater harvesting</li> <li>• Green roof</li> <li>• High-efficiency water fixtures</li> <li>• Bird-friendly exterior glazing</li> </ul>	
*Features retrieved from Applicant's list		

## Supporting Studies and Plans

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

- Cover Letter
- Draft Official Plan and Zoning By-law Amendments
- Context Plan, Site Plan and Statistics
- Floor Plans, Parking Plans and Roof Plan
- Elevations and Sections
- Sun/Shadow Study
- Functional Servicing and Stormwater Management Report
- Planning Justification Report
- Phase I Environmental Site Assessment
- Geotechnical Investigation
- List of Low-Impact Design Features
- Streetscape Feasibility Assessment
- Preliminary Hydrogeological Investigation
- Waste Management Report and Generation Summary
- Traffic Noise Feasibility Assessment
- Traffic Operations Assessment
- Tree Inventory and Preservation Report
- Tree Inventory Plan
- Urban Design Brief
- Pedestrian Level Wind Study
- Grading, Servicing and Utility Plans

### **Application Status**

Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

A community meeting was held by Ward 1 Councillor, Stephen Dasko, on March 29, 2022. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

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## Site Plan



Elevations

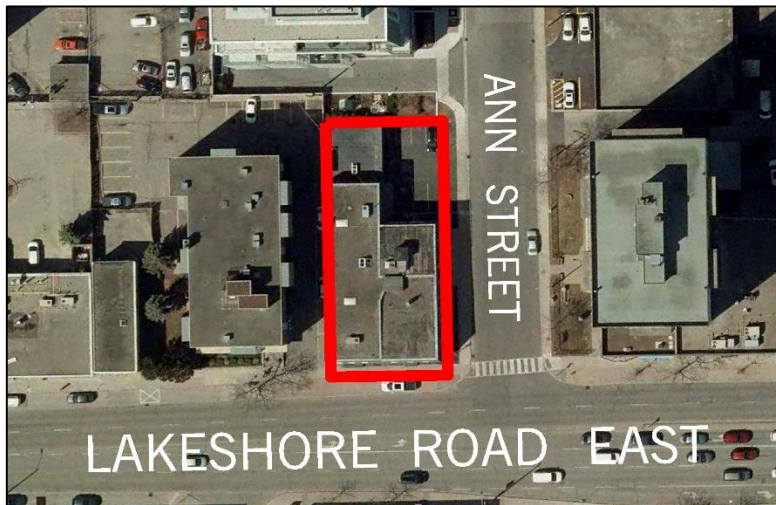


Rendering

## 2. Site Description

### Site Information

The subject property is located at the northwest corner of Lakeshore Road East and Ann Street in the Port Credit Community Node. The property is rectangular in shape and currently occupied by a two storey funeral home (Middlebrook & Skinner Funeral Home) with associated surface parking.



Aerial Photo of 128 Lakeshore Road East

Pedestrian access is provided from Lakeshore Road East and Ann Street. Vehicular access is provided from Ann Street with lay-by parking available on Lakeshore Road East.

### Property Size and Use

Frontages:	20.1 m (65.9 ft.) – Lakeshore Road East 46.3 m (151.9 ft.) – Ann Street
Depth:	46.3 m (151.9 ft.)
Gross Lot Area:	0.1 ha (0.2 ac.)
Existing Use:	Middlebrook & Skinner Funeral Home



Image of existing condition facing northwest from south of Lakeshore Road East

### Site History

- October 25, 1990 – Approval of minor variance application (A 513-90) to permit a two storey addition to funeral home,

reduced parking supply and the existing residential dwelling unit

- February 13, 1991 – Approval of site plan application (SP 90-171) to permit a two storey addition to funeral home
- June 20, 2007 – Zoning By-law 0225-2007 came into force which zoned the property **C4** (Mainstreet Commercial)
- November 14, 2012 – Mississauga Official Plan (MOP) came into force which designated the property **Mixed Use** in the Port Credit Community Node
- December 21, 2015 – Port Credit Local Area Plan (LAP) came into force and replaced the previous LAP
- January 31, 2022 – Submission of official plan amendment and rezoning applications to permit an 11 storey condominium apartment building containing 42 units and commercial uses at grade

### 3. Site Context

#### Surrounding Land Uses

The site is located on Port Credit's traditional mainstreet corridor, Lakeshore Road. The surrounding area is characterized by residential buildings ranging from low-rise to high-rise and low-rise non-residential buildings.

The surrounding land uses are:

- North: 15 storey apartment building, parking garage and low-rise residential buildings
- East: Ann Street and 20 storey apartment building with commercial uses at grade

South: Lakeshore Road East and low-rise non-residential buildings

West: 5 storey apartment building and low-rise non-residential buildings

#### Neighbourhood Context

The site is located in the Mainstreet Node Precinct of the Port Credit Community Node. The Port Credit Community Node is an area that has evolved over centuries and became the Port Credit Township in 1961. The Mainstreet Node Precinct primarily contains street related commercial uses ranging from one to three storeys in height along Lakeshore Road East. Notwithstanding the low-rise commercial character of the Mainstreet Node Precinct, the property's immediate surroundings include a 5 storey apartment building and a 20 storey apartment building with commercial uses at grade. These apartment buildings represent older built forms along Lakeshore Road East that were completed prior to the LAP.

North of the site is the Central Residential Area Precinct, which contains a significant concentration of under construction, recently completed and older apartment buildings. Recent development in the Central Residential Area Precinct includes the 15 storey apartment building and two semi-detached dwellings directly north of the site (6 to 10 Ann Street and 77 to 81 High Street East). The taller buildings in the Port Credit Community Node are directed to the Central Residential Area Precinct due to the close proximity to the existing GO station and the future Hurontario Light Rail Transit (LRT) stop.



Aerial Photo of 128 Lakeshore Road East

## Demographics

Based on the 2016 census, the existing population of the Port Credit Community Node area is 5,420 with a median age of this area being 50 (compared to the City's median age of 40). 66% of the neighbourhood population are of working age (15 to 64 years of age), with 8% children (0-14 years) and 26% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 7,700 and 9,600 respectively. The average household size is 2 persons with 83% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 755 units (26%) owned and 2,155 units (74%) rented with a vacancy rate of approximately 0.8%\*. In addition, the number of jobs within this Character Area is 2,107. Total employment combined with the population results in a PPJ for Port Credit Community Node of 93 persons plus jobs per ha.

\*Please note that vacancy rate data does not come from the census. This information comes from CMHC which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). This specific Character Area is located within the South geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

## Other Development Applications

The following development applications are in process or were approved in the vicinity of the subject property:

- OZ/OPA 22-3 W1 – 17 and 19 Ann Street, 84 and 90 High Street and 91 Park Street East – applications in process for a 22 storey apartment building with commercial uses at

grade and the retention of two historic buildings for commercial and residential uses

- OZ/OPA 22-10 W1 and T-M 22-002 W1 – 0 Park Street East – applications in process for 42 and 40 storey apartment buildings with commercial uses on the first two storeys
- OZ 21/016 W1 – 170 Lakeshore Road East – applications in process for a 17 storey apartment building with commercial uses at grade
- OZ 20/006 W1 – 42 to 46 Park Street East and 23 Elizabeth Street – applications in process for a 22 storey apartment building
- OZ 19/008 W1 – 78 to 80 Park Street East and 22 to 28 Ann Street – applications approved for a 22 storey apartment building with commercial and office uses at grade in March 2020
- OZ 14/007 W1 – 6 to 10 Ann Street and 77 to 81 High Street East – applications approved for a 15 storey apartment building and two semi-detached dwellings in July 2017
- OZ 08/009 W1 – 91 to 93 Lakeshore Road East and 42 Port Street East – applications approved for a 4 storey non-residential building on Lakeshore Road East and a 10 storey apartment building with commercial uses at grade in February 2014

## Community and Transportation Services

This area is well served by major City of Mississauga facilities such as the Port Credit Library, Port Credit Memorial Park, Port Credit Arena, the Lions Club of Credit Valley Outdoor Pool, St. Lawrence Park and Memorial Park, all within a half kilometer radius of the site. At a larger distance, JC Saddington Park and

J.J. Plaus Park provide additional park options within the Port Credit Community Node.

The site is within 400 m (1,312 ft.) of the Port Credit GO station, which provides two-way, all day service, every 30 minutes. The site is also within 400 m (1,312 ft.) of the future Hurontario LRT stop at Hurontario Street and Park Street. The following MiWay bus routes currently service or are in close proximity to the site:

- Route 2 – Hurontario Street
- Route 8 – Cawthra
- Route 14 – Lorne Park
- Route 23 – Lakeshore Road East

A signed bike route connecting the Port Credit GO station to the City's Waterfront Trail is provided west of the site primarily on Elizabeth Street.

#### 4. Summary of Applicable Policies, Regulations and Proposed Amendments

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been

included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
<b>Provincial Policy Statement (PPS)</b>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (PPS 1.1.3.4)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan. (Growth Plan 2.2.4.1)</p> <p>Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of: b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network. (Growth Plan 2.2.4.3 b and c)</p> <p>The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other uses to support the achievement of complete communities (Growth Plan 2.2.5.15)</p> <p>Municipalities will support the achievement of complete communities by considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify their overall housing stock across the municipality (Growth Plan 2.2.6.2).</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<b>Region of Peel Official Plan (ROP)</b>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3 and Section 5.5, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.	

### Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

### Existing Designation

The subject property is designated **Mixed Use** and located within the Mainstreet Node Precinct of the Port Credit Community Node. The **Mixed Use** designation permits residential dwellings in conjunction with commercial uses including retail, restaurant and secondary office.

The property is also subject to the LAP which contains a height schedule. The height schedule permits a maximum height of 3 storeys on the property.

The subject property is located within a Major Transit Station Area (MTSA).

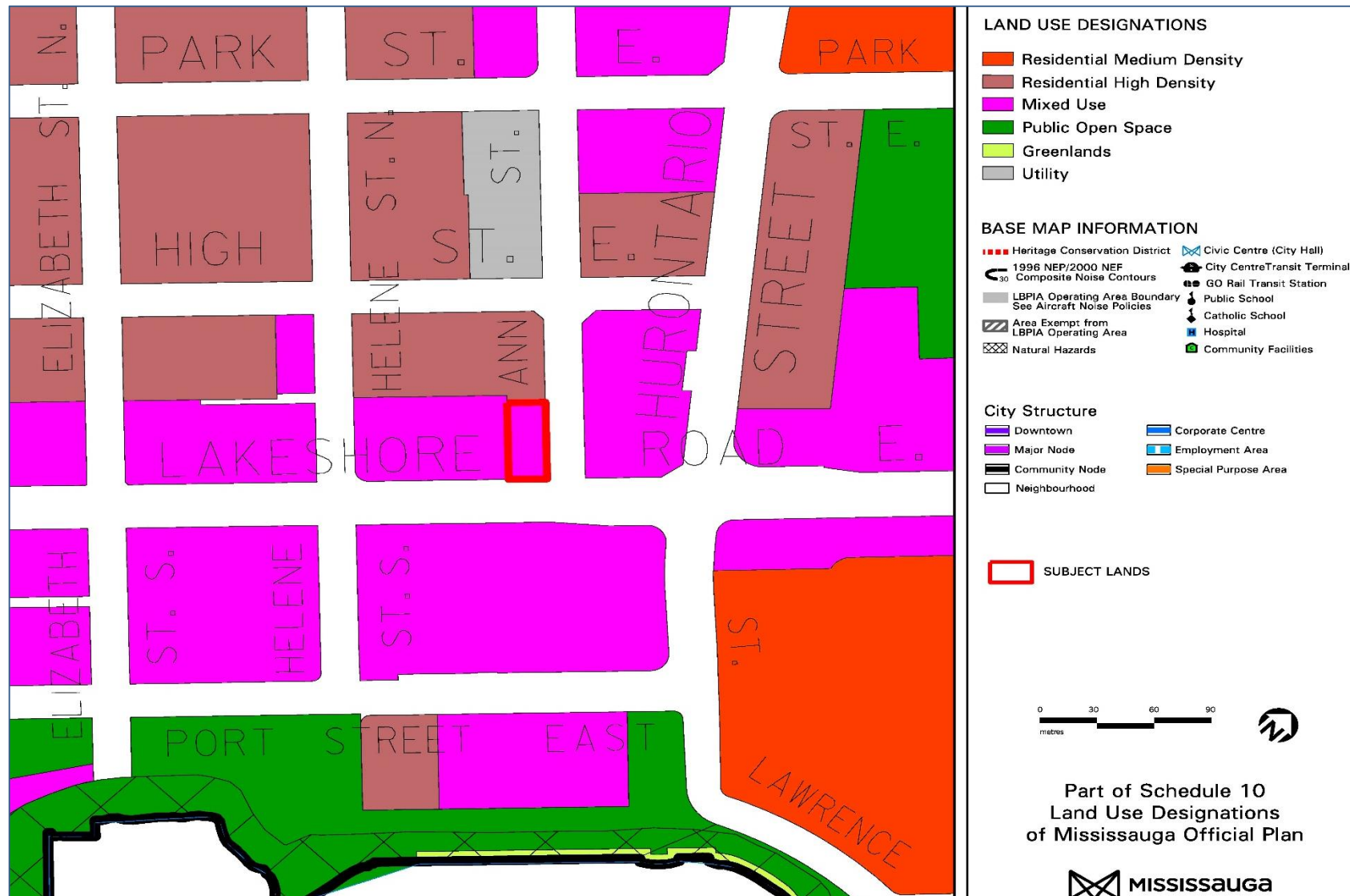


LAP Height Schedule

### Proposed Designation

The applicant is proposing to retain the **Mixed Use** designation and amend the LAP height schedule to permit an 11 storey condominium apartment building containing 42 units and commercial uses at grade. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.



Excerpt of Land Use Designations in MOP

### Relevant Mississauga Official Plan Policies

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	<b>General Intent</b>
<b>Chapter 5 Direct Growth</b>	<p>Most of Mississauga's future growth will be directed to Intensification Areas. (Section 5.1.4)</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>Community Nodes are Intensification Areas. (Section 5.3.3.3)</p> <p>Community Nodes will achieve a gross density of between 100 and 200 residents and jobs combined per ha (2.47 ac.). (Section 5.3.3.4)</p> <p>Character Area policies will establish how the density and population to employment targets will be achieved within Community Nodes. (Section 5.3.3.7)</p> <p>Redevelopment of Mixed Use sites in Community Nodes that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the commercial component will be maintained after redevelopment. (Section 5.3.3.8)</p> <p>Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes. (Section 5.3.3.11)</p> <p>Community Nodes will be served by frequent transit services that provide city wide connections. Some Community Nodes will also be served by higher order transit facilities, which provide connections to neighbouring municipalities. (Section 5.3.3.12)</p> <p>Community Nodes will be developed to support and encourage active transportation as a mode of transportation. (Section 5.3.3.13)</p> <p>Where Corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence. (Section 5.4.2)</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the Corridor. (Section 5.4.3)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4)</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit. (Section 5.4.7)</p>

	<p><b>General Intent</b></p> <p>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas. (Section 5.4.8)</p> <p>The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas. (Section 5.5.1)</p> <p>Intensification Areas will be planned to reflect their role in the City Structure hierarchy. (Section 5.5.4)</p> <p>Development will promote the qualities of complete communities. (Section 5.5.5)</p> <p>A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas. (Section 5.5.7)</p> <p>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged. (Section 5.5.8)</p> <p>Intensification Areas will be planned to maximize the use of existing and planned infrastructure. (Section 5.5.9)</p> <p>Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. (Section 5.5.13)</p>
<b>Chapter 7 Complete Communities</b>	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> <li>a. the development of a range of housing choices in terms of type, tenure and price;</li> <li>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> <li>c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2)</li> </ul> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p>
<b>Chapter 9 Build A Desirable Urban Form</b>	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p>

	<b>General Intent</b>
	<p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (Section 9.1.2)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5)</p> <p>Mississauga will transform the public realm to create a strong sense of place and civic pride. (Section 9.1.8)</p> <p>The city vision will be supported by site development that:</p> <ul style="list-style-type: none"> <li>a. respects the urban hierarchy;</li> <li>b. utilizes best sustainable practices;</li> <li>c. demonstrates context sensitivity, including the public realm;</li> <li>d. promotes universal accessibility and public safety; and</li> <li>e. employs design excellence. (Section 9.1.10)</li> </ul> <p>A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces. (Section 9.1.10)</p> <p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities. (Section 9.1.15)</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. (Section 9.2.1.4)</p> <p>Small land parcels should be assembled to create efficient development parcels. (Section 9.2.1.5)</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas. (Section 9.2.1.8)</p> <p>Where the right-of-way width exceeds 20 m (65. 6 ft.), a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width. (Section 9.2.1.9)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (Section 9.2.1.10)</p> <p>Tall buildings will be sited and designed to enhance an area's skyline. (Section 9.2.1.11)</p> <p>Tall buildings will be sited to preserve, reinforce and define view corridors. (Section 9.2.1.12)</p>

	<p><b>General Intent</b></p> <p>Tall buildings will be appropriately spaced to provide privacy and permit light and sky views. (Section 9.2.1.13)</p> <p>In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm. (Section 9.2.1.14)</p> <p>Tall buildings will address pedestrian scale through building articulation, massing and materials. (Section 9.2.1.15)</p> <p>Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas. (Section 9.2.1.16)</p> <p>Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk. (Section 9.2.1.31)</p> <p>Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities. (Section 9.2.1.32)</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. (Section 9.5.1.1)</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for specific elements. (Section 9.5.1.2)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p> <p>Tall buildings will minimize undue physical and visual negative impact relating to specific conditions including views, sky views and noise (Section 9.5.3.9)</p>
<p><b>Chapter 11 General Land Use Designations</b></p>	<p>In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses: [...] residential, in conjunction with other permitted uses [...] (Section 11.2.6.1)</p> <p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses. (Section 11.2.6.2)</p> <p>Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation. (Section 11.2.6.3)</p>
<p><b>Chapter 19 Implementation</b></p>	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> </ul>

	<b>General Intent</b>
	<ul style="list-style-type: none"> <li>• that a municipal comprehensive review of the land use designation or a five year review is not required;</li> <li>• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>• a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)</li> </ul>

### Relevant Port Credit Local Area Plan Policies

	<b>General Intent</b>
<b>Chapter 5.0 Vision</b>	<p>Protect and enhance the urban village character recognizing heritage resources, the mainstreet environment, compatibility in scale, design, mixture of uses and creating focal points and landmarks. (Section 5.1.1)</p> <p>Balance growth with existing character by directing intensification to the Community Node, along Lakeshore Road (east and west), brownfield sites and away from stable neighbourhoods. Intensification and development will respect the experience, identity and character of the surrounding context and Vision. (Section 5.1.5)</p> <p>Permitted building heights for new development in the Community Node will support the Vision as an urban waterfront village and respect the existing character. It is recognized that in the vicinity of the GO station and future Light Rail Transit station, additional height and density may be appropriate, however, the extent will be determined through further study. (Section 5.2)</p>
<b>Chapter 6.0 Direct Growth</b>	<p>With a gross density of 115 residents and jobs combined per hectare, Port Credit is within the targeted range for Community Nodes of between 100 and 200. As such, additional density is not required to meet the target, however, it is recognized that some infill and redevelopment will occur. This should focus on creating a more complete community and in particular employment opportunities. Increasing the gross density towards the upper limit of 200 residents and jobs combined per hectare is not sufficient planning justification on its own for approving amendments that permit additional height and density. (Section 6.1)</p> <p>The City will monitor the gross density and population to employment ratio in the Community Node and will assess its ability to accommodate further growth through the development approval process. (Section 6.1.1)</p> <p>Mississauga will encourage redevelopment within the Mainstreet Precinct to accommodate employment uses on the second and third floors. (Section 6.1.4)</p> <p>Intensification will address matters such as: c. sensitivity to existing and planned context and contribution to the village mainstreet character. (Section 6.1.6)</p>
<b>Chapter 10 Desirable Urban</b>	<p>Heights in excess of the limits identified on Schedules 2A and 2B within the Community Node precincts and Mainstreet Neighbourhood precinct may be considered through a site specific Official Plan Amendment application subject to demonstrating specific criteria.</p>

	<b>General Intent</b>
<b>Form</b>	<p>(Section 10.1.2)</p> <p>The overall development of the Node will be at a scale that reflects its role in the urban hierarchy. (Section 10.2.1.1)</p> <p>Floor plate size for buildings over six storeys will decrease as building height increases, to address, among other matters:</p> <ul style="list-style-type: none"> <li>a. overall massing (reduce “wall effect”);</li> <li>b. visual impact of buildings;</li> <li>c. protect skyviews; and</li> <li>d. limit shadow impact (Section 10.2.1.2)</li> </ul> <p>Buildings over six storeys will maintain distance separations that, amongst other matters, address the following:</p> <ul style="list-style-type: none"> <li>a. existing distance separations between buildings;</li> <li>b. overcrowding of skyviews and skyline;</li> <li>c. protection of view corridors; and</li> <li>d. privacy and overlook of occupants. (Section 10.2.1.3)</li> </ul> <p>New development will provide for landscape areas that, amongst other matters, address the following:</p> <ul style="list-style-type: none"> <li>a. landscaped character of existing properties and the planned function of the precinct;</li> <li>b. provide buffer between uses;</li> <li>c. incorporate stormwater best management practices;</li> <li>d. enhance the aesthetic quality of the area; and</li> <li>e. provide opportunities to enhance the tree canopy.</li> </ul> <p>Streetscape will address, among other matters, the following:</p> <ul style="list-style-type: none"> <li>a. setbacks and side yards to reflect the planned function;</li> <li>b. minimize vehicular access points; and</li> <li>c. creating an attractive public realm. (Section 10.2.1.5)</li> </ul> <p>This precinct will contain street related commercial uses with a rhythm of closely spaced storefronts lining the street in order to encourage and foster an active pedestrian street. (Section 10.2.3.1)</p> <p>Single use residential buildings are not permitted. (Section 10.2.3.2)</p> <p>The Mainstreet Node Precinct will meet both the day-to-day needs of local residents as well as those visiting the area. (Section 10.2.3.3)</p>

## **Mississauga Zoning By-law**

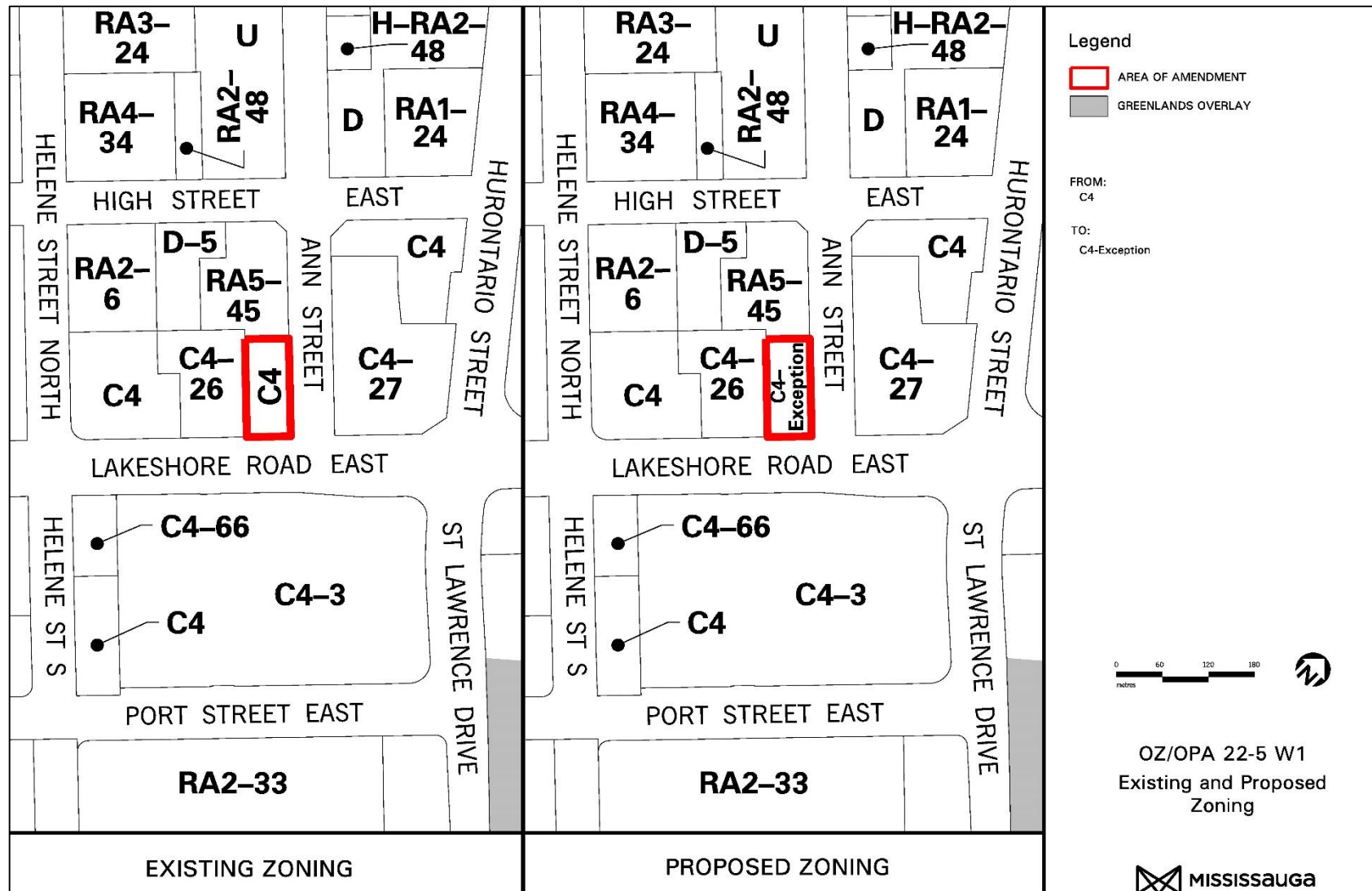
### **Existing Zoning**

The subject property is zoned **C4** (Mainstreet Commercial) which permits a variety of commercial uses, including retail, restaurant, and an apartment building. The property is subject to a maximum height of 3 storeys and 16 m (52.5 ft.) for a building with a sloped roof or 12.5 m (41.0 ft.) for a building with a flat roof.

### **Proposed Zoning**

The applicant is proposing to rezone the property to **C4 – Exception** (Mainstreet Commercial – Exception) to permit an 11 storey and 37 m (121.4 ft.) condominium apartment building containing 42 units and commercial uses at grade.

Through the processing of the applications staff may recommend a more appropriate zone category for the development in the Recommendation Report.



Excerpt of Zoning Map 8

### Proposed Zoning Regulations

Zone Regulations	Existing Base C4 Zone Regulations	Proposed C4 – Exception Zone Regulations
Maximum <b>Floor Space Index (FSI)</b>	-	5.7
Minimum <b>Front Yard</b>	0.0 m (0.0 ft.)	3.0 m (9.8 ft.)
Minimum <b>Exterior Side Yard</b>	0.0 m (0.0 ft.)	2.2 m (7.2 ft.) – Ground floor
Minimum <b>Rear Yard</b>	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Minimum <b>Interior Side Yard</b>	0.0 m (0.0 ft.)	0.0 m (0.0 ft.)
Minimum <b>Landscaped Buffer</b>	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Maximum <b>Dwelling Units</b>	-	42
Maximum <b>Height</b>	16.0 m (52.5 ft.) and 3 <b>storeys – Sloped roof</b>  12.5 m (41.0 ft.) and 3 <b>storeys – Flat roof</b>	37.0 m (121.4 ft.) and 11 <b>storeys</b> inclusive of mechanical penthouse and <b>amenity area</b>
Minimum Number of <b>Parking Spaces</b>	1.4 resident <b>parking spaces</b> per two-bedroom unit – 29 <b>parking spaces</b>  1.75 resident <b>parking spaces</b> per three-bedroom unit – 37 <b>parking spaces</b>  0.20 visitor <b>parking spaces</b> per unit – 8 <b>parking spaces</b>  4.0 <b>parking spaces</b> per 100 m <sup>2</sup> (1,076 ft <sup>2</sup> ) <b>GFA - non-</b> <b>residential – 6 parking</b> <b>spaces</b>	0.88 resident <b>parking spaces</b> per unit – 37 <b>parking spaces</b>  0 visitor <b>parking spaces</b>  0 non-residential <b>parking</b> <b>spaces</b>
Note: The provisions listed are based on information provided by the applicant, which is		

Zone Regulations	Existing Base C4 Zone Regulations	Proposed C4 – Exception Zone Regulations
subject to revisions as the applications are further refined. 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.		

### Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028

<https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

## 5. School Accommodation

### The Peel District School Board

Student Yield	School Accommodation		
5 Kindergarten to Grade 6	Forest Avenue Public School	Riverside Public School	Port Credit Secondary School
1 Grade 7 to Grade 8	Enrolment: 180	Enrolment: 273	Enrolment: 1,333
1 Grade 9 to Grade 12	Capacity: 199	Capacity: 438	Capacity: 1,203
	Portables: 0	Portables: 0	Portables: 1

### The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
1 Kindergarten to Grade 8	St. Luke Catholic Elementary School	Iona Catholic Secondary School
1 Grade 9 to Grade 12	Enrolment: 376	Enrolment: 627
	Capacity: 602	Capacity: 723
	Portables: 0	Portables: 5

## 6. Community Questions and Comments

A community meeting was held by Ward 2 Councillor, Stephen Dasko, on March 29, 2022 with 64 attendees. Written comments from the community have also been received.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- The development is not in keeping with the character of the neighbourhood
- The building height does not respect the LAP and the vision for Lakeshore Road East
- The proposed setbacks and resulting separation distances from the apartment buildings to the north and west are not sufficient and will result in privacy, wind, sunlight and view impacts on the adjacent buildings

- An appropriate transition in height and massing should be provided to Lakeshore Road East
- The existing road and signal operations cannot accommodate additional development
- Lakeshore Road East should primarily be for non-residential uses such as retail, restaurant, and office. Residential uses should be directed away from Lakeshore Road East
- Construction will impact adjacent buildings, Lakeshore Road East and Ann Street
- Affordable rental housing should be provided to serve the Port Credit community
- At grade commercial space in apartment buildings are not successful along Lakeshore Road East
- The property is too small to accommodate a tall building
- The proposed parking is not sufficient to accommodate the future parking demand
- The proposed waste management and on-site vehicular circulation is not sufficient and will impact operations on Ann Street and the surrounding area
- The proposed landscaping and amenity areas are insufficient

## 7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (May 2022)	<p>The proposed amendment is exempt from approval by the Region. This application will not require a Regional Official Plan Amendment.</p> <p>An existing 300 mm (1 ft.) diameter water main is located on Lakeshore Road East. An existing 300 mm (1 ft.) diameter water main is located on Ann Street.</p> <p>An existing 250 mm (0.8 ft.) diameter sanitary sewer is located on Ann Street. An existing 300 mm (1 ft.) diameter sanitary sewer is located Lakeshore Road East.</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.</p>

Agency / Comment Date	Comments
	<p>Provisions for the installation of the property line sanitary manhole and water valve and chamber must be made where parking structures abut property lines.</p> <p>Prior to approval, a satisfactory Functional Servicing Report is required. Additional technical information has been requested.</p> <p>Front-end collection of garbage and semi-automated collection of recyclable materials will be provided by the Region subject to technical requirements being met and specific conditions being labelled and demonstrated on a Waste Management Plan prior to approval. Private waste collection for developments that include residential units will not be permitted unless approved by Regional Council. Waste collection can be provided by the Region for commercial units of less than 500 m<sup>2</sup> (5,382 ft. <sup>2</sup>) provided all requirements are met.</p> <p>The Region may be party to the development agreement. This will be confirmed based on future submissions.</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board          (April 2022)</p>	<p>Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied. The applicant shall agree in the development agreement that warning clauses shall be included in offers of purchase and sales to the satisfaction of the Dufferin-Peel Catholic District School Board.</p> <p>Prior to final approval, the City shall be advised by the Peel District School Board that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board. The applicant shall agree in the development agreement that warning clauses shall be included in offers of purchase and sales to the satisfaction of the Peel District School Board</p>
<p>City Community Services Department – Park Planning Section          (May 2022)</p>	<p>The subject property is located within 384 m (1,259 ft.) of Port Credit Memorial Park (P-106) which contains an all-inclusive play site, washrooms, two basketball courts and a multi-pad with half basketball courts. The park is zoned OS2 (Open Space - City Park). The property is also located within 410 m (1,345 ft.) of Vimy Park (P-111), which contains a cenotaph and is zoned OS1 (Open Space - Community Park).</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P.13, as amended) and in accordance with City's Policies and By-laws.</p>
<p>Arborist – Streetscape          (May 2022)</p>	<p>Streetscape plans for the Ann Street frontage are required. Plans must show planting locations and a plant list. The developer will be responsible for the cost and construction of the streetscape corridor and the boulevard works and shall enter into the appropriate agreements with the City outlining these works which will be detailed through comments by the Community Services, Transportation and Works, and Planning and Building Departments.</p>
<p>City Transportation and Works Department</p>	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to</p>

Agency / Comment Date	Comments
(May 2022)	<p>confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><u>Stormwater</u>          A Functional Servicing Report by Husson Engineering dated December 2021, Management was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls. The applicant is proposing to construct a new internal storm sewer to service the development lands with an outlet to the existing 1,650 mm (5.4 ft.) diameter storm sewer on Lakeshore Road East, as well as on-site stormwater management controls for the post-development discharge.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> <li>• demonstrate the feasibility of the proposed storm sewer; and</li> <li>• demonstrate that the 5 mm (0.02 ft.) water balance through Low Impact Development (LID) will be achieved; and</li> <li>• demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site</li> </ul> <p><u>Traffic</u>          A Traffic Impact Study by LEA Consulting Ltd. dated December 2021, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> <li>• provide an updated Traffic Impact Study addressing all staff comments;</li> <li>• review the driveway access to ensure site access and the internal driveway can operate efficiently;</li> <li>• provide turning movement diagrams to evaluate the internal site circulation and access point;</li> <li>• provide the future property line due to land dedication for sight triangle; and</li> <li>• address any traffic concerns from the Community related to the proposed development</li> </ul> <p><u>Environmental Compliance</u>          A Phase I Environmental Site Assessment (ESA) report by Pinchin Ltd. dated February 2021, was submitted in support of the proposed development. The report indicates no further Environmental Site Assessment is recommended; however, the following is to be submitted for further review:</p> <ul style="list-style-type: none"> <li>• a letter of reliance for the Phase I ESA report;</li> <li>• a Temporary Discharge to Storm Sewer Commitment Letter; and</li> <li>• a letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for</li> </ul>

Agency / Comment Date	Comments
	<p>the proposed use</p> <p>As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the rezoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks.</p> <p><u>Noise</u>          A Noise Feasibility Study by Gradient Wind dated December 9, 2021, was received for review. The study evaluates the potential impact of environmental noise 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 and stationary noise sources. Noise mitigation will be required in the form of upgraded building components. A revised noise study is required as part of the next submission to address staff comments.</p> <p><u>Engineering Plans/Drawings</u>          The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which are to be revised as part of subsequent submissions, in accordance with City standards.</p> <p><u>Parking</u>          Parking is required for all uses and staff recommend a shared parking arrangement, per the Council endorsed Parking Regulations Study as well as the Interim LRT Parking Rates, based on the 0.2 visitor parking rate for the residential component. Staff request that the applicant provide parking for all proposed uses on site.</p> <p>Staff request that the applicant provide clarification, specific details and commitments as to how transportation demand measures will be provided and implemented on site. Staff encourage the applicant to consider additional measures, including the provision of car-share memberships to residents.</p> <p>Should the applicant intend to meet the shortfall of the visitor parking demand for the subject site to be accommodated through available municipal/public parking locations, the applicant should apply for the Payment-in-Lieu (PIL) Program for parking. Through the PIL application process, the proponent contribution will be calculated for the requested deficiency. Staff require the applicant undertake a satisfactory Parking Utilization Study (PUS) with appropriate proxy sites in Mississauga, per the City's Parking Terms of Reference, to justify the requested parking rates, including visitor parking, as the parking reduction is greater than 10% required in Zoning By-law 0225-2007, as amended.</p> <p>Subject to the comments provided above, staff see merit in reduced parking standards and can support the Interim Hurontario LRT parking rates for the proposed development site based on the current site context e.g. walkable to nearby amenities and access to existing and planned transit networks.</p>
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> <li>- Alectra Utilities</li> <li>- Fire Prevention Plan Examination</li> <li>- Public Art Coordinator</li> <li>- Transit Infrastructure</li> <li>- Transit Review</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Arborist – City Property</li> <li>- Hurontario LRT Office</li> <li>- Economic Development</li> <li>- Trillium Health Partners</li> </ul>

## Development Requirements

There are engineering matters including grading, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

## 8. Section 37 Community Benefits (Bonus Zoning)

Bill 197, an amendment to the *Planning Act*, has replaced the Section 37 Bonus provisions with a new Community Benefit Charge (CBC), which will be applied to certain high density developments whether or not there is an increase in permitted height or density. The City will be implementing a new CBC by-law to meet the provincial implementation timeline of September 2022. If a section 37 agreement or requirement in

an "H" holding provision for one has not been obtained by the time the CBC by-law comes into effect, the latter will apply.

## 9. Next Steps

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, building height, setbacks and lotting fabric?
- Are the proposed zoning by-law exception standards appropriate?
- Are the proposed parking standards appropriate?
- Have outstanding technical matters including stormwater

and waste management been resolved?

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.

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