

Detailed Information and Preliminary Planning Analysis

Owner: Star Seeker Inc., 619 Lakeshore Inc., 1022 Caven Inc. and 1028 Caven Inc.

579-619 Lakeshore Road East, 1022 and 1028 Caven Street

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1. Proposed Development

The applicant proposes to develop the property with three, 16 storey and two, 6 storey apartment buildings with commercial uses at grade fronting Lakeshore Road East. 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: December 7, 2022 Deemed complete: December 14, 2022	
Developer/ Owner:	Star Seeker Inc., 619 Lakeshore Inc., 1022 Caven Inc., and 1028 Caven Inc.	
Applicant:	Glen Schnarr and Associates	
Number of units:	1,070 units	
Site Area:	2.42 ha (5.98 ac)	
Proposed Gross Floor Area:	71 937 m ² (774,323.42 ft ²)	
Height:	16 storeys / 52.72 m (172.97 ft.) 16 storeys / 52.86 m (173.43 ft.) 16 storeys / 52.86 m (173.43 ft.) 6 storeys / 24 m (78.74 ft.) 6 storeys / 24 m (78.74 ft.)	
Lot Coverage:	41.73%	
Floor Space Index:	2.97	
Road Type:	Private Condominium Road	
Anticipated Population:	2,343 persons* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	1,070	1,127
visitor spaces	214	214 (combines

Development Proposal		
non-residential	150 (does not include any shared parking formula)	visitor and non-residential spaces, using shared parking formula)
Total	1,434	1,341

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>:

- Planning Justification Report
- Concept Plan and Elevations
- Noise Study
- Sun/shadow Study
- Archaeological Assessment
- Draft Official Plan and Zoning By-law Amendments
- Functional Servicing Report
- Phase I Environmental Site Assessment
- Wind Study
- Grading and Servicing Plans
- Arborist Report
- Geotechnical Investigation
- Housing Report
- Low Impact Design Features
- Traffic Impact Study
- Floor and Parking Plans

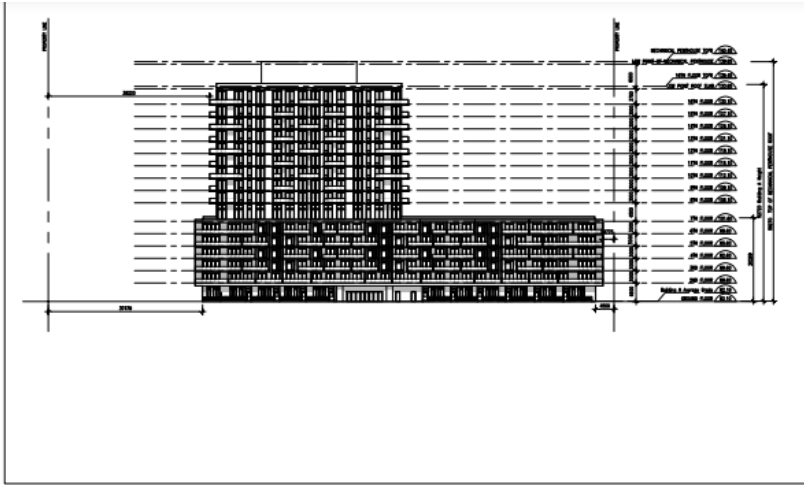
- Landscape Plans
- Drainage Plan
- Grading and Servicing Plan
- Tree Preservation and Inventory Plan

The application will be reviewed by the Mississauga Urban Design Advisory Panel once the proposal is at a stage where concerns have been addressed in regards to built form. The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration.

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.

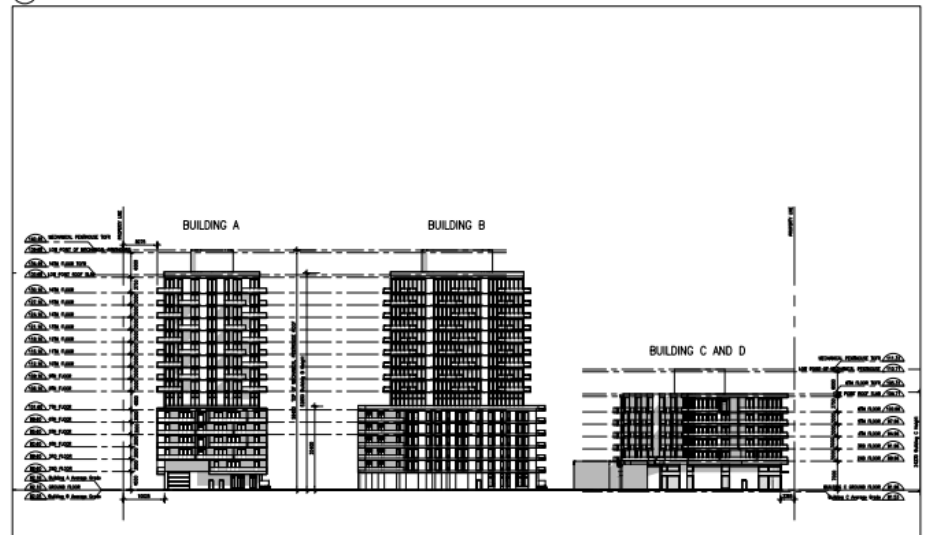
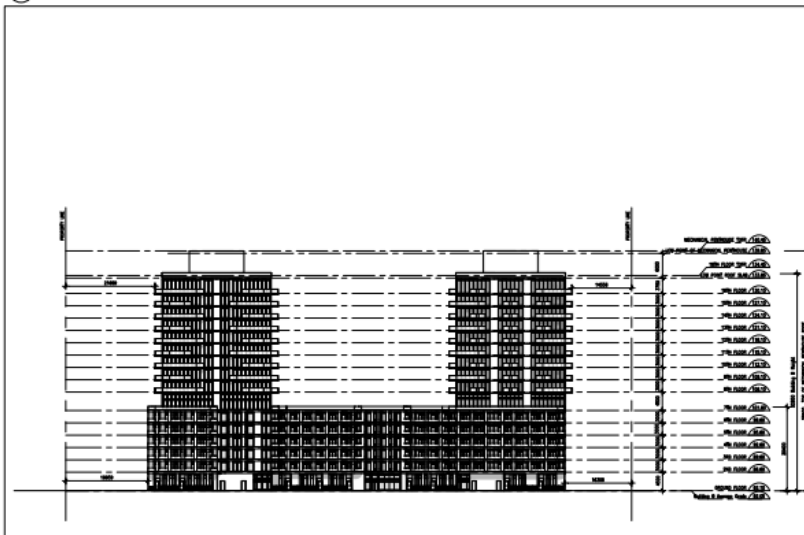
A pre-application community meeting was held by Ward 1 Councillor, Stephen Dasko, on December 13, 2022. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.



SOUTH ELEVATION - BUILDING A
SCALE: 1:400



SOUTH ELEVATION - BUILDING C AND D
SCALE: 1:400



Elevations



Applicant's Rendering

2. Site Description

Site Information

The property is located on the west side of Caven Street, north of Lakeshore Road East, within the Lakeview Neighbourhood Character Area. The site is currently occupied by a multi-unit commercial building with surface parking fronting Lakeshore Road East, a one storey building containing a commercial use and two duplex dwellings that front onto Caven Street.



Aerial Photo of 579-619 Lakeshore Road East, 1022 and 1028 Caven Street

Property Size and Use	
Frontages:	
Lakeshore Road East:	+/- 172.31 m (565.32 ft.)
Caven Street	+/- 61 m (200.13 ft.)
Depth:	+/- 163.3 m (535.76 ft.)
Gross Lot Area:	2.42 ha. (5.98 ac.)
Existing Uses:	One storey multi-unit building consisting of commercial uses, two duplex dwellings and a one storey structure containing a commercial use.



Photo from Lakeshore Road East facing north



Photo of 1022 and 1028 Caven Street facing west

Site History

- Prior to 1973 – a one storey building was constructed on 619 Lakeshore Road East
- 1976 – A commercial building was constructed on 579 Lakeshore Road East
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **C4-14** (Mainstreet Commercial - Exception), **RA4-24** (Apartments – Exception) and **RM7-6** (Detached, Semi-detached, Duplex, Triplex Dwellings – Exception)
- November 14, 2012 – Mississauga Official Plan came into force. The subject property is designated **Mixed Use** and **Medium Density** in the Lakeview Neighbourhood Character Area
- November 5, 2021 – Building permit approved to convert the detached dwelling into a duplex dwelling on 1028 Caven Street

- August 8, 2022 – Building permit approved to convert the detached dwelling into a duplex dwelling on 1022 Caven Street
- December 7, 2022 – Official Plan and Zoning By-law Amendment applications received to permit current applications

3. Site Context

Surrounding Land Uses

A mix of commercial and residential uses characterize the surrounding area. Immediately north of the subject property are three, 14 storey apartment buildings and the railway corridor. The lands to the east contains residential uses consisting of detached, semi-detached and duplex dwellings. On the south side of Lakeshore Road East are commercial and personal service related uses, which front onto the Lakeshore Corridor, while detached dwellings are located further south. Adjacent to the subject property to the west are townhouse dwellings with some blocks containing live/work units.

The surrounding land uses are:

- North: Three, 14 storey apartment buildings and the railway corridor
- East: Mix of detached, semi-detached and duplex dwellings and commercial uses fronting Lakeshore Road East
- South: Commercial and personal service related uses fronting Lakeshore Road East with detached dwellings further south

West: Townhouse dwellings with live/work units fronting Lagoon Street and Lakeshore Road East

Neighbourhood Context

The subject property is located within the Lakeview Neighbourhood Character Area. The front portion of the site is located within the Lakeshore Corridor precinct while the rear is located within South Residential Neighbourhood precinct. The neighbourhood contains a mix of uses containing three apartment buildings that were developed in the late 1960s / early 1970s, detached, semi-detached, duplex and townhouse dwellings and also commercial uses that serve the surrounding community.

Lakeshore Road East is identified as a Higher Order Transit Corridor in the Mississauga Official Plan (MOP). Council adopted the Lakeshore Road Corridor Study on April 20, 2022, which re-examined the building heights and urban design policies appropriate for Lakeshore Road East that are applicable to the area. The portion of this site that fronts Lakeshore Road East is subject to the policies of the corridor study. The City of Mississauga is also undertaking the Transit Project Assessment Process (TPAP) and preliminary design for the Lakeshore Bus Rapid Transit (BRT) Project. The Lakeshore BRT is planned to extend 2 km (1.24 mi) from East Avenue to Etobicoke Creek on Lakeshore Road East.



Aerial Photo of 579-619 Lakeshore Road East, 1022 and 1028 Caven Street

Demographics

Based on the 2016 census, the existing population of the Lakeview Neighbourhood area is 21,520 with a median age of this area being 45 (compared to the City's median age of 40). 67% of the neighbourhood population are of working age (15 to 64 years of age), with 14% children (0-14 years) and 18% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 26,600 and 27,900 respectively. The average household size is 2 persons with 32% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 6,395 units (72%) owned and 2,440 units (28%) rented with a vacancy rate of approximately 0.8%*. In addition, the number of jobs within this Character Area is 3,010. Total employment combined with the population results in a PPJ for Lakeview Neighbourhood of 24 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 recently approved in the immediate vicinity of the subject property:

- SP 18-110 – 857-859 Lakeshore Road East – site plan application proposing a 4 storey mixed use building with 12

residential units and ground floor commercial

- 21T-M 19/001 – 800 Hydro Road – development proposal for a mixed use and multi-phase project creating a waterfront community consisting of residential, institutional, employment, retail and park uses
- OZ/OPA 20-005 – 958-960 East Avenue – development proposal for a 7 storey rental apartment building containing 151 units, approved on June 28, 2021
- OZ/OPA 20-009 – 420 Lakeshore Road East – development proposal for a 9 storey apartment building containing 166 units with commercial at grade, approved by OLT through a settlement between the City and applicant
- SP 21-25 – 865 Lakeshore Road East – site plan application proposing a 3 storey mixed use building with commercial at grade
- OZ/OPA 22-12 – 1005 Ogden Avenue – development proposal for a 10 storey apartment building with commercial at grade

Community and Transportation Services

City owned parkland known as Dellwood Park is located approximately 1.7 km (1.05 mi) north of the site, which represents a 17 minute walk. Additionally, A.E Crookes Park is located approximately 1 km (0.62 mi) south of the site, representing an 11 minute walk. This park also connects to RK McMillan Park to the west and Lakefront Promenade Park to the south. Carmen Corbasson Community Centre is located approximately 1.7 km (1.05 mi) from the subject property, which is a 5 minute car ride / 16 minute bus ride. The subject property is also served by Lakeview Library which is located 2.3 km

(1.43 mi) away, representing a 5 minute car ride / 15 minute bus ride. Future parks and community facilities are also planned within Lakeview Village, southwest of the subject property.

This site is currently serviced by MiWay Route 23, Lakeshore Road East.

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
Provincial Policy Statement (PPS)	<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.a)</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>

Policy Document	Legislative Authority/Applicability	Key Policies
		<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> <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 negative impacts on and from the corridor and transportation facilities. (PPS 1.6.8.3)</p>
<p>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</p>	<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>Support a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households (Growth Plan, 1.2.1)</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 a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</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>
<p>Region of Peel Official Plan (ROP)</p>	<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</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, 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
	advised that no Regional official plan amendment 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 conforms with 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

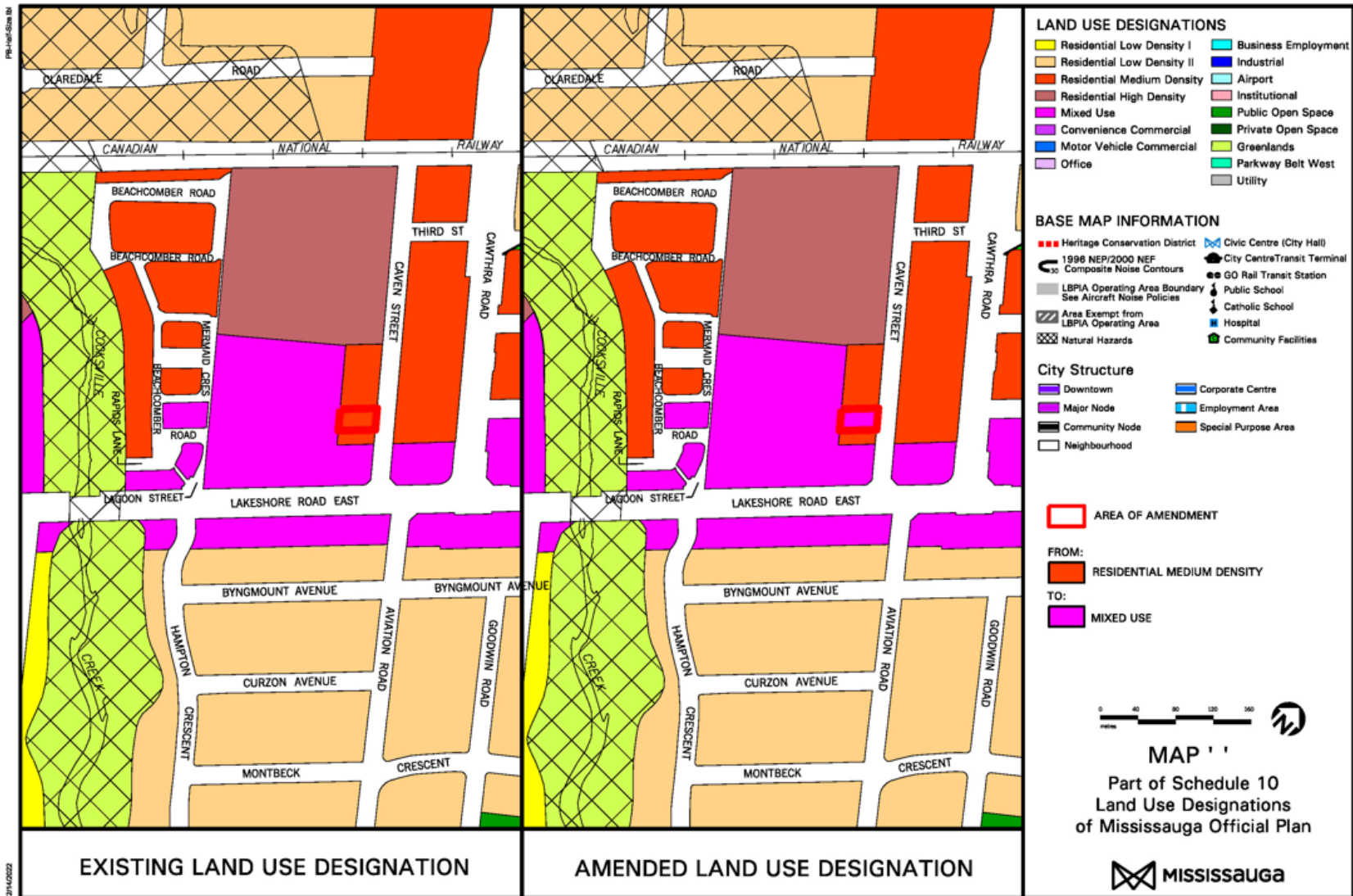
The lands are located within the Lakeview Neighbourhood Character Area and are designated **Mixed Use** and **Residential Medium Density**. The **Mixed Use** designation permits residential in conjunction with other permitted uses while the **Residential Medium Density** designation permits all forms of townhouse dwellings.

The subject property is not located within a Major Transit Station Area (MTSA).

Proposed Designation

The applicant is proposing to change the designation to **Mixed Use** for the entirety of the site to permit the 5 apartment buildings with ground floor commercial uses fronting Lakeshore Road East. 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 Lakeview Neighbourhood Character Area

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.

	General Intent
Chapter 5 Direct Growth	<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>Mississauga will protect and conserve the character of stable residential Neighbourhoods. (Section 5.1.7)</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. (Section 5.3.5.1)</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas. (Section 5.3.5.2)</p> <p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres. (Section 5.3.5.3)</p> <p>Redevelopment of Mixed Use sites that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained after redevelopment (Section 5.3.5.4)</p> <p>Intensification within Neighbourhoods 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 the policies of this Plan. (Section 5.3.5.5)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</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>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands. (Section 5.4.5)</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 the Character Area policies specify alternative building height requirements. (Section 5.4.8)</p>

	General Intent
Chapter 7 Complete Communities	<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> <ol style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) <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>
Chapter 9 Build A Desirable Urban Form	<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> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</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>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ol style="list-style-type: none"> a. Respect existing lotting patterns; b. Respect the continuity of front, rear and side yard setbacks; c. Respect the scale and character of the surrounding area; d. Minimize overshadowing and overlook on adjacent neighbours; e. Incorporate stormwater best management practices; f. Preserve mature high quality trees and ensure replacement of the tree canopy; and g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3) <p>Development on Corridors will be encouraged to:</p> <ol style="list-style-type: none"> a. Assemble small land parcels to create efficient development parcels; b. Face the street, except where predominate development patterns dictate otherwise; c. Not locate parking between the building and the street; d. Site buildings to frame the street; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6)

	<p>General Intent</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>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.12)</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways. (Section 9.5.2.4)</p> <p>Development proponents will be required to demonstrate the successful application of universal design principles and compliance with legislated standards. (Section 9.5.2.6)</p> <p>Street facing facades should have the highest design quality. Materials used for the front façade should be carried around the building where any facades are exposed to the public view at the side or rear. (Section 9.5.3.6)</p>
<p>Chapter 11 General Land Use Designations</p>	<p>In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:</p> <p>j. 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>Residential uses will be permitted in the same building with another permitted use but dwelling units will not be permitted on the ground floor. (Section 11.2.6.4)</p>
<p>Chapter 16 Neighbourhoods</p>	<p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ol style="list-style-type: none"> a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan. (Section 16.1.1.2)
<p>Chapter 19 Implementation</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"> • 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; • that a municipal comprehensive review of the land use designation or a five year review is not required;

	General Intent
	<ul style="list-style-type: none"> • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • 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) • Mississauga may require development proponents to submit their application to the Design Review Panel (Section 19.17.3)

Relevant Lakeview Local Area Plan Policies

	General Intent
Section 5.0 Vision	<p>Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development. (Section 5.1.2)</p> <p>Support complete communities and encourage a sense of place through compact, mixed use development and a pedestrian oriented mainstreet along Lakeshore Road East that offers a range of cultural, residential and employment opportunities. (Section 5.1.3)</p> <p>Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. (5.2.2)</p> <p>Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the corridor which are appropriate for intensification. (Section 5.2.3)</p>
Section 6.0 Direct Growth	<p>Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites. (Section 6.1.1)</p> <p>Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types. (Section 6.1.2)</p> <p>Intensification will be sensitive to the existing character of the residential areas and the planned context. (Section 6.1.3)</p> <p>Intensification will occur through infilling or redevelopment. (Section 6.2.1)</p> <p>Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses. (Section 6.2.2)</p> <p>Intensification will address matters such as:</p> <ol style="list-style-type: none"> a. contribution to a complete community; b. contribution to the mainstreet character; (Section 6.2.3)
Section 8 Complete Communities	<p>The Lakeshore Corridor is encouraged to develop using a range of housing choices in terms of type, tenure and price. (Section 8.1.2)</p>

	General Intent
Section 9.0 Multi-Modal City	<p>The City may acquire lands for a public transit right-of-way along Lakeshore Road East where the creation of a public transit right-of-way separate from, adjacent to, or in addition to, a road right-of way is deemed appropriate. (Section 9.1.2)</p> <p>The City will, through the review of development applications, eliminate and/or consolidate vehicular turning movements to and from Lakeshore Road East and direct traffic towards signalized intersections, where appropriate. Vehicle access to redevelopment opportunities should be considered from existing north-south side streets or existing or proposed laneways parallel to Lakeshore Road East. (Section 9.1.3)</p> <p>Development applications will be accompanied by transportation and traffic studies. Studies will address, among other things, strategies for limiting impacts on the transportation network, where appropriate, including measures such as:</p> <ul style="list-style-type: none"> • reduced parking standards; • transportation demand management; • transit oriented development; • pedestrian/cycling connections; and • access management plan (Section 9.2.5) <p>For development in the Lakeshore Corridor, parking is encouraged to locate below-grade, or at the rear of the site. (9.4.1)</p> <p>Reduced parking requirements and maximum parking standards may be considered within: the Lakeshore Corridor. (9.4.5)</p>
Section 10 Desirable Urban Form	<p>Neighbourhood policies are intended to reflect a number of objectives, including among other things:</p> <ul style="list-style-type: none"> • to ensure development is sensitive to the existing low rise context and reinforce the planned character of the area; • to ensure Lakeshore Road East will provide appropriate development and public realm that reinforces its planned role as a connected community and fosters an active pedestrian and cycling environment; (Section 10.1) <p>Development will be encouraged to locate parking to the rear of buildings or underground. (Section 10.2.3)</p> <p>Development fronting Lakeshore Road East will be two to eight storeys in height provided an appropriate transition to the adjacent context is maintained. Some sites will be permitted building heights greater than eight storeys in height as shown on Map 3. (Section 10.2.4)</p> <p>Appropriate transition to adjacent low density residential will be required. (Section 10.2.6)</p> <p>10.2.8 To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items:</p> <ol style="list-style-type: none"> a. maintaining an appropriate average lot depth for mainstreet commercial; b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage; c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk. (Section 10.2.8)

	General Intent
	<p>Criteria for apartment development will include, among other things:</p> <ul style="list-style-type: none"> a. a minimum separation distance to ensure light and permeability; b. a maximum floor plate to ensure minimal impact on residential areas; and c. transition to adjacent lower built forms. (Section 10.3.5)
Section 12 Land Use Designations	<p>Notwithstanding the Mixed Use policies of the Plan, the following policies apply to the Lakeshore Corridor Precinct – Outer Core area:</p> <ul style="list-style-type: none"> b. commercial uses will be required at grade

Mississauga Zoning By-law

Existing Zoning

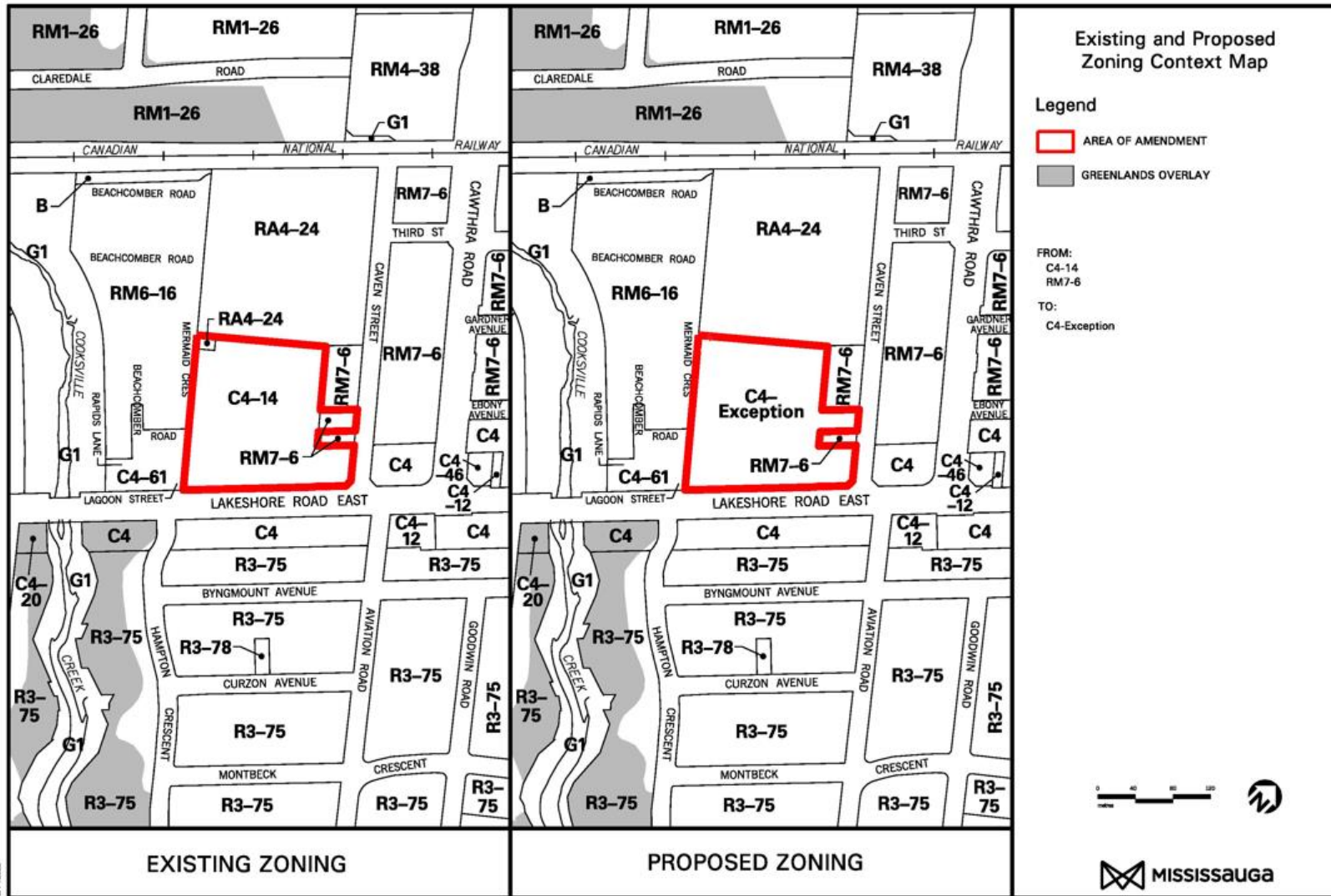
The subject property is currently zoned **C4-14** (Mainstreet Commercial – Exception), **RA4-24** (Apartments – Exception) and **RM7-6** (Detached, Semi-detached, Duplex and Triplex – Exception). The **C4-14** zone permits commercial uses as well as residential in conjunction with other permitted uses. The **RA4-24** zone permits apartment buildings and the **RM7-6** zone permits detached, semi-detached, duplex and triplex dwellings.

Proposed Zoning

The applicant is proposing to zone the property **C4-Exception** (Mainstreet Commercial – Exception) to permit three, 16 storey and two, 6 storey apartment buildings with ground floor commercial uses fronting Lakeshore Road East.

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

Proposed Zoning Regulations

Zone Regulations	Existing C4 Zone Regulations	Proposed C4 Exception Zone Regulations
Minimum Separation Distance from Residential Zones – Restaurant and Takeout Restaurant	60 m (196.85 ft.)	0 m (0 ft.)
Rooftop Balcony	Shall be setback 1.2 m (3.94 ft.) m from all exterior edges of a building or structure	0 m (0 ft.)
Visitor Parking and Non-Residential Parking	A shared parking arrangement may be used for the calculation of required residential visitor/non-residential parking in accordance with the following, the greater of (1) Visitor spaces per unit in accordance with applicable regulations contained in Table 3.1.2.1 of this By-law; or (2) Parking required for all non-residential uses , located in the same building or on the same lot as the residential use	214 shared visitor and non-residential parking spaces
Dwelling unit located above the first storey of a commercial building	Residential units are required to be located above first storey	Permit residential units on the ground floor
Maximum Height	Sloped Roof – 16 m (52.5 ft.) and 3 storeys Flat Roof – 12.5 m (41.0 ft.)	52.72 m (173 ft.), 52.86 m (173 ft.) and 16 storeys 24 m (79 ft.) and 6 storeys

Zone Regulations	Existing C4 Zone Regulations	Proposed C4 Exception Zone Regulations
	and 3 storeys	
Minimum depth of a landscaped buffer measured from any other lot line	4.5 m (14.8 ft.)	3 m (9.8 ft.)
Maximum length of a building streetwall on the first storey that may be used for accessing residential uses located above the first storey	25%	Remove provision
Maximum length of a streetwall that may be set back beyond the maximum front and maximum exterior side yard	30%	Remove Provision
	Note: The provisions listed are based on information provided by the applicant, which is 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.

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.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10%

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
123 Kindergarten to Grade 5	Janet I. McDougald Elementary School	Janet I. McDougald Middle School	Cawthra Park Secondary School
48 Grade 6 to Grade 8			
27 Grade 9 to Grade 12	Enrolment: 517 Capacity: 552 Portables: 0	Enrolment: 502 Capacity: 524 Portables: 1	Enrolment: 1,229 Capacity: 1,044 Portables: 5

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
18 Kindergarten to Grade 8	St. Dominic Elementary School	St. Paul Catholic Secondary School
15 Grade 9 to Grade 12	Enrolment: 273 Capacity: 271 Portables: 4	Enrolment: 726 Capacity: 807 Portables: 0

6. Community Questions and Comments

A community meeting was held by Ward 1 Councillor, Stephen Dasko, on December 13, 2022. Approximately 52 people attended and 2 residents made written submissions.

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.

- There will be sun/shadow impacts to the adjacent townhomes and 14 storey apartment building.

- Will there be any affordable housing within the development?
- Concerns with traffic at the Caven Street and Lakeshore Road East intersection as well as Lagoon Street.
- Will there be paid parking within this development?
- Concerns with the loss of existing stores and the amount of commercial space being proposed compared to what currently exists.
- Will this development allow direct pedestrian access to the surrounding residential areas?

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (January 25, 2023)	<p>A Functional Servicing Report (FSR) has been deemed complete and is being reviewed to determine if any revisions are required. The waste management plan submitted is to be revised to meet standards in regards to road width and the exiting of waste collection vehicles along with confirmation of other conditions such as materials used for the internal roads, clearance height, etc.</p> <p>The Region will work with the City of Mississauga and the applicant regarding streetscaping in the Right of Way (ROW) width along Lakeshore Road East to ensure there are no concerns with access to water/sanitary sewer and force mains.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (January 10, 2023)	<p>Dufferin-Peel Catholic District School Board and the Peel District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by the City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</p>

Agency / Comment Date	Comments
<p>City Community Services Department – Park Planning Section (February 13, 2023)</p>	<p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions to be added to the applicable Development Agreements and to any purchase and sale agreements.</p> <p>The 2022 Parks Plan notes that the Mineola Neighbourhood Character Area meets the minimum parkland provision requirement of 1.2 ha (2.97 ac) of parkland per 1000 people. In addition to the minimum parkland-provision, the 2022 Parks Plan and 2019 Parks and Forestry Masterplan, Future Directions, establishes a walking distance of 800 m to a City owned Playground. Dellwood Park (P-005), zoned “OS1”, is located approximately 1,132 m (3,713.91 ft.) from the development site contains a playground. Although the park does not meet the 800 m walking distance requirement, it still provides parkland service to future residents. Therefore, the requirement for parkland dedication will not be imposed.</p> <p>Furthermore, 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 Bylaws.</p>
<p>City Transportation and Works Department (February 14, 2023)</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 addressed to 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></p> <p>A Functional Servicing and Stormwater Management Report prepared by C.F. Crozier & Associates Inc. dated September, 2022, 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 new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct private storm sewer systems to service the development lands, with connections to the City of Mississauga's stormwater infrastructure on Lakeshore Rd E, 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"> • demonstrate the feasibility of the proposed storm sewer system; • demonstrate that the 5 mm water balance through Low Impact Development (LID) will be achieved; and • demonstrate that there will be no impact on the existing drainage system including how groundwater will be managed on-site.

Agency / Comment Date	Comments
	<p><u>Traffic</u></p> <p>A traffic impact study (TIS), prepared by Crozier & Associates Inc. dated October 2022, 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 require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • an updated Traffic Impact Study to the satisfaction of the City of Mississauga; • turning movement diagrams to evaluate the internal site circulation and access points; • the future property line due to land dedication for sight triangle; and • address any traffic concerns from the Community related to the proposed development. <p><u>Environmental Compliance</u></p> <p>Three Phase One Environmental Site Assessment (ESA) reports dated August 20, 2021 and prepared by Soil Engineers Ltd., were submitted in support of the proposed development. Two of the Phase One ESA reports indicate that further investigations are required to assess the soil and groundwater conditions at the properties. Therefore, the following documents are to be submitted for further review:</p> <ul style="list-style-type: none"> • a letter of reliance for the Phase One ESA reports; • Phase Two ESA reports along with a letter of reliance; • a completed Storm Sewer Use By-law Acknowledgement Form; and • a letter certified by a Qualified Person, stating that lands to be dedicated to the City are environmentally suitable for the proposed use. <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></p> <p>An Environmental Noise Feasibility Study prepared by HGC Engineering Limited dated August 16, 2022 was received for review. The study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic from Lakeshore Road East, Cawthra Road and rail traffic on the GO Transit/Metrolinx railway Line. Noise mitigation measures will be required for this proposed development. The study is to be revised to address staff comments as part of subsequent submissions.</p>

Agency / Comment Date	Comments
	<p><u>Engineering Plans/Drawings</u></p> <p>The applicant has submitted a number of technical plans and drawings, which are to be revised as part of subsequent submissions, in accordance with City standards.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Alectra - Canada Post Corporation - City of Mississauga, Arborist - City of Mississauga, Fire Department - City of Mississauga, Heritage - City of Mississauga, Public Art - Credit Valley Conservation Authority - GO Transit – Metrolinx - Greater Toronto Airport Authority
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Enbridge - Trillium Health Partners - Rogers Cable

Development Requirements

There are engineering matters including: grading, environmental, 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. Community Benefits Charge

Schedule 17 of Bill 197, *COVID-19 Economic Recovery Act*, 2020, amended the *Planning Act*. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the *Planning Act* now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to

fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The by-law specifies to which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

As the subject proposal is more than 5 storeys and contains 10 or more residential units in total, the CBC is applicable and will be payable at the time of first building permit.

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 and lotting pattern?
- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Are the proposed zoning by-law exception standards appropriate?

- Is the amount of commercial space proposed appropriate for this development?

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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