

Recommendation Report Detailed Planning Analysis

Owner: 1407 Lakeshore Developments Inc.

1041 Lakeshore Road East

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1. Community Comments

Comments from the public 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 the appeal remains outstanding. However, staff have given regard to the subject proposal and how it 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 establishments 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 with 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 (2,368.1 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 (TDM) 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 required in the Lakeview Local Area Plan Built Form Standards which is further emphasized in the Lakeshore Corridor Study. Section 7 of the appendix has further

comments and diagrams with respect to this particular compatibility test.

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 and drawings have been reviewed 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.

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 Ogden Avenue and Strathy Avenue (i.e. relocation of utilities and streetscape upgrades, including trees in the boulevard) will be required to be addressed through an 'H' Holding Zone Removal application.

Stormwater

The Functional Servicing 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. Water reuse on site is being pursued via irrigation 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 prior to Site Plan approval.

Traffic

Two traffic impact study (TIS) submissions were provided by LEA Consulting Ltd. Based on the second submission, dated February 2023, further clarification on the information provided is still required.

The study concluded that the proposed development is anticipated to generate approximately 54 (16 in, 38 out) and 88 (51 in, 37 out) two-way site trips for the weekday AM and PM peak hours in 2026, respectively.

Should the application to be approved by Council, the following should be addressed through an 'H' Holding Zone Removal application:

- provision of an updated TIS, including turning movement diagrams, and
- provision for daylight triangles/roundings at the intersections of Lakeshore Road East and Ogden Avenue as well as Lakeshore Road East and Strathy Avenue.

Environmental Compliance

A Phase One Environmental Site Assessment (ESA) Update report, dated February 14, 2023 and prepared by EXP Services Inc., was submitted in support of the proposed development. A Record of Site Condition was previously filed for the subject property for the proposed residential use and no further environmental investigation is required. A letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use, will be required prior to any conveyance.

Noise

SS Wilson Associates prepared a Detailed Noise Control Study, dated March 2, 2022, for the proposed development. Noise sources that may have an impact on this development include road traffic, rail traffic and stationary sources from adjacent buildings and facilities.

The site is proposed to be classified as Class 4 under the Ministry of Environment Conservation and Parks NPC-300 Noise Guidelines to allow for land use compatibility between the new development and the existing auto repair garage on the west side of Ogden Avenue. 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.

Final details related to noise requirements will be further addressed as part of a detailed noise study during the Holding Provision Removal application, including the reassessment of any potential noise sources that may be generated by the development itself and/or the need for a Class 4 designation.

Other Engineering Matters

Should this rezoning application be approved by Council, other outstanding engineering matters can be addressed through the 'H' Holding Provision Removal application, and the review and approval of the required Development Agreement. Site-specific details will include, but not be limited to: grading, municipal infrastructure design and construction, streetscape upgrades, utility relocations and tree pits on both Ogden Avenue and Strathy Avenue.

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 development 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 August 28, 2020, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new 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 metre (1,640 ft. to 2,624 ft.) radius of a transit station, representing about a 10-minute walk.

Bus Rapid Transit is expected for this segment of Lakeshore Road East, with stops at Haig Boulevard and Lakefront Promenade located 350 m (1,148 ft.) east and west from the subject property. 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".

This proposal conforms to the Growth Plan as it is a transit oriented development that is intensifying an underutilized lot that will adding housing units next to future higher order transit, 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 ten 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.

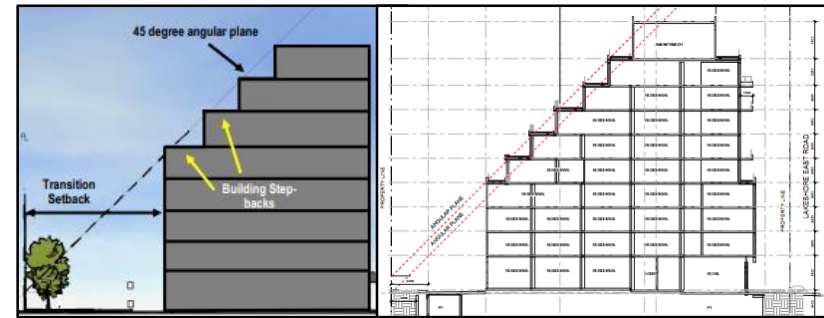
The above policies are continued within the Lakeview Local Area Plan and applied more specifically. In general, the proposed mid rise building meets the applicable policies in the general MOP document, as it is a project that represents infill development on a corridor that appropriately responds to 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 main street character by ensuring there are commercial uses at grade and to ensure that the overall design fosters a pedestrian friendly streetscape.

In order to carry out the above directive, the Lakeview Built Form Standards contains specific guidelines that provide direction to achieve 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 be sufficiently planted with vegetation and trees that will provide screening to the adjacent properties. The building mass also includes reduced projections and incorporates step backs along the northerly side of the building, from the 4th floor to the 10th floor, lessening the massing impact to the north, and at the fourth storey along the Lakeshore Road frontage.

The proposal also implements an appropriate interface along the Ogden Avenue and Strathy Avenue frontages. The building has at grade residential units, which is suitable since each frontage contains existing homes across the street and both Ogden Avenue and Strathy Avenue are existing residential streets. The frontages will include soft landscaping within the

A 3D perspective view of the proposed building, showing its stepped profile and setbacks. Dimensions and setbacks are indicated with arrows and text:

- Overall height: 32.7 m
- Top section height: 4.2 m
- Second section height: 15 m
- Third section height: 13.1 m
- Front setbacks: 11.5 m, 2 m, 4 m
- Side setbacks: 3 m, 1.8 m, 2 m, 3 m, 3 m, 3 m
- Back setback: 3 m
- Designated ROW: 44.5 m
- Adjacent streets: OGDEN, LAKESHORE RD E

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 has appealed the Lakeshore Corridor Study implementing Official Plan Amendment as it pertains to the subject property and at the time of authoring this report, the appeal remains outstanding. Since the applications for Official Plan Amendment

and Rezoning were made prior to Council approving the amendments as part of the study, the implementing policies do not fall within the applicable policy regime used when evaluating the proposal.

Notwithstanding the above, staff are of the opinion that having 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 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.
- 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 10th floor is setback from the parapet of the 9th floor and does not take up the full footprint of the building. Since this is the case, the 10th storey will be minimized visibly from view.

The study concludes that properties along the corridor should be 8 storeys in height and in cases where the depth of the lot is

at 60.0 m (196.9 ft.), a total height of 30.0 m (98.5 ft.) can be achieved. The submitted building elevations indicate that the building is approximately 28.5 m (93.5 ft.) in height to the top of the 9th storey. The subject property has an approximate lot depth of 48.0 m (157.5 ft.), which is 12.0 m (39.4 ft.) short of the 60.0 m (196.9 ft.) lot depth required to unlock a 30.0 m (98.4 ft.) total building height permission. Notwithstanding this, due to the mitigating measures deployed within the building and site design, including the 45 degree angular plane, building setbacks and step backs and landscape buffering, staff is of the opinion that the proposed mid rise building successfully executes the required transition features and is within the realm of anticipated height and built form considered through the Lakeshore Road Corridor Study.

Services and Infrastructure

Based on a review of the submitted Functional Servicing Report, the Region of Peel has confirmed that there is water capacity available to service the proposed development.

With respect to waste water capacity, the Region of Peel has advised that the 300 mm (11.8 in.) sanitary sewer on Lakeshore Road East can accommodate the sanitary flows produced as a result of the proposed development. Details and arrangements regarding the feasible connection to this sanitary sewer will be secured through the required Holding Provision Removal application.

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 – 72 units
- 2 bedroom/2 bedroom plus den – 51 units
- 3 bedroom/3 bedroom plus den – 8 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 of the affordable units 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 City Planning Strategies Division - 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 10 storey apartment building with ground floor commercial space.

9. "H" Holding Provision

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

- Receipt of a signed Development Agreement satisfactory to the City of Mississauga
- Satisfactory arrangements with Miway Transit regarding the relocated bus shelter
- Satisfactory submission of an updated Functional Servicing Report and Traffic Impact Statement
- Satisfactory arrangements with the Region of Peel with respect to waste collection
- Satisfactory arrangements with City Planning Strategies Division regarding the affordable units contribution

- Submission of an updated noise study and arrangements with respect to any mitigation measures satisfactory to the Transportation and Works Department

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 10 storey, 164 unit 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 recommend approval of this development proposal.