

City of Mississauga  
**Corporate Report**



<p>Date: May 6, 2022</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: OZ/OPA 21-20 W1</p>
	<p>Meeting date: May 30, 2022</p>

## Subject

### PUBLIC MEETING INFORMATION REPORT (WARD 1)

**Official Plan Amendment and Rezoning applications to permit a 10 storey rental apartment building**

**1303 Lakeshore Road East, northeast corner of Fergus Avenue and Lakeshore Road East**

**Owner: 1303 Lakeshore Road E Limited**

**File: OZ/OPA 21-20 W1**

## Recommendation

That the report dated May 6, 2022, from the Commissioner of Planning and Building regarding the applications by 1303 Lakeshore Road E Limited to permit a 10 storey rental apartment building, under File OZ/OPA 21-20 W1, 1303 Lakeshore Road East, be received for information.

## Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

### PROPOSAL

The official plan amendment and rezoning applications are required to permit a 10 storey rental apartment building with 169 dwelling units. The applicant is proposing to amend the Official Plan from **Mixed Use** to **Residential High Density** to permit the residential only rental apartment building. The zoning by-law will also need to be amended from **C4** (Maintstreet Commercial) to **RA3- Exception** (Apartments - Exception) to implement this development proposal.

During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

## Comments

The property is located on the east side of Fergus Avenue, north of Lakeshore Road East within the Lakeview Neighbourhood Character Area. The site is currently occupied by a two storey motel with surface parking. There are existing 7 to 16 storey apartment buildings, east and west of the property and low rise residential uses to the north with some industrial/commercial uses backing onto the railway corridor. The south side of Lakeshore Road East also contains manufacturing and commercial uses.



Aerial image of 1303 Lakeshore Road East



Applicant's rendering of the 10 storey rental apartment building

### **LAND USE POLICIES AND REGULATIONS**

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 4.

### **AGENCY AND CITY DEPARTMENT COMMENTS**

Agency and department comments are summarized in Appendix 1, Section 7.

## **Financial Impact**

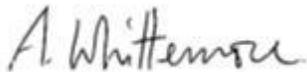
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

## **Conclusion**

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional technical information, review of reduced parking standards and setbacks, ensuring compatibility of new buildings and community consultation and input.

## **Attachments**

Appendix 1: Detailed Information and Preliminary Planning Analysis



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Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Lucas Petricca, Development Planner

## Detailed Information and Preliminary Planning Analysis

**Owner: 1303 Lakeshore Road E Limited**

**1303 Lakeshore Road East**

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## 1. Proposed Development

The applicant proposes to develop the property with a 10 storey, 169 unit, rental apartment building. 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		
Application submitted:	Received: December 6, 2021 Deemed complete: January 7, 2022	
Developer/ Owner:	1303 Lakeshore Road E Limited	
Applicant:	High Street Capital Partners	
Number of units:	169 units	
Proposed Gross Floor Area:	13 263.29 m <sup>2</sup> (142,765 ft <sup>2</sup> )	
Height:	10 storeys / 31.7 m (100 ft.)	
Lot Coverage:	45.32%	
Floor Space Index:	4.18	
Landscaped Area:	27.46%	
Anticipated Population:	370* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	210	174
visitor spaces	33	26
Total	243	200

### 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
- Site Plan and Elevations
- Noise Study
- Shadow Study
- Draft Official Plan and Zoning By-law Amendments
- Functional Servicing Report
- Phase I Environmental Site Assessment
- Wind Study
- Landscape Arborist Report
- Landscape Plan
- Geotechnical and Slope Stability Study
- Floor Plans
- Hydrogeology Assessment
- Landscape Tree and Preservation Plan
- Transportation and Parking Study
- Urban Design Brief

### 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 September 8, 2021. 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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EXTERIOR  
 ELEVATION I

DATE: JUNE 2021  
 Author  
 Checker  
 As Indicated  
 121827

**A201**

Elevations



**1- INTERSECTION AT LAKESHORE ROAD EAST & FERGUS AVENUE**



**2- WEST ELEVATION, FERGUS AVENUE**



**3- FRONT ENTRANCE ON LAKESHORE ROAD EAST**

Applicants Rendering

## 2. Site Description

### Site Information

The property is located at on the east side of Fergus Avenue, north of Lakeshore Road East, within the Lakeview Neighbourhood Character Area. The site is currently occupied by a 2 storey motel known as the Green Acres Motel and contains some vegetation lining the perimeter of the property. The site currently has an access off Lakeshore Road East and Fergus Avenue with surface parking interior to the motel.



Aerial Photo of 1303 Lakeshore Road East

Property Size and Use	
Frontages:	+/- 36 m (118.11 ft.)
Depth:	+/- 90 m (295.27 ft.)
Gross Lot Area:	0.31 ha (0.78 ac.)
Existing Uses:	A 2 storey motel known as the Green Acres Motel



Photo from Lakeshore Road East facing north

### Site History

- 1963 – A motel on the site was constructed
- May 2, 1989 – Official Plan and Zoning By-law Amendment submitted for the expansion of the existing motel under file OZ 89-051, which was approved on December 24, 1990

- November 13, 1990 – Site Plan application received for a second storey on the motel, which was approved on April 6, 1991
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **C4** (Mainstreet Commercial)
- November 14, 2012 – Mississauga Official Plan came into force. The subject property is designated **Mixed Use** in the Lakeview Neighbourhood Character Area
- December 6, 2021 – Official Plan and Zoning By-law Amendment applications received to permit a 10 storey rental apartment building containing 169 units

### 3. Site Context

#### Surrounding Land Uses

The surrounding area is characterized by mostly residential uses. There are also industrial and commercial uses within the vicinity of the site. Immediately north and east of the subject property are two blocks of townhouses, a 10 storey apartment building and Applewood Creek. The lands to the west contain 7 and 16 storey apartment buildings with below and above grade parking. On the south side of Lakeshore Road East are manufacturing uses and a waterfront trail connecting to Lakeshore Park.

The surrounding land uses are:

North: Townhouses, detached dwellings, industrial and commercial uses and the railway corridor

East: A 10 storey apartment building, Applewood Creek, vacant land that received approval for 2 mixed use condominiums that are 8 and 12 storeys

South: Manufacturing/commercial uses, Lakeshore Park, Lakeview Village Master Plan, and Lakeview Wastewater Treatment Plant

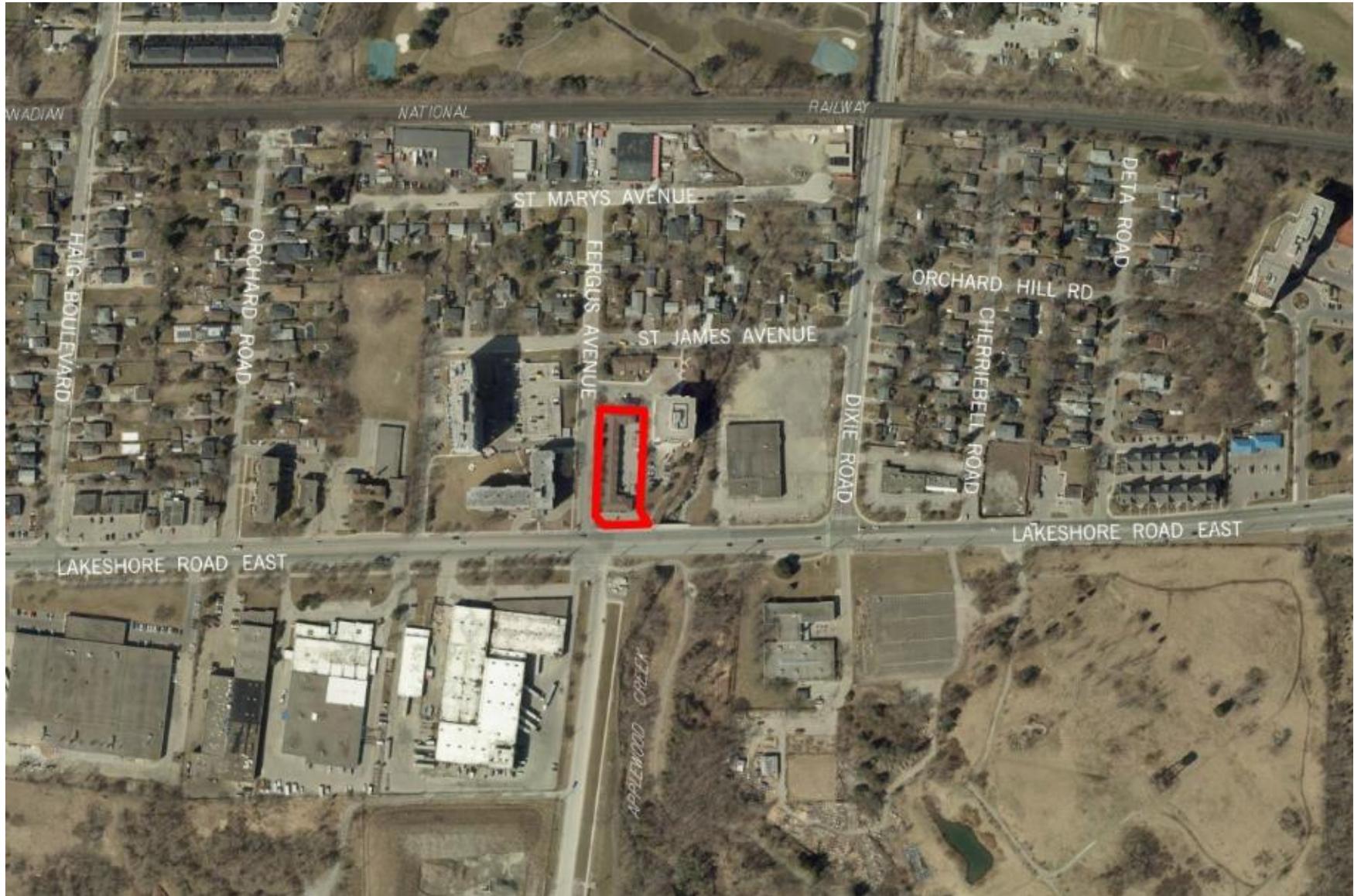
West: 7 and 16 storey apartment buildings, detached dwellings and the Hydro Corridor

#### Neighbourhood Context

The subject property is located within the Lakeview Neighbourhood Character Area, a well-established neighbourhood containing a mix of original one storey dwellings and newer two storey dwellings. There are also two existing apartment buildings to the west of the property, developed in the late 1960s and an apartment building to the east that was developed in the late 1980s/ early 1990s. The lands north of Lakeshore Road East mostly consist of residential uses with some industrial/commercial uses backing onto the railway corridor, south of Lakeshore Road East contains manufacturing and commercial uses. Also, a waterfront trail connects to Lakeshore Park and Marie Curtis Park.

Lakeshore Road East is identified as a Higher Order Transit Corridor in the Mississauga Official Plan (MOP). Council recently 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 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. Furthermore, southwest of the subject property is Lakeview Village, a partially approved mixed use community that will consist of mid to high rise apartments, townhouses, office, institutional and commercial uses as well as open space parkland connecting to the waterfront.



Aerial Photo of 1303 Lakeshore Road East

## 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:

- OZ 18/009 and SP 21/143 W1 – 1345 Lakeshore Road East – development proposal for 8 and 12 storey mixed use condominiums, subject to 'H' holding zone provisions in November 2021
- 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, currently under appeal to the Ontario Land Tribunal (OLT)
- OZ 20/18 W1 – 1381 Lakeshore Road East – development proposal for a 15 storey residential apartment building, currently under appeal to the OLT

These applications are within the anticipated population forecasted for the Character Area.

## Community and Transportation Services

This application will have minimal impact on existing services in the community.

Orchard Hill Park is located approximately 600 m (1,968.5 ft.) northeast of the site, within a 7 minute walk. This is a community park that contains a play site. Carmen Corbasson Community Centre is located approximately 3.1 km (1.92 mi) from the subject property, within a 5 minute car ride / 25 minute bus ride. The subject property is also served by Lakeview Library which is located 1.9 km (1.18 mi) away, which is a 3 minute car ride or 10 minute bus ride. Additionally, Lakeview Golf Course is within 1 km (0.62 mi) of the subject property, which is a 2 minute car ride / 11 minute bus ride. Future parks and community facilities

are also planned within Lakeview Village.

The following major MiWay bus route currently services the site:

- Route 5 – Dixie
- Route 23 – Lakeshore

#### 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.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</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>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>A land use pattern, density and mix of uses should be promoted that minimize support current and future use of transit and active transportation. (PPS 1.6.7.4)</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>The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans. (PPS 4.6)</p>
<p><b><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></b></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>The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas (MTSAs) on priority transit corridors, including zoning in a manner that implements the policies of this Plan. (Growth Plan 2.2.4.1)</p> <p>For MTSAs on priority transit corridors, upper-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station. (Growth Plan 2.2.4.2)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>MTSAs on priority transit corridors will be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit. (Growth Plan 2.2.4.3)</p> <p>Within MTSAs on priority transit corridors, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited. (Growth Plan 2.2.4.6)</p> <p>Within all MTSAs, development will be supported by planning for a diverse mix of uses to support existing and planned transit service levels and providing alternative development standards, such as reduced parking standards. (Growth Plan 2.2.4.9)</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><b>Region of Peel Official Plan (ROP)</b></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 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.</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>

### **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**. The **Mixed Use** designation permits residential in conjunction with other permitted uses.

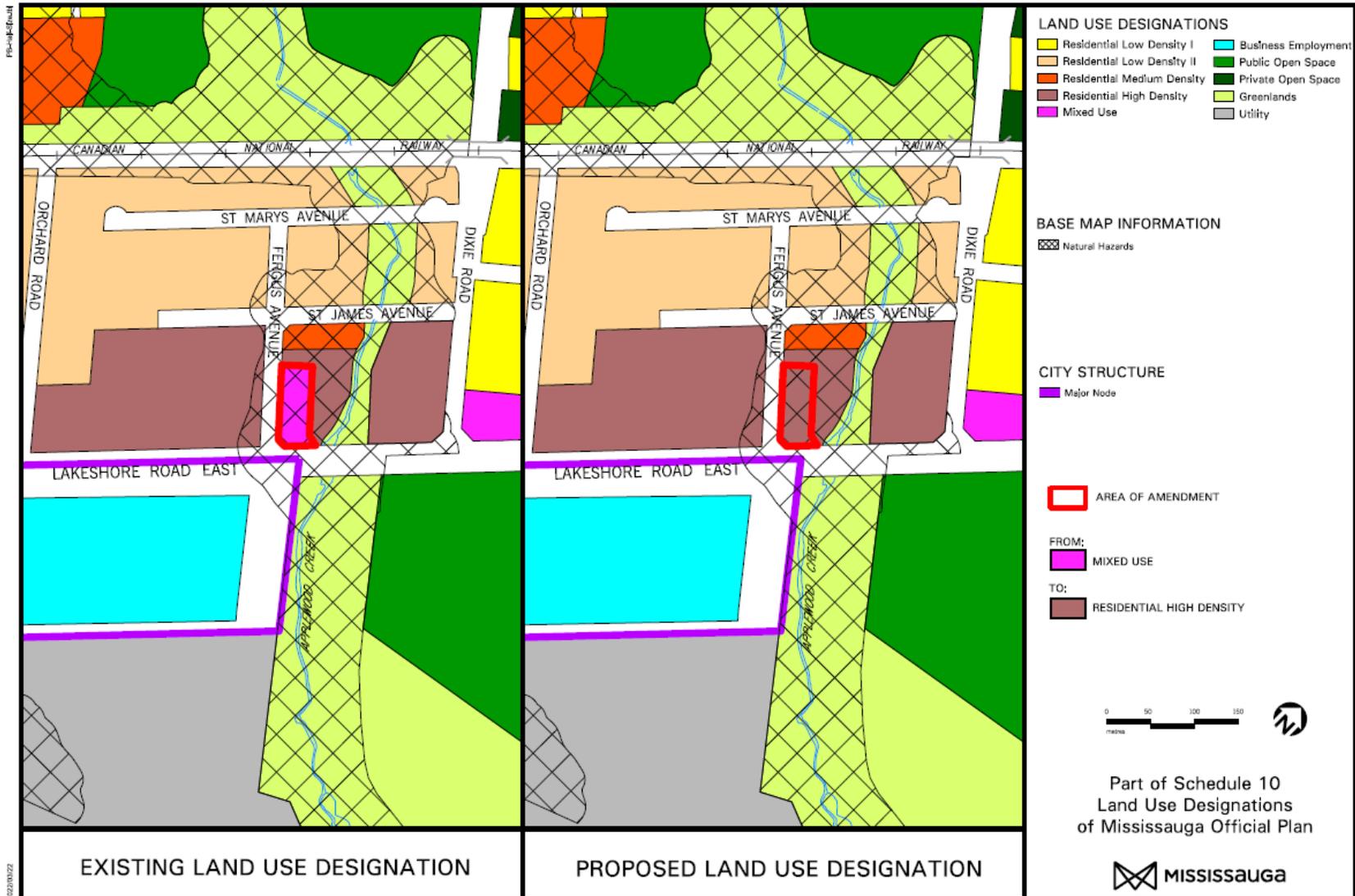
The subject property is located within the planned Dixie Lakeshore Major Transit Station Area (MTSA).

### **Proposed Designation**

The applicant is proposing to change the designation to **Residential High Density** to permit a 10 storey rental apartment building with 169 units. 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

[Local/Project/Report/Map/217246 OZ OPA 21-20 W1\_RPT/Vector/21020 - Existing and Proposed Landuse.dgn

### 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>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>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> <p>Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights. (Section 5.5.3)</p>
<b>Chapter 6 Value The</b>	<p>To ensure that contaminated sites are identified and appropriately addressed by the proponent of development, the following will be required:</p>

	<b>General Intent</b>
<b>Environment</b>	<ul style="list-style-type: none"> <li>a. the owners of lands proposed for development will submit information as required by the City to identify the potential for contamination;</li> <li>c. the development approval or approval of amendments to this Plan for known or potentially contaminated sites will be deferred until the proponent of development undertakes a study assessing the potential for contamination in accordance with the Provincial Government regulations and standards and City policies.</li> <li>d. If the study indicates potential for soil or ground water contamination, an assessment of the soil and groundwater conditions will be required. If contamination is confirmed, a remedial action plan in accordance with Provincial Government regulations and standards appropriately addressing contaminated sites will be required. Recommendations contained within the plan will be implemented by way of conditions to development approval. (Section 6.7.1)</li> </ul>
<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> <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> <ul style="list-style-type: none"> <li>a. Respect existing lotting patterns;</li> <li>b. Respect the continuity of front, rear and side yard setbacks;</li> <li>c. Respect the scale and character of the surrounding area;</li> <li>d. Minimize overshadowing and overlook on adjacent neighbours;</li> <li>e. Incorporate stormwater best management practices;</li> </ul>

	<p><b>General Intent</b></p> <ul style="list-style-type: none"> <li>f. Preserve mature high quality trees and ensure replacement of the tree canopy; and</li> <li>g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3)</li> </ul> <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> <li>a. Assemble small land parcels to create efficient development parcels;</li> <li>b. Face the street, except where predominate development patterns dictate otherwise;</li> <li>c. Not locate parking between the building and the street;</li> <li>d. Site buildings to frame the street;</li> <li>f. Support transit and active transportation modes;</li> <li>h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6)</li> </ul> <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><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:</p> <ul style="list-style-type: none"> <li>j. residential, in conjunction with other permitted uses (Section 11.2.6.1)</li> </ul> <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><b>Chapter 16            Neighbourhoods</b></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>

	<b>General Intent</b>
	<p>a. an appropriate transition in heights that respects the surrounding context will be achieved;</p> <p>b. the development proposal enhances the existing or planned development;</p> <p>c. the City Structure hierarchy is maintained; and</p> <p>d. the development proposal is consistent with the policies of this Plan. (Section 16.1.1.2)</p>
<b>Chapter 19 Implementation</b>	<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> <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 Lakeview Local Area Plan Policies

	<b>General Intent</b>
<b>Section 5.0 Vision</b>	<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 through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities. (Section 5.1.3)</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>
<b>Section 6.0 Direct Growth</b>	<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>

	<b>General Intent</b>
	<p>a. contribution to a complete community;          b. contribution to the mainstreet character; (Section 6.2.3)</p>
<b>Section 8 Complete Communities</b>	<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> <p>Mississauga will encourage the provision of affordable housing, including rental housing and seniors' housing within the Lakeshore Corridor. (Section 8.1.3)</p>
<b>Section 9.0 Multi-Modal City</b>	<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"> <li>• reduced parking standards;</li> <li>• transportation demand management;</li> <li>• transit oriented development;</li> <li>• pedestrian/cycling connections; and</li> <li>• access management plan (Section 9.2.5)</li> </ul>
<b>Section 10 Desirable Urban Form</b>	<p>Development will be encouraged to locate parking to the rear of buildings or underground. (Section 10.2.3)</p> <p>Development along Lakeshore Road East is encouraged to be two to four storeys in height; however, some sites will be permitted building heights greater than four storeys as shown on Map 3. (Section 10.2.4)</p> <p>Appropriate transition to adjacent low density residential will be required. (Section 10.2.5)</p> <p>Criteria for apartment development will include, among other things:</p> <ol style="list-style-type: none"> <li>a. a minimum separation distance to ensure light and permeability;</li> <li>b. a maximum floor plate to ensure minimal impact on residential areas; and</li> <li>c. transition to adjacent lower built forms.</li> </ol>

## Mississauga Zoning By-law

### Existing Zoning

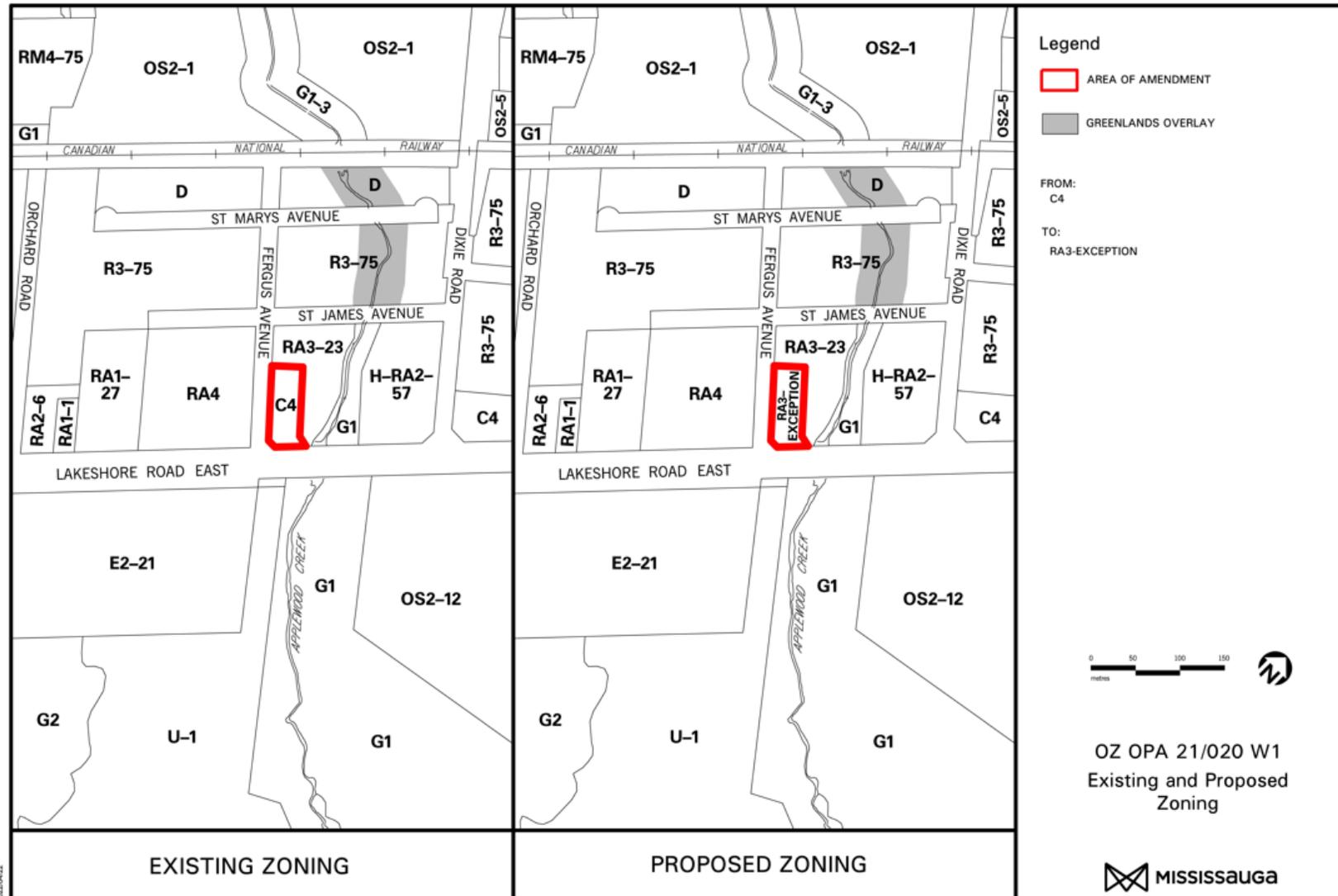
The subject property is currently zoned **C4** (Mainstreet Commercial), which permits a 3 storey apartment building with a sloped roof and 2 storey apartment building with a flat roof. An apartment building within a **C4** zone is required to contain commercial uses on the ground floor with residential above. The **C4** zone also permits retail, restaurants and commercial schools, among other uses.

### Proposed Zoning

The applicant is proposing to zone the property **RA3 – Exception** (Apartments – Exception) to permit a 10 storey rental apartment building.

Through the processing of the applications staff may recommend a

more appropriate zone category for the development in the Recommendation Report.



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Excerpt of Zoning Map

### Proposed Zoning Regulations

Zone Regulations	Existing RA3 Zone Regulations	Proposed RA3 – Exception Zone Regulations
Maximum <b>Front Yard</b>	3 m (9.84 ft.)	7 m (22.96 ft.)
Maximum <b>Floor Space Index – Apartment Zone</b>	1.0	4.18
Maximum <b>Height</b>	38 m (124.67 ft.) and 12 <b>storeys</b>	32 m (104.98 ft.) and 10 <b>storeys</b>
Minimum <b>Front Yard</b>	10.5 m (34.45 ft.)	1.3 m (4.27 ft.) and 6.5 m (21.33 ft.)
Minimum <b>Exterior Side Yard</b>	10.5 m (34.45 ft.)	2.50 m (8.2 ft.)
Minimum <b>Rear Yard</b>	4.5 m (14.76 ft.)	0.25 m (0.82 ft.)
Minimum depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> and/or abutting lands Open Space, Greenlands and/or a Residential Zone with the exception of an <b>Apartment Zone</b>	4.5 m (14.76 ft.)	2.50 m (8.2 ft.)
Minimum depth of a <b>Landscaped Buffer</b> measured from any other <b>lot line</b>	4.5 m (14.76 ft.)	0.5 m (1.64 ft.) and 1.3 m (4.27 ft.)
Maximum projection of a <b>balcony</b> located above the <b>first storey</b> measured from the outermost face of faces of the <b>building</b> from which the <b>balcony</b> projects	1 m (3.28 ft.)	5.18 m (17 ft.)
Minimum setback from a	3 m (9.84 ft.)	0.25 (0.82 ft.) and 0.39

Zone Regulations	Existing RA3 Zone Regulations	Proposed RA3 – Exception Zone Regulations
<b>parking structure</b> completely below finished grade, inclusive of external access stairwells, to any <b>lot line</b>		(1.28 ft.)
Minimum <b>landscaped area</b>	40%	27.6%
Minimum <b>amenity area</b>	946.4 m <sup>2</sup> (10,187 ft <sup>2</sup> )	Approx. 441.54 m <sup>2</sup> (4,753 ft <sup>2</sup> )
Minimum number of residential <b>parking spaces</b> ratio per unit	1 resident space per studio unit 1.18 resident spaces per one-bedroom unit 1.36 resident spaces per two-bedroom unit 1.50 resident spaces per three-bedroom unit	0.8 spaces per unit
Minimum number of visitor <b>parking spaces</b> ratio per unit	0.2 visitor spaces per unit	0.15 spaces per unit
<p>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.</p>		

## 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>.

## 5. School Accommodation

### The Peel District School Board

Student Yield	School Accommodation		
1 Kindergarten to Grade 5	Janet I. McDougald Public School	Alan A. Martin Senior Public School	Cawthra Park Secondary School
5 Grade 6 to Grade 8			
7 Grade 9 to Grade 12	Enrolment: 496 Capacity: 552 Portables: 0	Enrolment: 448 Capacity: 583 Portables: 2	Enrolment: 1,285 Capacity: 1,044 Portables: 5

### The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
3 Kindergarten to Grade 8	Queen of Heaven Catholic Elementary School	St. Paul Catholic Secondary School
3 Grade 9 to Grade 12	Enrolment: 361 Capacity: 579 Portables: 0	Enrolment: 538 Capacity: 807 Portables: 0

## 6. Community Questions and Comments

A pre-application community meeting was held on September 8, 2021 by Ward 1 Councillor, Stephen Dasko. Approximately 10 residents attended with 1 resident making a written submission.

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 should be more variation in the design of the building
- Have sun/shadow impacts be taken into account and will they affect the dwellings to the north?
- Are there any commercial uses that can be incorporated to make the community more walkable?
- The existing apartment buildings do not have enough parking, which impacts the surrounding streets with parked

cars. There is also paid visitor parking which produces more cars on the streets. Will this development have enough parking for the units and what will the traffic impacts be?

## 7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (March 4, 2022)	<p>The Functional Servicing Report (FSR) submitted has been deemed satisfactory and requires no additional revisions at this time. It should be noted that the FSR review fee is still outstanding.</p> <p>Additionally, a waste management plan is required and will need to meet standards for a waste collection vehicle access route, show a sufficient waste collection point and sufficient setbacks to all bins, etc.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (February 4, 2022)	<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> <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>
City Community Services Department – Park Planning Section (April 21, 2022)	<p>Community Services Department notes that the proposed residential development and its future residents will be serviced by Orchard Hill Park (P-145) which is approximately 600 m (1,968.5 ft) from the subject site. This is a Community Park, zoned <b>OS1</b> (Open Space – Community Park) and contains a play site. The site is also located 7 m (23 ft.) from Appledale Park (P-329) which is a hazardous inaccessible Greenlands area with no trail or park amenities.</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 Bylaws.</p>
Economic Development Office (March 3, 2022)	<p>There are no comments or concerns from an economic development perspective.</p>
City Transportation and Works Department (March 11, 2022)	<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 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>

Agency / Comment Date	Comments
	<p><b><u>Stormwater</u></b></p> <p>A Functional Servicing and Stormwater Management Report dated October, 2021, and prepared by C.F. Crozier &amp; Associates Inc. 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.</p> <p>The applicant is proposing to construct a new internal storm sewer to service the development lands, with an outlet to the City's storm sewer infrastructure 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 (0.19 in) 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><b><u>Traffic</u></b></p> <p>A traffic impact study (TIS), prepared by C.F. Crozier &amp; Associates Inc. dated October 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>• Provide turning movement diagrams to evaluate the internal site circulation and access points;</li> <li>• Review the driveway access to ensure Fergus Avenue and the internal driveway can operate efficiently;</li> </ul>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> <li>• Provide the future property line due to the required daylight triangle and any right-of-way as may be required through the Lakeshore Bus Rapid Transit (BRT) study; and,</li> <li>• Address any traffic concerns from the Community related to the proposed development.</li> </ul> <p><b><u>Environmental Compliance</u></b></p> <p>A Phase I Environmental Site Assessment (ESA) report, November 25, 2020, and prepared by Pinchin Ltd., was submitted in support of the proposed development. The report indicates no potential for contamination on the subject property. 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 the proposed use.</li> </ul> <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><b><u>Noise</u></b></p> <p>The Noise 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 and noise mitigation will be required. The applicant is required to update the report should the building massing or configuration change with additional information to further evaluate the feasibility of any proposed mitigation measures to address noise in accordance with City and MOECC Standards. The details of mitigation measures will be confirmed through the Site Plan and building permit process.</p> <p><b><u>Engineering Plans/Drawings</u></b></p> <p>The applicant has submitted a number of technical plans/drawings (i.e. Grading Plan with City benchmark, Servicing Plan, FSR, etc.), which need to be revised in accordance with City Standards and as part of subsequent submissions.</p>

Agency / Comment Date	Comments
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"> <li>- Alectra</li> <li>- City of Mississauga, Arborist – City and Private Property</li> <li>- Canada Post Corporation</li> <li>- Enbridge</li> <li>- City of Mississauga, Fire Department</li> <li>- Metrolinx</li> <li>- Greater Toronto Airport Authority</li> <li>- City of Mississauga, Heritage</li> <li>- Rogers</li> <li>- City of Mississauga, Public Art</li> <li>- City of Mississauga, Heritage</li> <li>- Credit Valley Conservation Authority</li> </ul>

### 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. 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, 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?

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.