

Recommendation Report Detailed Planning Analysis

Owner: 1407 Lakeshore Developments Ltd

1407 Lakeshore Road East

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1. Community Comments

Comments from the public at the community and public meetings were generally directed towards the sites compatibility with the surrounding neighbourhood and the Lakeshore Corridor. Below is a summary and response to the specific comments heard.

Comment

The applicant should consider the recommendations of the Lakeshore Corridor Study.

Response

The property owner has appealed the Lakeshore Corridor Study implementing Official Plan Amendment as it pertains to the subject property and this appeal remains outstanding. However, staff have given regard to the subject proposal and discuss how the proposal maintains the intent of the corridor study in Section 7 of this appendix.

Comment

Concern with the ratio of parking spaces provided and the ability for patrons of the commercial space to park on site.

Response

The applicant is proposing the following parking rates:

- 0.9 spaces/residential condominium apartment unit

- 0.20 spaces/residential unit for visitors with a shared parking arrangement between the retail uses of the subject site
- 3.0 spaces/100 m² (1, 076 ft²) non-residential GFA (in a C4 Zone) for permitted non-residential uses except restaurant with a Gross Floor Area (GFA) greater than 220 m² (1, 076 ft²).

Staff have reviewed the parking justification information submitted by the applicant and consider the justification satisfactory. In addition, the applicant is proposing to implement several Transportation Demand Management measures such as bicycle parking spaces and repair facilities, pre-loaded bus passes for unit purchasers and bike route infrastructure information.

Comment

The applicant should ensure the unit mix of the building considers all types of resident users, including families

Response

The applicant is proposing a mix of units, some of which will be affordable units. Section 7 of this appendix contains further comments.

Comment

The 45 degree angular plane emphasized in the Lakeshore Corridor Study should be implemented.

Response

The proposal generally maintains the 45 degree angular plane compatibility test that is emphasized in the Lakeshore Corridor Study. Section 7 of the appendix has further comments and diagrams with respect to this particular compatibility test.

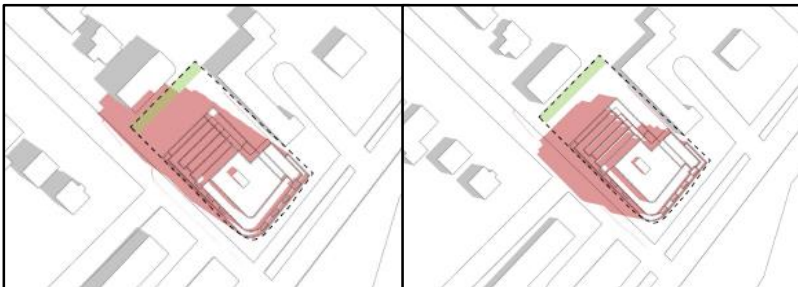
Comment

Will the proposal have sun/shadow impacts to the property to the north?

Response

The applicant has submitted a sun/shadow study as part of the application submission and the study was reviewed against the City's terms of reference. The applicant is required to provide information in relation to the impacts of the proposed development on adjacent residential private outdoor amenity spaces. Based on a review of the information, staff confirm that the proposed 9 storey apartment building will not pose any undue impacts on adjacent amenity areas.

The below diagram shows excerpts from the shadow study that depict the time where shadowing is most impactful. It is apparent that the property to the north is not expected to experience impacts to the existing amenity area in the rear.



Left: Sept 21, 9:18 am; Right: June 21, 9:18 am

Comment

How will garbage removal be accommodated on site?

Response

Garbage for the proposal will be collected by the Region of Peel through their front end waste hauler. Storage and removal will occur within a service room that will allow the truck to drive into and back out completely on site. The details of the waste collection will be further refined through the required Holding Provision Removal and Site Plan applications.

Comment

Concern with overlook onto the adjacent neighbourhood to the north.

Response

The Lakeview Local Area Plan requires infill development along Lakeshore Road East to take into account transitioning and compatibility to the existing low rise neighbourhood to the north. This is achieved through the maintenance of the 45 degree angular plane requirement and the inclusion of a 4.5 m (14.8 ft.) landscape buffer, which are mitigation items required in the local area plan. Both are intended to visually lessen any massing impacts that the proposal may have on the adjacent property. Section 7 of this appendix contains further comments.

Comment

Concern with how the site will accommodate storm water runoff.

Response

The proposal is required satisfy Transportation and Works Department requirements with respect to surface water run off and drainage. Upon review of the submitted grading and servicing plans, staff are satisfied that this proposal meets the City's requirements. Further details are to be worked out through the Holding Provision Removal and Site Plan applications.

Comment

How will the project support the public transit options that service the site?

Response

The project seeks to add more density along a corridor that has existing bus transit options, in addition to future higher order transit through the future Lakeshore BRT line. The proposal incorporates a mix of units and will offer residents ease of access to existing bus routes along Lakeshore Road that will connect to the Long Branch GO Station, giving patrons the ability to access downtown Toronto through GO's Lakeshore West line service.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on May 25, 2022. A summary of the

comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Technical reports, plans and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance have been satisfactorily addressed in accordance with City requirements to confirm the feasibility of the proposal from an engineering standpoint.

Should the application be approved by Council, the owner will be required to provide additional technical details and revisions to drawings and studies. It should be noted that the extent of any proposed municipal infrastructure for Cherriebell Road (i.e. a new storm sewer, relocation of utilities and streetscape upgrades, including trees in the boulevard) will be required to be addressed through the Holding Provision Removal application.

Stormwater

The Functional Servicing Report and Stormwater Management Report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or impact to the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge is required.

The applicant has demonstrated a satisfactory stormwater servicing concept. The site's drainage will be accommodated in a new storm sewer on Cherriebell Rd. In addition, water reuse on site is being pursued via a stormwater tank as a low impact development design feature. Further details related to the groundwater dewatering and any potential groundwater quality treatment that may be required can be addressed through the Site Plan process.

Traffic

Two traffic impact study (TIS) submissions were provided by LEA Consulting Ltd. in support of the proposed development. Each submission was reviewed and audited by the City's Transportation and Works Department. The final submission, dated February 2023, complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 29 (10 in, 19 out) and 47 (28 in, 19 out) two-way site trips for the weekday AM and PM peak hours in 2026, respectively.

With the estimated traffic generated by the proposed development, area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Staff acknowledge that on May 12th, 2023, the Ministry of Municipal Affairs and Housing issued a Minister's Zoning Order (MZO) for the property just south of the subject site at 1082 Lakeshore Road East and 800 Hydro Road to double the permitted density for the Lakeview Village redevelopment.

On May 15th, 2023, Planning and Development Committee received a report from staff that outlined the MZO request and highlighted concerns. Part of the suite of concerns was the impacts of the doubling of density on the overall traffic network. It was noted that the Council approved density of 8,050 units still garnered issues with traffic capacity on Lakeshore Road East and Holding Zones were placed to allow development to proceed as capacity increases. Doubling the density to 16,000 units further exacerbates the concern with respect to traffic capacity.

While the subject proposal fronts onto Lakeshore Road East and represents an increase in density, the proposed 9 storey building falls within what is anticipated through the local planning framework and is not a significant contributor to the traffic capacity concerns on Lakeshore Road. It is expected that provisions to deal with the capacity issues that are forecasted as a result of the newly approved density on the Lakeview Village site will be required to be addressed by that development.

Environmental Compliance

A Phase One Environmental Site Assessment (ESA) Update report, dated February 18, 2022, and a Groundwater Monitoring and Sampling Letter, dated February 28, 2022, both prepared by EXP Services Inc., were submitted for review. The documents indicate that no further subsurface investigation is required. Any outstanding requirements can be addressed through the Holding Provision Removal application.

Noise

A Noise Feasibility Study prepared by S.S. Wilson Associates, dated April 5, 2022, was submitted for the proposed development. 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 and rail traffic and offsite stationary noise.

The noise study satisfactorily confirms noise feasibility and confirms that noise mitigation will be required, including acoustical barriers for some outdoor amenity areas and upgraded building construction and ventilation requirements.

An updated noise study will be required to address staff comments as part of the Holding Provision Removal application. The final details related to noise mitigation requirements will be addressed through the Site Plan and Building Permit processes.

Other Engineering Matters

Should this rezoning application be approved by Council, other outstanding engineering matters can be addressed through the Holding Provision Removal application. Additional requirements and clauses related with the development of the lands will be captured in the related Development Agreement. Site-specific details will include, but not be limited to: grading, municipal infrastructure design and construction, streetscape upgrades, and utility relocations.

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

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

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

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

4. Consistency with PPS

The Public Meeting Report dated July 15, 2022 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

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

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

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

The subject site and proposal represents an opportunity to modestly intensify and increase the range of housing in the area. The proposed development represents an efficient land use pattern that has been deemed to meet the applicable development standards as described in the Mississauga Official Plan section of the appendix. The proposed development supports the general intent of the PPS.

5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

Section 2.2.1 states that within settlement areas, growth will be focused in locations within existing or planned transit, with a priority on higher order transit where it exists or is planned. Section 2.2.4 directs municipalities to plan for Major Transit Station Areas (MTSAs) on priority transit corridors identified in the Growth Plan by delineating MTSAs and creating associated policies to meet minimum density targets and encourage efficient, compact and transit oriented development. The Growth Plan generally defines these areas as being within an approximate 500 to 800 m radius of a transit station, representing about a 10-minute walk.

Bus Rapid Transit is expected for this segment of Lakeshore Road East, with a stop at Dixie Road that is approximately within 100 m (1, 076 ft.) of the subject site and terminating at Long Branch GO Station, which is approximately 800 m (1, 076 ft.)

from the subject site. Section 2.2.4 of the Growth Plan provides that all MTSAs (regardless of whether they are located on priority corridors) will be planned and designed to be transit-supportive and to achieve multimodal access and that “development will be supported, where appropriate, by planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels”. Lakeshore Road East is not identified as a priority transit corridor by the Growth Plan, and accordingly, the Plan does not specify minimum density requirements (residents and jobs combined) for these associated MTSAs.

The proposal conforms to the Growth Plan as it is a transit oriented development that is intensifying an underutilized lot that will maximize the use of existing services and infrastructure and represents an overall built form that is deemed to be consistent with the development standards applicable in MOP and the Local Area Plan with respect to appropriate scale and transition.

6. Region of Peel Official Plan

On April 28, 2022 Regional Council passed By-law 20-2022 to adopt a new official plan, which was approved with modifications by the Province on November 4, 2022. The new Regional Official Plan includes policies related to MTSAs, including directing municipalities to delineate boundaries in their local official plans.

The public meeting report dated July 15, 2022, summarized relevant policies and noted that the proposed development

does not require an amendment to the Region of Peel Official Plan (ROP).

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

The proposed development conforms to the ROP as it is an appropriate development that efficiently uses land to contribute to housing choices in the neighbourhood and in close proximity to future transit.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Lakeview Neighbourhood Character Area, to permit a nine storey apartment building with ground floor commercial space. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***

- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

The following is an analysis of the key policies and criteria:

Mississauga Official Plan - Directing Growth

The subject site is located in the Lakeview Neighbourhood Character Area, which is a neighbourhood in MOP's City Structure. Neighbourhoods are not the focus for intensification within the City, however, the property fronts onto Lakeshore Road East, which is considered a corridor in MOP. The general policies in the Direct Growth section direct infill development and intensification within neighbourhoods to be located on corridors and on former commercial sites, provided redevelopment is consistent with transition and compatibility policies. The following policies are applicable:

5.3.5.2 Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.

5.3.5.3 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.

5.3.5.5 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.

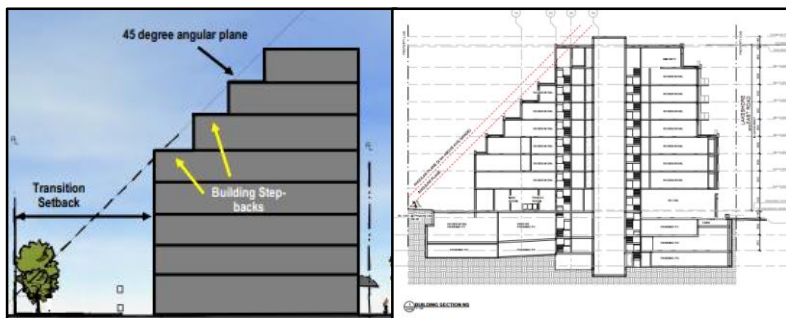
5.3.5.6 Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

The above policy direction is reflected in the Lakeview Local Area Plan and applied more specifically. In general, the proposed mid rise building meets the applicable policies in the general MOP document, as it is a project that represents infill development on a corridor that appropriately responds to the surrounding context, is transit supportive and is sensitive in built form.

Lakeview Local Area Plan and Built Form Standards - Compatibility

The Lakeview Local Area Plan requires intensification within the Lakeshore Corridor – Outer Core Sub Area to accommodate a mix of uses and to have regard for the character of the area by providing transition in height, built form and density. Applicable policies require redevelopment along the corridor to focus on compatibility with respect to the adjacent low rise residential neighbourhood to the north, to address the mainstreet character by ensuring commercial uses at grade and to ensure that the overall design fosters a pedestrian friendly streetscape.

The Lakeview Built Form Standards contain specific guidelines that provide direction at achieving the above policies. The built form standards require that development along the corridor maintain a 45 degree angular plane to the adjacent low density neighbourhood, implement increased setbacks and deploy building step backs within the overall massing of the building.



Left: Excerpt from the LLAP BFS – 45 degree angular plan figure. Right: Proposed building section with 45 degree overlay.

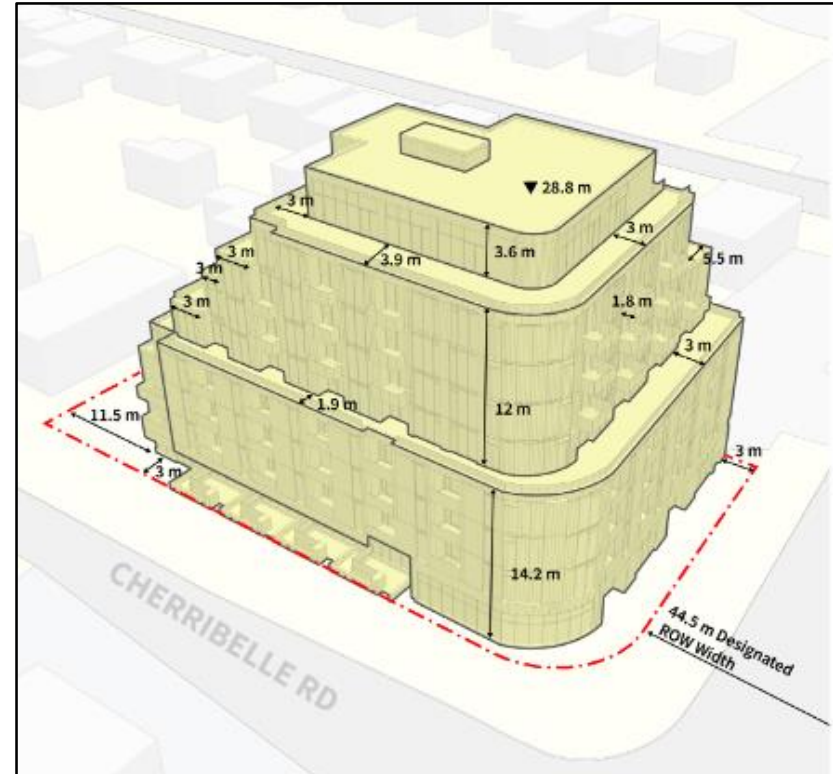
The proposal maintains the required 45 degree angular plane to the neighbourhood to the north and is depicted in the images above. In addition, the proposal provides adequate at grade setbacks to the property's limits, including an unencumbered landscape buffer along the northerly property line which will provide 4.5 m (14.8 ft.) of vegetation planting and a tree corridor, adequately screening and buffering the proposal from the existing residential property to the north. The building also includes reduced projections and incorporates step backs along the northerly side of the building from the 4th floor to the 9th floor. This will ensure that the massing impact is mitigated with respect to privacy and overlook to the adjacent residential neighbourhood. The building also deploys a 3.0 m (9.8 ft.) step back at the fourth storey along the Lakeshore Road corridor, creating a streetwall that is conducive to a mainstreet character and is pedestrian oriented.

The proposal also implements an appropriate interface along the Cherriebell Road frontage. The building incorporates at grade residential units, which is suitable since Cherriebell Road is a residential street, and reflects the at grade condition that will be forthcoming as part of a future apartment building to the west. The building setback to the property line allows for soft landscaping within the patio areas of the ground related units and the building has been appropriately set back from the limits of the property, in order to allow for an amended boulevard to support the proposal that will include a side walk and a row of street trees.



Rendering of proposal showing building mass and Cherribell Road streetscape.

While the proposal indicates 9 storeys as the total number of storeys, the 9th floor only contains a mechanical unit (permitted as of right, up to 6.0 m (19.7 ft.) in height) and indoor amenity space. Due to the amenity space being included on this level and adjacent to the mechanical area, this floor is considered to be apart of the total number of storeys and height for the building as per the general zoning definition. Residential apartment units are proposed only within floors 1 to 8. As such, from a general zoning definition point of view, the proposed building is 9 storeys, however, the building is designed and articulated as an 8 storey building.



Massing of proposal – proposal incorporates property setbacks and building step backs to appropriately respond to the adjacent neighbourhood to the north.

Overall, the proposal represents a mid rise building that appropriately fits within the surrounding context by deploying the criteria required in the Lakeview Built Form Standards for infill development on the corridor and addresses the Lakeshore Corridor in a manner that is consistent with the vision of the Local Area Plan.

Lakeshore Corridor Study

Council has recently approved an Official Plan Amendment to the Lakeview Local Area Plan that implements new and refined policies regarding building heights and overall built form on the Lakeshore Road East Corridor, between Seneca Avenue and the easterly City border. However, the property owner appealed the Lakeshore Corridor Study implementing Official Plan Amendment as it pertains to the subject property and, as of authoring this report, the appeal remains outstanding. Since these applications for Official Plan Amendment and Rezoning was made prior to Council approving the amendments as part of the study, the implementing policies officially do not fall within the applicable policy regime used when evaluating the proposal.

Notwithstanding the above, regard for the policies approved as part of the Lakeshore Corridor Study exercise is appropriate and the below summarizes an evaluation against the proposal.

The following highlights policies that have been approved to implement the study:

- An increase in overall building height from 4 storeys to 8 storeys, provided that appropriate transition is maintained.
- Up to 30 m (98.4 ft.) in height can be obtained for properties that have an overall depth of 60 m (196.9 ft.) or more.
- A step back from the 4th storey streetwall on Lakeshore Road must be provided.

- Overall mainstreet character is to be retained and reinforced.

The indoor amenity space and mechanical unit on the 9th floor is set back from the parapet of the 8th floor along Lakeshore Road and Cherriebell Road and does not take up the full footprint of the building. Due to this, the 9th storey will be minimized from view. Were the 9th storey only mechanical space, without amenity area, it would not be interpreted as a storey by the Zoning By-law.



Rendering of 9 storey building from Lakeshore Road – 9th floor rooftop amenity and mechanical unit is not visible from streetscape

The study concludes that properties along the corridor should be 8 storeys in height and in cases where the depth of the lot is greater than 60.0 m (196.8 ft.), a total height of 30.0 m (98.4 ft.) can be achieved. The subject property has a lot depth of 55.0 m (180.4 ft.) and the submitted building elevations indicate that the building is approximately 25.0 m (82.0 ft.) in height to the top of the 8th storey. From a height and lot size perspective, staff are of the opinion that the overall building mass is well within the realm of anticipated building height that is envisioned for both the corridor and the subject site in particular.

In addition, the mitigating measures deployed within the building and site design includes the maintenance of the 45 degree angular plane requirement, the implementation of property line setbacks and building step backs, and the achievement of adequate landscape buffering. Staff are of the opinion that the proposed mid rise building generally meets the goals and objectives of the Lakeshore Corridor Study.

Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The City's Housing Strategy and 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. The proposed development contains the following mix of units:

- 1 bedroom – 33 units
- 1 bedroom plus den – 22 units
- 2 bedroom/2 bedroom plus den – 21 units

- 3 bedroom/3 bedroom plus den – 7 units

In addition, the applicant has proposed the following contribution to affordable housing, which has been accepted by staff:

- 5% of new ownership units will be affordable units for a period of 25 years.
- The purchase price will be 80% of the average unit price within the year that the unit is sold.

This proposal ensures that affordable units will be constructed within a mid rise building that fronts a corridor and has access to existing and future transit infrastructure and will help contribute to overall housing choice within the surrounding neighbourhood.

Staff will be including a Holding provision within the site specific Zoning By-law that requires satisfactory arrangements with the CPS-Housing team with respect to the implementation of the agreed upon affordable housing contribution.

8. Zoning

The proposed **RA2-Exception** (Apartments-Exception) is appropriate to accommodate the 9 storey apartment building with ground floor commercial space.

9. "H" Holding Symbol

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

- Receipt of a signed Development Agreement satisfactory to the City of Mississauga
- Satisfactory submission of an updated Functional Servicing Report, Traffic Impact Statement and Noise Study
- Satisfactory arrangements with the Region of Peel with respect to waste collection
- Satisfactory arrangements with City Planning Strategies Division regarding the affordable housing contribution

10. Site Plan

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

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as, but not limited to, site design, landscaping, grading and water retention. Through the site plan process, further refinements are anticipated.

11. Conclusions

In conclusion, City staff has evaluated the applications to permit a 9 storey apartment building with ground floor commercial space against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The proposed development is consistent with the *PPS* and *Growth Plan* as it pertains to developing an underutilized site that fronts onto a corridor that will take advantage of existing infrastructure and will support current and future transit within the area.

The Lakeview Local Area Plan views the Lakeshore Road corridor as an area that is to develop in accordance with anticipated transit improvements within the ROW in a fashion that maintains the main street character of the corridor and respects and relates to the immediate low rise context.

The proposal conforms to the Lakeview Local Area Plan because it seeks to construct a mid rise built form that has demonstrated appropriate compatibility with the surrounding area by maintaining the required 45 degree angular plane to the low rise neighbourhood to the north, provides appropriate setbacks to property lines and implements building step backs, facilitates commercial space on the ground floor and addresses the corridor with a building design that is pedestrian oriented.

As the applicant has addressed relevant provincial and city policies and the technical requirements of the City, staff recommends approval of this development proposal.