

**Amendment No. 159**  
**to**  
**Mississauga Official Plan**

By-law No. \_\_\_\_\_

A by-law to Adopt Mississauga Official Plan Amendment No. 159

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 159, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a change in land use designation from Mixed Use to Residential High Density and a change in height permissions from two to four storeys to two to nine storeys in the Lakeview Neighbourhood Character Area;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. 159 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

Signed \_\_\_\_\_  
MAYOR

Signed \_\_\_\_\_  
CLERK

**Amendment No. 159**  
**to**  
**Mississauga Official Plan**

The following text and Maps "A" and "B" attached constitute Amendment No. 159.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated October 25, 2023, pertaining to this Amendment.

## **PURPOSE**

The purpose of this Amendment is to change the land use designation of the subject lands from Mixed Use to Residential High Density and to amend the Lakeview Local Area Plan Height Limits Map to permit a nine storey apartment dwelling with ground floor commercial space.

## **LOCATION**

The lands affected by this Amendment are located at the northeast corner of Lakeshore Road East and Ogden Avenue. The subject lands are located in the Lakeview Neighbourhood Character Area, as identified in Mississauga Official Plan.

## **BASIS**

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Ontario Land Tribunal (OLT).

The subject lands are designated Mixed Use which permits a combination of residential and commercial uses. Building heights are limited to between two and four storeys, as permitted by the Lakeview Local Area Plan Height Limits Map.

On April 20, 2022, Council approved Mississauga Official Plan Amendment (MOPA) 131, which implemented new and refined policies for building height and built form along the Lakeshore Road East corridor, between Seneca Avenue and the easterly City boundary. This Amendment permits building heights between two and eight storeys along this section of Lakeshore Road East. MOPA 131 was appealed by a number of landowners along the corridor, and the appeal remains outstanding at the time of this Amendment.

An Official Plan Amendment is required to change the land use designation from Mixed Use to Residential High Density, in order to permit an apartment dwelling with ground floor commercial. In addition, an amendment to the Lakeview Local Area Plan Height Limits Map is required to permit a height of two to nine storeys for this particular property.

As a result of the outstanding appeal to OPA 131, the City could not rely on the eight storey maximum building height that would be required should these new policies come into force and effect. In this instance, Council accepted a nine storey building, limited to a maximum of 30 m in building height, together with transition measures to the adjacent low-rise neighbourhood. This Amendment applies only to the property at the northeast corner of Lakeshore Road East and Ogden Avenue. Should MOPA 131 be approved by the OLT, the balance of the corridor is expected to develop within the eight storey maximum building height required by OPA 131, unless otherwise exempted.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal represents an appropriate infill development along the Lakeshore Corridor that adheres to the applicable Lakeview Local Area Plan and Built Form Standards regarding compatibility of new development within existing neighbourhoods.
2. The subject site is located within a Major Transit Station Area (MTSA) associated with the future Lakeshore Corridor Bus Rapid Transit (BRT) and the proposal is supportive of the transit directive of the corridor.
3. The nine storey building is shorter than the width of the Lakeshore right-of-way, representing a mid-rise building in a scale expected by the Lakeview Local Area Plan.
4. The proposal deploys mitigating measures within the building and site design, including the 45 degree angular plane, building setbacks and step backs and landscape buffering. The proposed mid-rise building provides the required transition features and generally respects the anticipated building height and built form for Lakeshore Road East.

**DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO**

1. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designation of the subject lands from Mixed Use to Residential High Density, as shown on Map "A" of this Amendment.
2. Map 3 of Lakeview Local Area Plan Height Limits, of the Lakeview Local Area Plan, within Mississauga Official Plan, is hereby amended by changing the height permission for the subject lands which was approved by Council as two to eight storeys (under appeal), from two to four storeys to two to nine storeys as shown on Map "B" of this Amendment.

**IMPLEMENTATION**

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

The lands will be rezoned to implement this Amendment.

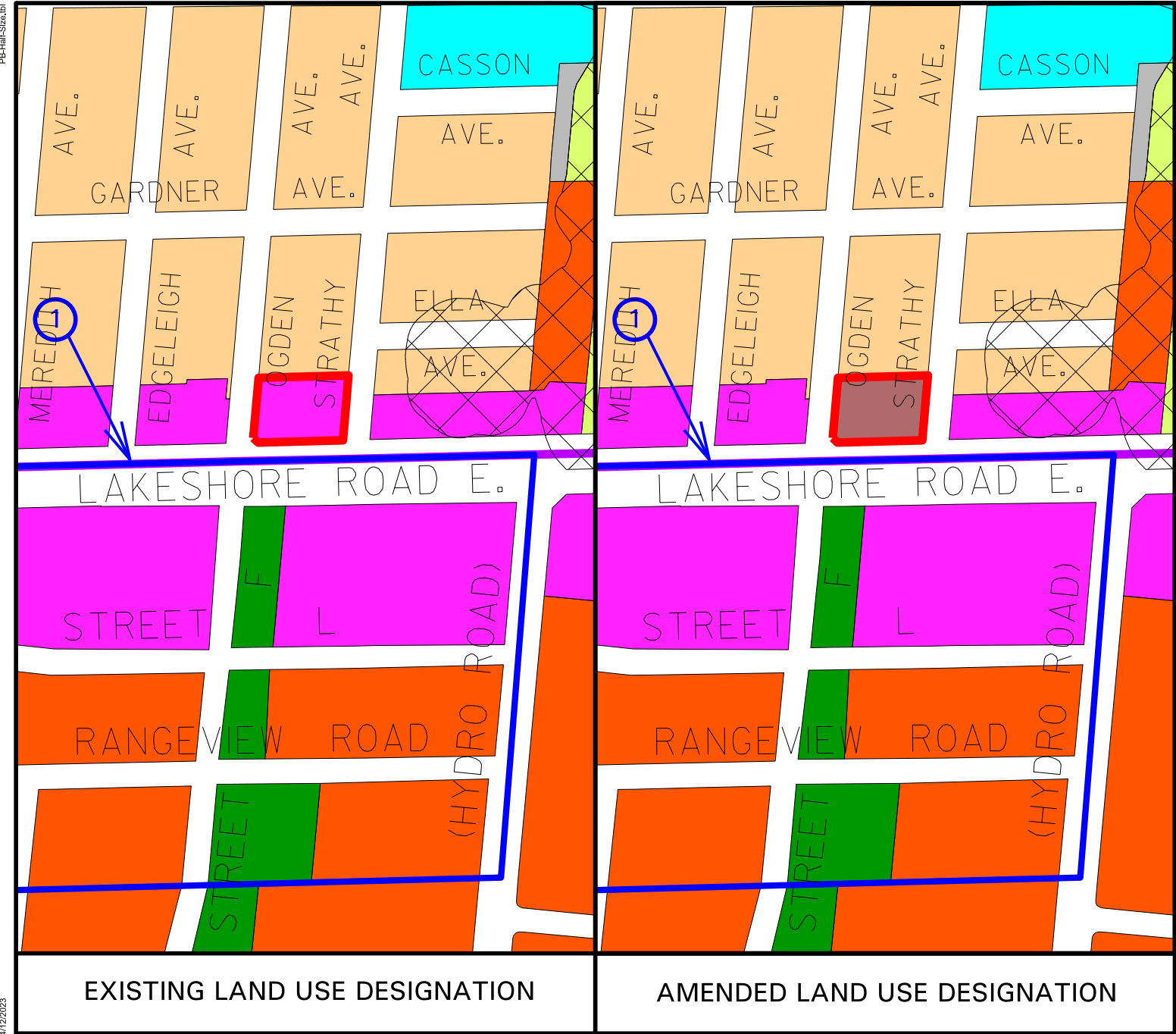
This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated July 27, 2023.

**INTERPRETATION**

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan.

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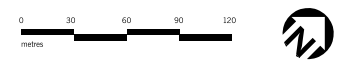
- ### LAND USE DESIGNATIONS
- |                            |                     |
|----------------------------|---------------------|
| Residential Low Density I  | Business Employment |
| Residential Low Density II | Industrial          |
| Residential Medium Density | Airport             |
| Residential High Density   | Institutional       |
| Mixed Use                  | Public Open Space   |
| Downtown Mixed Use         | Private Open Space  |
| Downtown Core Mixed Use    | Greenlands          |
| Convenience Commercial     | Parkway Belt West   |
| Motor Vehicle Commercial   | Utility             |
| Office                     |                     |

- ### BASE MAP INFORMATION
- |   |                              |
|---|------------------------------|
| Heritage Conservation District                            | Civic Centre (City Hall)     |
| 1996 NEP/2000 NEF Composite Noise Contours                | City Centre Transit Terminal |
| LBPIA Operating Area Boundary See Aircraft Noise Policies | GO Rail Transit Station      |
| Area Exempt from LBPIA Operating Area                     | Public School                |
| Natural Hazards   | Catholic School              |
|   | Hospital                     |
|   | Community Facilities         |

- ### City Structure
- |                |                      |
|----------------|----------------------|
| Downtown       | Corporate Centre     |
| Major Node     | Employment Area      |
| Community Node | Special Purpose Area |
| Neighbourhood  |                      |
- AREA OF AMENDMENT
- FROM:  
 MIXED USE
- TO:  
 RESIDENTIAL HIGH DENSITY

**1** *Lands subject to employment conversion through the Region of Peel's Municipal Comprehensive Review*

The information on this schedule reflects Council adopted amendments. Areas of this schedule are under appeal. For in effect mapping information refer to the Consolidation Tables and MOPA document.



**MAP 'A'**  
Part of Schedule 10  
Land Use Designations  
of Mississauga Official Plan



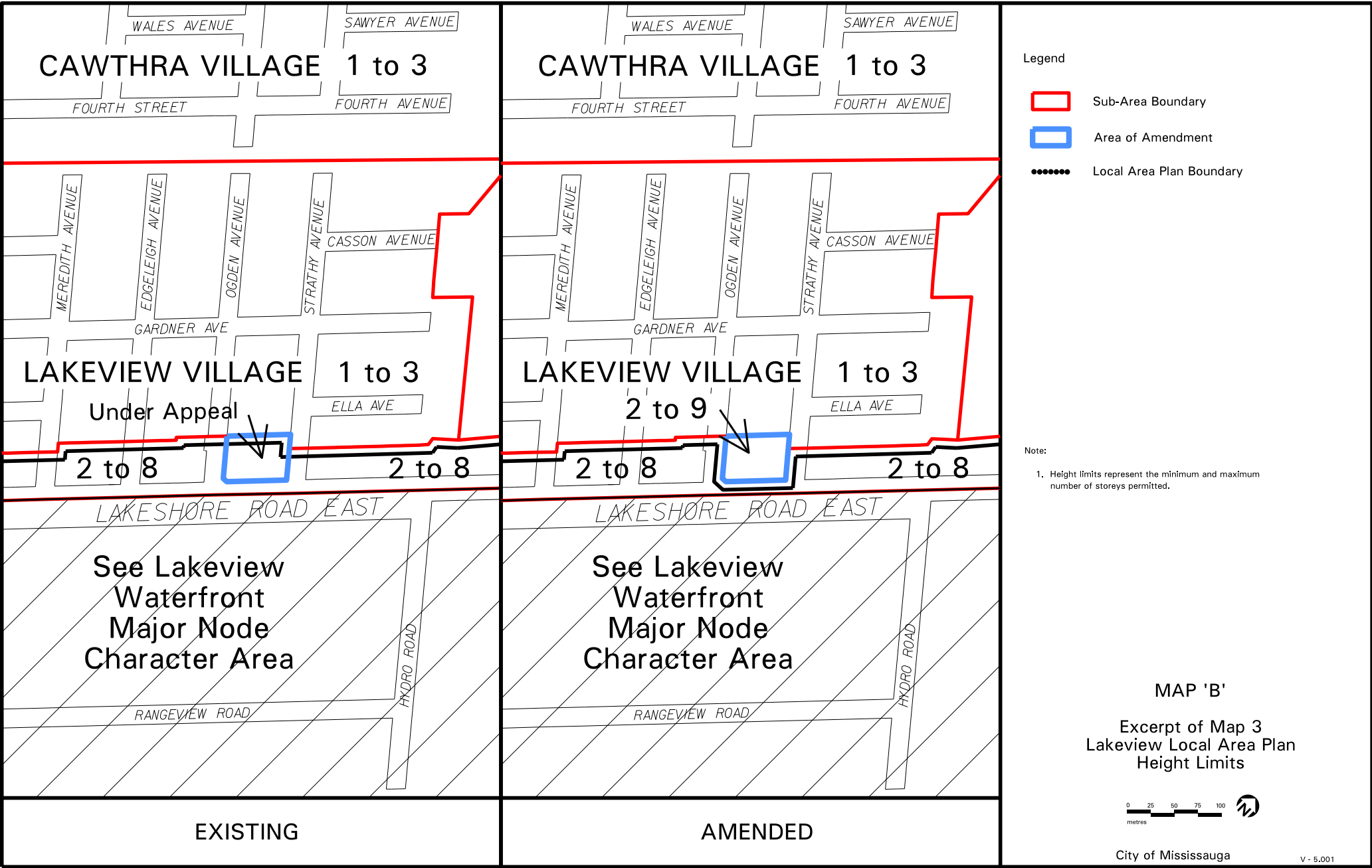
EXISTING LAND USE DESIGNATION

AMENDED LAND USE DESIGNATION

4/12/2023

breric





## **APPENDIX I**

### **PUBLIC MEETING**

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on August 8, 2022, in connection with this proposed Amendment.

A number of residents attended the meeting and raised questions and concerns related to compatibility with the neighbourhood to the north, among other items. These issues have been addressed in the Planning and Building Department report dated October 25, 2023 attached to this Amendment as Appendix II.

City of Mississauga  
**Corporate Report**



Date: October 25, 2023

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Originator's file:  
OZ/OPA 22-12 W1

Meeting date:  
November 13, 2023

## Subject

### **PUBLIC MEETING RECOMMENDATION REPORT (WARD 1)**

**Official Plan Amendment and Rezoning applications to permit a 10 storey apartment building with ground floor commercial space**

**1041 Lakeshore Road East (1005 Ogden Avenue), north side of Lakeshore Road East, east of Ogden Avenue**

**Owner: 1407 Lakeshore Developments Inc.**

**File: OZ/OPA 22-12 W1**

**Pre-Bill 109**

## Recommendation

1. That City Council amend Mississauga Official Plan to **Residential High Density** for 1041 Lakeshore Road East (1005 Ogden Avenue), in accordance with the provisions contained in the staff report dated October 25, 2023 from the Commissioner of Planning and Building.
2. That City Council amend Zoning By-law 0225-2007 to **H-RA2-Exception** (Apartments – Exception Holding Provision) for 1041 Lakeshore Road East (1005 Ogden Avenue), in accordance with the provisions contained in the staff report dated October 25, 2023 from the Commissioner of Planning and Building.
3. That the "H" holding provision is to be removed from the **RA2-Exception** (Apartments - Exception) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated October 25, 2023, from the Commissioner of Planning and Building have been satisfactorily addressed.

## Executive Summary

- The applications are to amend the policies of the official plan and to change the zoning by-law to allow a 10 storey apartment building containing 164 units with ground floor commercial space.
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including below grade setbacks, building step backs and the streetscape condition along Ogden Avenue and Strathy Avenue
- It has been concluded that the proposed development is supportable from a planning perspective and recommend that the applications be approved as the proposal:
  - adds housing units in a desired missing middle built form in close proximity to future higher order transit
  - conforms to the Lakeview Local Area Plan
  - maintains the required 45 degree angular plan to the adjacent low rise neighbourhood and provides for appropriate setbacks and building step backs
  - implements a building design that is pedestrian oriented and includes an appropriate streetwall along Lakeshore Road East
  - includes commercial space on the ground floor, 5% affordable housing contribution and an appropriate mix of unit sizes

## Background

A public meeting was held by the Planning and Development Committee on August 8, 2022, at which time an Information Report (<https://pub-mississauga.escribemeetings.com/FileStream.ashx?DocumentId=30904>) was received for information. Recommendation PDC-0077 -2022 was then adopted by Council on August 10, 2022.

1. That the report dated July 15, 2022, from the Commissioner of Planning and Building regarding the applications by 1407 Lakeshore Road East to permit a 10 storey apartment building with ground floor commercial space, under File OZ/OPA 22-12 W1, 1041 Lakeshore Road East, be received for information.
2. That one (1) oral submission be received.

There were some technical matters that needed to be resolved before the Planning and Building Department could make a recommendation on the applications. Given the amount of time since the public meeting, full notification was provided.



Aerial Image of 1041 Lakeshore Road East

## Comments

### REVISED DEVELOPMENT PROPOSAL

The applicant has made some minor modifications to the proposed concept plan including:

- increased the below grade and at grade setbacks
- increased the step backs and reduced projections
- refined the streetscape condition along Ogden Avenue and Strathy Avenue

### COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on May 25, 2022. A community meeting was held by Ward 1 Councillor, Stephen Dasko, on June 28, 2022. 15 people attended the meeting. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on August 8, 2022. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

## PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to change the designation from **Mixed Use** to **Residential High Density** and to amend the applicable Height Schedule in the Lakeview Local Area Plan.

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 right of way 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 building that demonstrates 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. The proposal also seeks to add housing units in a desired built form in close proximity to future higher order transit.

## 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

In summary, the proposed development maintains the goals and objectives of the Lakeview Local Area Plan and represents an overall built form that is compatible with the surrounding neighbourhood. The proposed official plan amendment and rezoning applications are acceptable from a planning standpoint and should be approved.

## Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



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

Prepared by: David Ferro, MCIP, RPP, Development Planner

# City of Mississauga Corporate Report

Date: July 15, 2022

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Originator's file:  
OZ/OPA 22-12 W1

Meeting date:  
August 8, 2022

## Subject

### PUBLIC MEETING INFORMATION REPORT (WARD 1)

**Official Plan Amendment and Rezoning applications to permit a 10 story apartment building with ground floor commercial space**

**1041 Lakeshore Road East, north of Lakeshore Road East, east side of Ogden Avenue**

**Owner: 1407 Lakeshore Developments Inc.**

**File: OZ/OPA 22-12 W1**

## Recommendation

That the report dated July 15, 2022, from the Commissioner of Planning and Building regarding the applications by 1407 Lakeshore Road East to permit a 10 storey apartment building with ground floor commercial space, under File OZ/OPA 22-12 W1, 1041 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 apartment building with ground floor commercial space. The applicant is proposing to change the designation of the subject property from **Mixed Use** to **Residential High Density**. The zoning by-law will also need to be amended from **C4** (Mainstreet Commercial) to **RA2 - Exception** (Apartments) 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 along the north side of Lakeshore Road East in between Ogden Avenue and Strathy Avenue within the Lakeview Neighbourhood Character Area. The site was occupied by a motel operation but that was demolished under the previous property owner's development process. The site is vacant, and some excavation work associated with the previous development application has occurred. The property is shored and hoarded.



Aerial image of 1041 Lakeshore Road East



Applicant's rendering of the proposal

## 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.

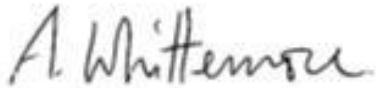
## Conclusion

Most 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, ensuring compatibility of new buildings and refinement of proposed zoning standards.

## Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: David Ferro, MCIP, RPP, Development Planner

## **Detailed Information and Preliminary Planning Analysis**

**Owner: 1407 Lakeshore Developments Inc**

**1041 Lakeshore Road East**

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## 1. Proposed Development

The applicant proposes to develop the property for a 10 storey apartment building with ground floor commercial space. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: April 26, 2022 Deemed complete: May 25, 2022	
Developer/Owner:	1407 Lakeshore Developments Inc	
Applicant:	Urban Strategies Inc	
Number of units:	166 units	
Proposed Gross Floor Area:	Residential: 12, 756 m <sup>2</sup> (137,309 ft <sup>2</sup> ) Commercial: 676 m <sup>2</sup> (7, 277 ft <sup>2</sup> )	
Height:	10 storeys / 33.4 m (109.6 ft.)	
Floor Space Index:	3.8	
Anticipated Population:	315* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	221	124
commercial/visitor spaces	25	25
Total	221	149
Green Initiatives:	<ul style="list-style-type: none"> <li>• Rainwater collection through storm water tank</li> <li>• Bioswale located in landscape buffer</li> </ul>	

## 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>:

- Concept Plan and Elevations
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Functional Servicing Report
- Phase 1 and 2 ESA
- Planning Justification Report
- Urban Design Brief
- Geotechnical Report
- Stormwater Management Report
- Noise and Vibration Feasibility Study
- Wind Study
- Rail Safety Report
- Traffic Impact Study
- Shadow Study
- Environmental Reliance Letter
- Tree Inventory and Preservation Plan
- Waste Management Study

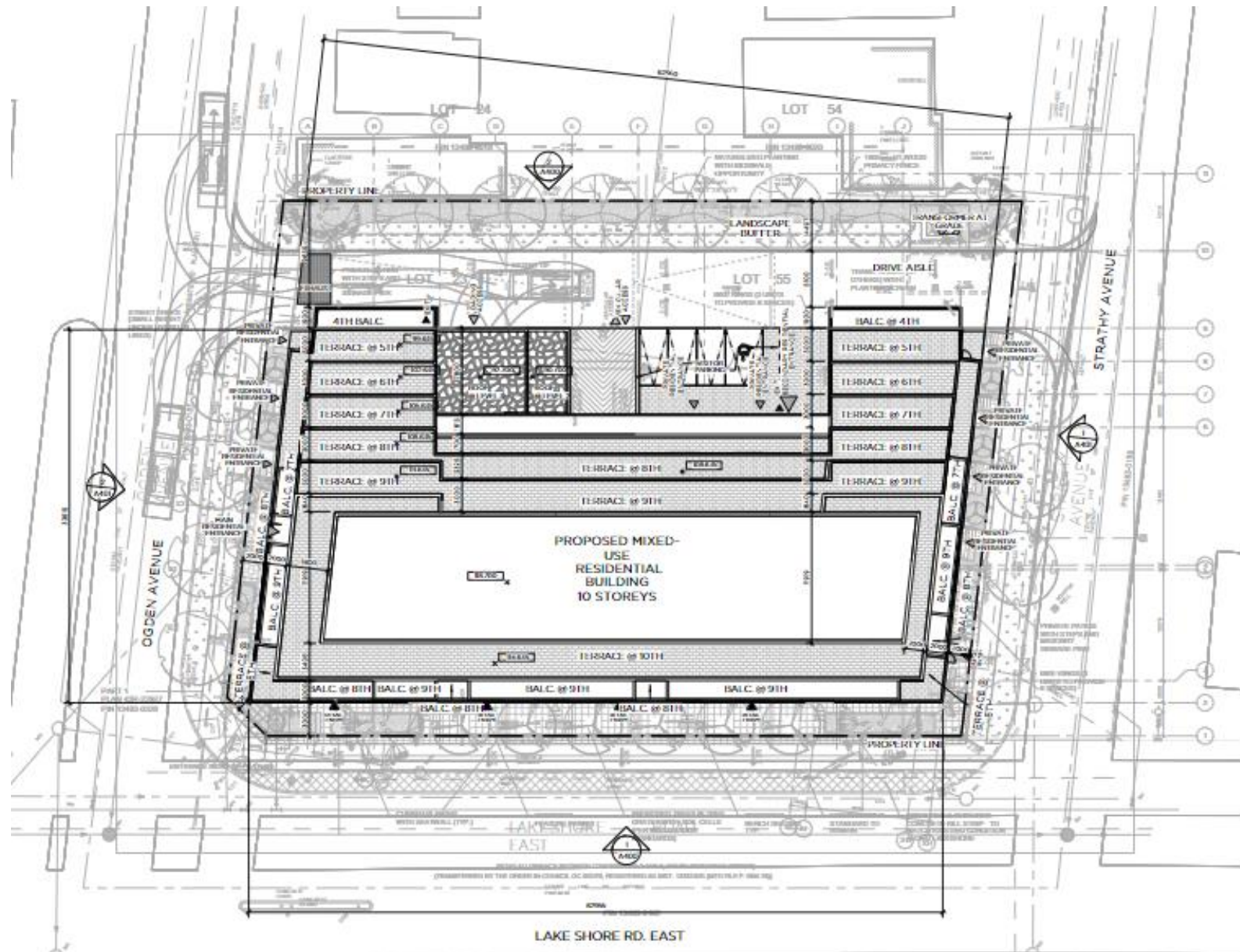
## Application Status

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

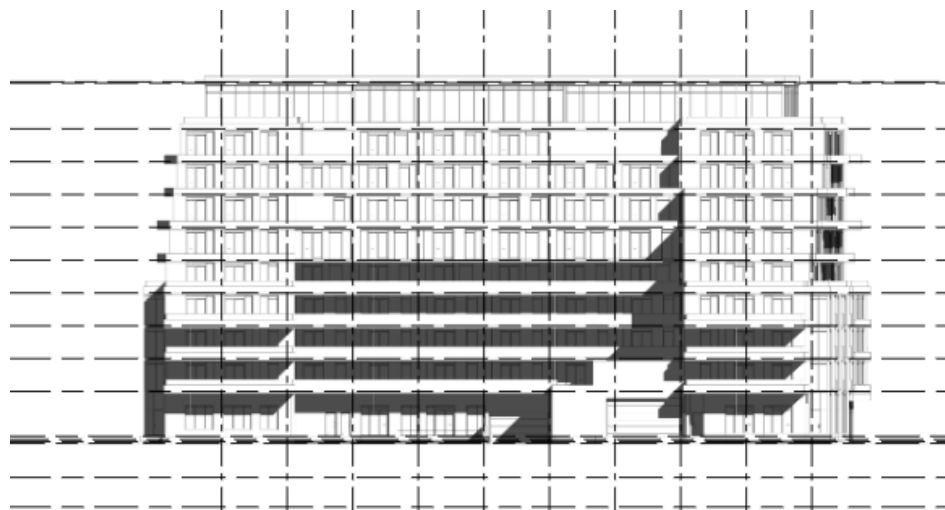
A community meeting was held by Ward 1 Councillor, Stephen Dasko on June 28, 2022. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.



# Site Plan

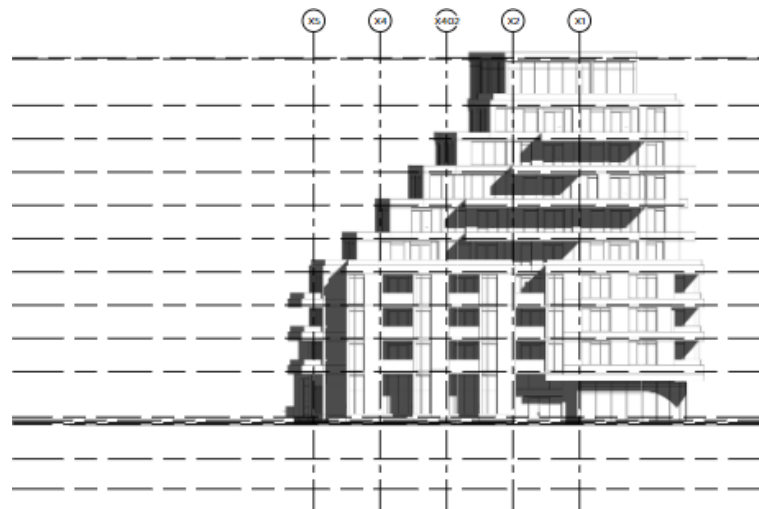
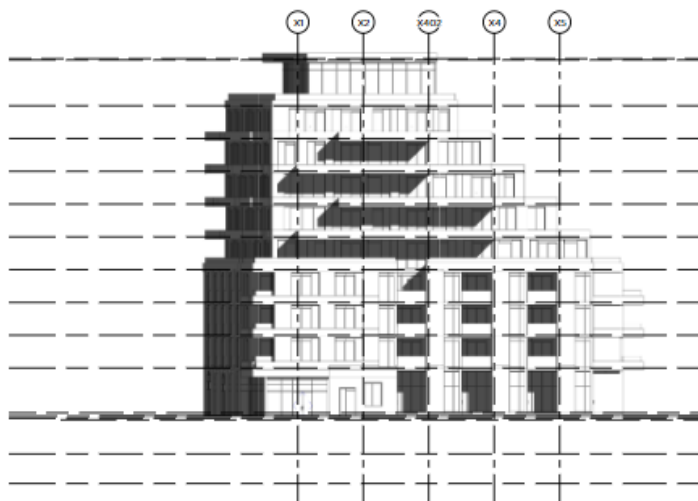


## Elevations



2 NORTH ELEVATION  
X400 1/8" = 1'-0"

1 SOUTH ELEVATION  
X400 1/8" = 1'-0"

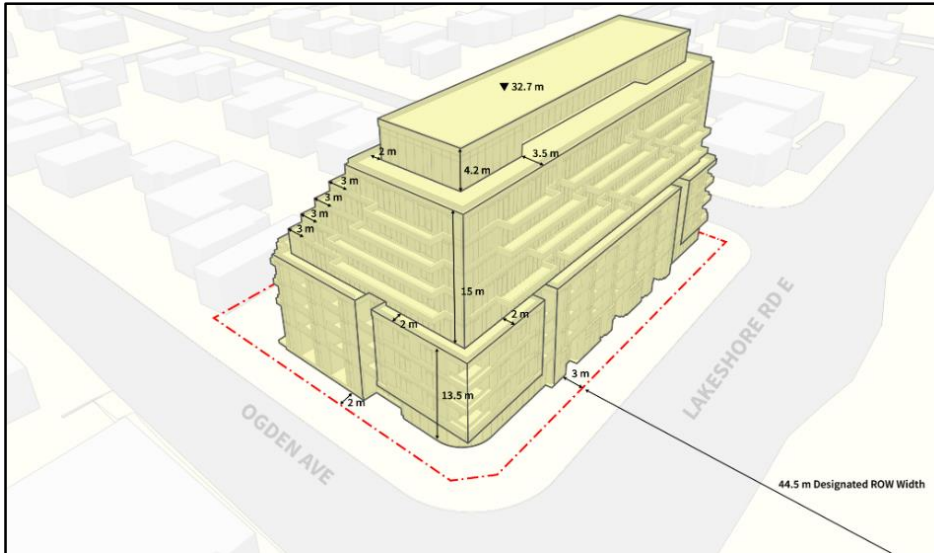


1 EAST ELEVATION  
X400 1/8" = 1'-0"

2 WEST ELEVATION  
X400 1/8" = 1'-0"



### Applicant's Renderings





## 2. Site Description

### Site Information

The property is located on the north side of Lakeshore Road East, in between Ogden Avenue and Strathy Avenue, within the Lakeview Neighbourhood Character Area. Some excavation work associated with a previous development application has occurred on the property. The property is shored and hoarded. Previously, the site operated as The Willows Motel. The motel operation enjoyed vehicular access from both Ogden Avenue and Strathy Avenue.



Aerial image of subject property

### Property Size and Use

Frontages: Lakeshore Road E	60.0 m (196.6 ft.)
Ogden Ave and Strathy Ave (appx)	48.0 m (157.5 ft.)
Gross Lot Area:	0.33 ha (0.81 ac.)
Existing Uses:	Vacant



Image of existing conditions – facing north  
(Source: Google Maps 2021)



Image of previous conditions – facing north  
(Source: Google Maps 2012)

## Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned C4 (Mainstreet Commercial) which permits a range of uses including retail, service, office, apartment, and dwelling unit located above the first storey of a commercial building.
- July 3, 2012 – Site Plan Application received by Ogden-Lake Developments for a 66 stacked townhouse units with ground floor commercial space proposal, under file SP 12/135 W1.
- March 7, 2013 – variances obtained at the Committee of Adjustment related to height (4 storeys) and other technical aspects of the proposal.
- March 24, 2014 – Ownership of the parcel changes from Ogden-Lake Developments to Dunsire Developments Inc.
- November 14, 2012 – Mississauga Official Plan came into force which designated the lands Mixed Use in the Lakeview Neighbourhood Character Area.
- October 14, 2015 – Lakeview Local Area Plan (LAP) came into force, and replaced the previous LAP with updated policies. The LAP included new policies applicable to the site pertaining to urban form. The LAP also included built form standards as an appendix.
- November 19, 2015 – further variances obtained at the Committee of Adjustment to reflect a change in concept plan that included an increase in units to 73.
- July 19, 2017 – Dunsire Developments Inc informs the City and the Ward One Councillor's Office that the proposal will not be proceeding.
- March 28, 2022 – Planning and Development Committee endorse the staff recommendation in relation to the proposed Official Plan Amendments to implement the Lakeshore Corridor Study.
- April 20, 2022 – Official Plan Amendment adopted to implement the Lakeshore Corridor Study. The Official Plan Amendment is subsequently appealed by 1407 Lakeshore Developments Inc.
- April 26, 2022 – Official Plan Amendment and Rezoning application received for a 10 storey apartment building and ground floor commercial by 1407 Lakeshore Developments Inc.

### 3. Site Context

#### Surrounding Land Uses

The subject property is located within the Lakeshore Corridor – Core Precinct of the Lakeview Local Area Plan.

Immediately north of the subject property are older bungalow detached dwellings that front onto both Ogden Avenue and Strathy Avenue and form part of the Lakeview Village Precinct of the Lakeview Local Area Plan.

To the east of the site are properties that contain a mixture of commercial and residential uses along the north side of Lakeshore Road East, varying in parcel size.

South of the subject property contains a mixture of parcels that are industrial in nature with various manufacturing operations, among other business employment type uses. Immediately south of the subject property, there is an existing banquet hall and industrial operation.

To the west of the site are a mixture of existing automotive commercial operations and retail stores.

The surrounding land uses are:

North: Residential Low Density II

East: Mixed Use

South: Rangeview Estates, part of the Lakeview Waterfront Major Node, Mixed Use lands (formerly Business Employment and industrial) that are currently subject to an MCR

West: Mixed Use

#### Neighbourhood Context

The subject property is located along the southern edge of an established residential neighbourhood that is currently experiencing infilling and redevelopment of low density housing.

The subject property fronts onto Lakeshore Road East, which is designated as a Corridor in Mississauga Official Plan and Lakeview Local Area Plan. The Corridor is experiencing a transition from industrial and commercial strip plazas to a mid-rise and pedestrian oriented Corridor that reinforces the mainstreet intention of the local area plan and takes advantage of the existing and future transit investments.

Immediately to the south of the subject property is the Lakeview Waterfront Major Node Character Area. This Major Node has recently undergone and continues to follow through on an extensive visioning and masterplan process that has resulted in Council recently approving an Official Plan Amendment (OPA) to implement a mid to high rise mixed use community that anticipates approximately 11,750 residential dwelling units,

known as the Lakeview Village on the former OPG lands portion of the Major Node. The Rangeview Estates Precinct of Lakeview Waterfront Major Node Character Area is directly south of the subject property, on the south side of Lakeshore Road East. This area is subject to the Region of Peel's Municipal Comprehensive Review (MCR) work that is anticipated to be completed by the end of 2022. OPA 125 was recently approved by Council in December 2021 that introduced comprehensive built form policies that envision a mixed use, mid-rise environment along the Lakeshore Corridor.

The following are some images (Google Maps) of recent infill development projects completed along the Lakeshore Road East Corridor:



507-515 Lakeshore Road East



760 Lakeshore Road East



425 Lakeshore Road East



551 Lakeshore Road East



The following are renderings of some recently approved and not yet constructed infill developments along the Lakeshore Road East Corridor:



1345 Lakeshore Road East



950-968 East Avenue

### Other Development Applications

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

- OZ/OPA 20/005 W1 – 958-960 East Avenue – applications were approved for a 7 storey rental apartment building containing 151 residential units in June 2021.
- OZ/OPA 21/020 W1 – 1303 Lakeshore Road East – applications in process for a 10 storey residential apartment building containing 169 units.
- OZ/OPA 20/018 W1 – 1381 Lakeshore Road East – applications refused for a 15 storey apartment building with ground floor commercial in May 2021. The application has been appealed by the applicant.
- OZ/OPA 19/021 W1 – 800 and 985 Hydro Road, 1082 Lakeshore Road East – applications approved and still in process for the redevelopment of the former Ontario Power Generation lands into a master planned, mixed use community containing 8050 dwelling units. Project is known as the “Lakeview Village”.
- OZ/OPA 20/009 W1 – 420 Lakeshore Road East – application refused for an 11 storey apartment building with ground floor commercial space containing 166 units. The application has been appealed by the applicant.\*

- OZ/OPA 22/013 W1 – 1407 Lakeshore Road East – applications in process for a 9 storey apartment building with ground floor commercial space.
- OZ/OPA 18/009, HOZ 20/006 W1 & SP 21/187 W1 – 1345 Lakeshore Road East – official plan amendment and zoning by-law for a 12 storey apartment building with ground floor commercial approved in December 2019. City currently processing Lifting of the H and Site Plan applications.
- SP 19/068 W1 – 425 Lakeshore Road East – application approved for a 4 storey apartment building with ground floor commercial containing 68 units in May 2021.



Aerial Photo of 1041 Lakeshore Road East



## **Demographics**

Based on the 2016 census, the existing population of the Lakeview Neighbourhood Character Area was 21,520 people with a median age of 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). 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% 5.5 (source CMHC).

## **Community and Transportation Services**

The area is well served by City parks including Serson Park, Lakeview Park, the Lakefront Promenade, RK McMillan Park and AE Crookes Park, all of which are in an approximately one to two kilometre radius of the subject property.

The following MiWay bus route services the subject property:

- Route 23 – running east/west along Lakeshore Road East, in front of the subject property, this route provides access to the Long Branch GO station and the Port Credit GO Station and future Hurontario LRT.
- Route 5 – running north/south along Dixie Road, making a loop around Dixie Mall to go south on Ogden Avenue and connect with Long Branch GO Station.

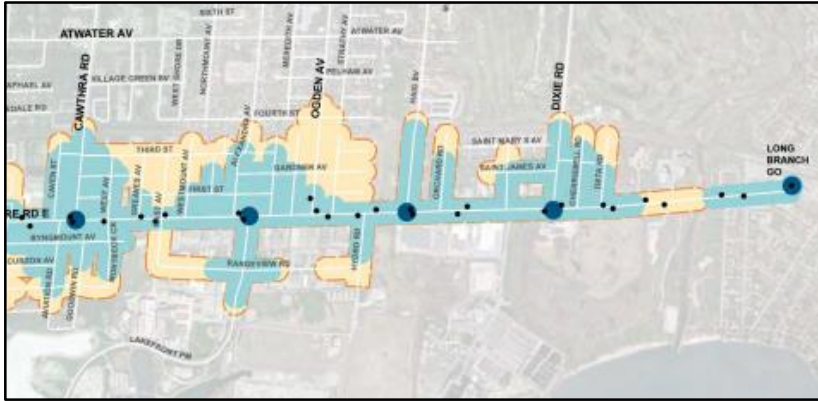
## **Lakeshore Road Transportation Corridor**

Lakeshore Road is identified as a Corridor in the Mississauga Official Plan Urban System and as Higher Order Transit Corridor in the Mississauga Official Plan Long Term Transit Network.

The Lakeshore Connecting Communities Transportation Master Plan (Master Plan), was endorsed by Council in June 2019. The purpose of this study included determining the long term transportation needs and the associated timing of any infrastructure improvements. The Master Plan recommended as part of the implementation strategy, Higher Order Transit (HOT) consisting of buses running in a dedicated transit lane for the eastern portion of the corridor, in which the subject property is located in. The City is currently conducting its implementation strategy to realize the vision of the Master Plan.

In the immediate vicinity of the subject property, the Master Plan for this section of the Lakeshore Corridor recommends a separated cycle lane and exclusive transit within the median of the right-of-way. The Master Plan proposes stops at both Haig Boulevard and Lakefront Promenade. The subject property is located directly in between, at an approximate distance of 350 m (1,148.3 ft.) to each stop.





Lakeshore Connecting Communities Proposed BRT Stops

On January 21, 2021, federal and provincial funding was announced for transit infrastructure in Mississauga, including construction of a new Bus Rapid Transit (BRT) Corridor along Lakeshore Road in Mississauga, with three new stations located at Alexandra Road, Haig Boulevard and Dixie Road, aligning with the express stops identified in the Lakeshore Road Connecting Communities Master Plan.

The Provincial Growth Plan introduced new direction to align transit investment and land use planning by directing growth to locations with existing or planned transit, with a priority on higher order transit, as well as ensuring transit-supportive densities are developed around Major Transit Station Areas (MTSA), particularly those on transit priority corridors. While the above noted new stations are MTSA's, as it will enjoy Bus Rapid Transit that is exclusive to its own lane, the Alexandra Road, Haig Boulevard and Dixie Road MTSA's are not on a Priority Transit Corridor.

### Lakeshore Corridor Study – Building Heights

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. The subject property falls within this study area. The following are some highlights to changes that have been applied to this section of the corridor:

- 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.
- Step back from the 4th storey streetwall on Lakeshore Road must be provided.
- Overall mainstreet character is to be retained and reinforced.

The property owner has appealed the Lakeshore Corridor Study implementing Official Plan Amendment as it pertains to the subject property.

#### 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>The majority of relevant policies are found in Sections 1. Building Strong Healthy Communities, including but not limited to the following:</p> <p>Healthy communities are sustained by</p> <ul style="list-style-type: none"> <li>• accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons (PPS 1.1.1b);</li> <li>• promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investment (PPS 1.1.1e)</li> </ul> <p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas shall be based on densities and a mix of uses which efficiently use land, resources, infrastructure, public service facilities, support active transportation and are transit-supportive. (PPS 1.1.3.2.a, b, e, and f)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, intensification and redevelopment. (PPS 1.1.3.3)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (PPS 1.1.3.4)
<b><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></b>	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>The majority of relevant policies are found in Sections 2 Where and How to Grow, including but not limited to the following:</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 a and c)</p> <p>Applying the policies of this Plan will support the achievement of complete communities that: a) feature a diverse mix of land uses; b) improve social equity and overall quality of life, for people of all ages, abilities, and incomes; c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; d) expand convenient access to transportation options (including active transportation), public service facilities, open spaces / recreational facilities; e) provide for a more compact built form and a vibrant public realm; f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and g) integrate green infrastructure and appropriate low impact development (Growth Plan 2.2.1.4)</p> <p>Municipalities will encourage intensification generally throughout the delineated built up area (2.2.2.3 c)</p> <p>Municipalities will develop a strategy to achieve minimum intensification targets which will encourage intensification generally throughout the delineated built up area (Growth Plan 2.2.2.3 c)</p> <p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<b>Region of Peel Official Plan (ROP)</b>	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed	The ROP identifies the subject lands as being located within Peel's Urban System.

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>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>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, to recognize the integrity and physical characteristics of existing communities, provide for the needs of Peel's changing age structure and allow opportunities to live in their own communities as they age, and achieving an urban form and densities that are pedestrian friendly and transit supportive.</p> <p>The majority of relevant policies are found in Section 5 The Urban System including but not limited to the following:</p> <p>Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plan that: support the Urban System objectives and policies, support pedestrian-friendly and transit supportive urban development, provide transit-supportive opportunities for redevelopment, intensification and mixed land use, and support Crime Prevention Through Environmental Design Principles (ROP 5.3.2.6)</p> <p>Direct a significant portion of growth to the built-up areas through intensification (ROP 5.5.2.2)</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 a combination of residential and commercial uses.

The subject property is within 800 m (2,625 ft.) of the planned Lakefront Promenade BRT Station, which is considered a non-priority transit corridor MTSA. The boundaries for the Lakefront Promenade BRT Station MTSA will be delineated through a future municipal comprehensive review process, to be undertaken by the Region of Peel.

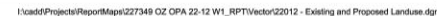
<https://mississauga.maps.arcgis.com/apps/dashboards/dc8aa0db74ef49949e76a3330fe77016>

## Proposed Designation

The applicant is proposing to change the designation to **Residential High Density** to permit a 10 storey apartment

building with ground floor commercial space. 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.



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## Relevant Mississauga Official Plan Policies

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

	General Intent
<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>Mississauga will establish strategies that protect, enhance and expand the Green System. (Section 5.2.1)</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>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 Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas. (Section 5.4.8)</p>



	<b>General Intent</b>
<b>Chapter 7 Complete Communities</b>	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; (Section 7.1.1)</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. Mississauga will provide opportunities for: a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.1.3a)</p> <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>It is important that infill “fits” within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment must also be sensitive to the existing urban context and minimize undue impacts on adjacent properties. 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)</p> <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>Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes. (Section 9.1.9)</p> <p>The city vision will be supported by site development that: a. respects the urban hierarchy; b. utilizes best sustainable practices; c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; and e. employs design</p>



	<p><b>General Intent</b></p> <p>excellence (Section 9.1.10)</p> <p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities. (Section 9.1.15)</p> <p>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 will create distinctive places and locales. Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. (Section 9.2.1.1)</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas. (Section 9.2.1.8)</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. (Section 9.5.1.5)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.12)</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways. (Section 9.5.2.4)</p>
<p><b>Chapter 11 General Land Use Designations</b></p>	<p>The development application proposes to redesignate the subject site to Residential High Density which will permit the following use: a. apartment dwelling. b. uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and c. uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities. (Section 11.2.5.6)</p> <p>The subject site is currently designate Mixed Use. In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses: a. commercial parking facility; b. financial institution; c. funeral establishment; d. makerspaces e. motor</p>

	<p><b>General Intent</b></p> <p>vehicle rental; f. motor vehicle sales; g. overnight accommodation; h. personal service establishment; i. post-secondary educational facility; j. residential, in conjunction with other permitted uses; k. restaurant; l. retail store; and m. secondary office. (Section 11.2.6.1)</p> <p>The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses. (Section 11.2.6.2)</p> <p>Lands designated Mixed Use where developments are proposed 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>The Mixed Use designation will permit residential uses in the same building with another permitted use but dwelling units will not be permitted on the ground floor. Residential uses permitted within the Mixed Use designation will not include detached, semi-detached or duplex dwellings. (Section 11.2.6.4)</p> <p>Within the Mixed Use designation, if a development application includes buildings that are considered Residential High Density and are not combined with other permitted uses, a development master plan is required. (Section 11.2.6.5)</p>
<b>Chapter 16 Neighbourhoods</b>	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)</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: a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan. (Section 16.1.1.2)</p>
<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>Chapter 1.0 How To Read The Plan</b>	The policies of this Area Plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of parts two and three of the principal document. In the event of a conflict, the policies of this Area Plan take precedence. Included in the appendices is the Lakeview Built Form Standards (Appendix I) which will be used during the review of development applications. This document demonstrates how the urban form policies can be achieved. The Built Form Standards document is not considered part of this Area Plan. (Section 1.0)
<b>Chapter 5.0 Vision</b>	<p>The Vision for Lakeview is based on:</p> <ul style="list-style-type: none"> <li>• Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development.</li> <li>• Support complete communities through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities.</li> </ul> <p>Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Lakeshore Road East is an important corridor in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the corridor which are appropriate for intensification. (Section 5.2.2)</p> <p>Lakeshore Road East is an important corridor in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods. This Area Plan identifies Lakeshore Road East (also referred to as the Lakeshore Corridor), as the Lakeshore Corridor Precinct. 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>Chapter 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 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: a. contribution to a complete community; b. contribution to the mainstreet character; c. respecting heritage; and d. protecting views to the waterfront. (Section 6.2.3)</p>
<b>Chapter 8 Complete Communities</b>	The Lakeshore Corridor is encouraged to develop using a range of housing choices in terms of type, tenure and price. Mississauga will encourage the provision of affordable housing, including rental housing and seniors' housing within the Lakeshore Corridor. (Section 8.1.2)

<p><b>Chapter 10 Build A Desirable Urban Form</b></p>	<p><b>General Intent</b></p> <p>Development will be in accordance with the minimum and maximum height limits as shown on Map 3. The appropriate height within this range will be determined by the other policies of this Area Plan. (Section 10.0)</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. Appropriate transition to adjacent low density residential will be required.</p> <p>The Lakeshore Corridor Precinct is intended to be the primary area for street related commercial development, with a mixture of uses and pedestrian oriented built form. To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items: a. maintaining an appropriate average lot depth for mainstreet commercial; b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage; c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk. (Section 10.2)</p>
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## Mississauga Zoning By-law

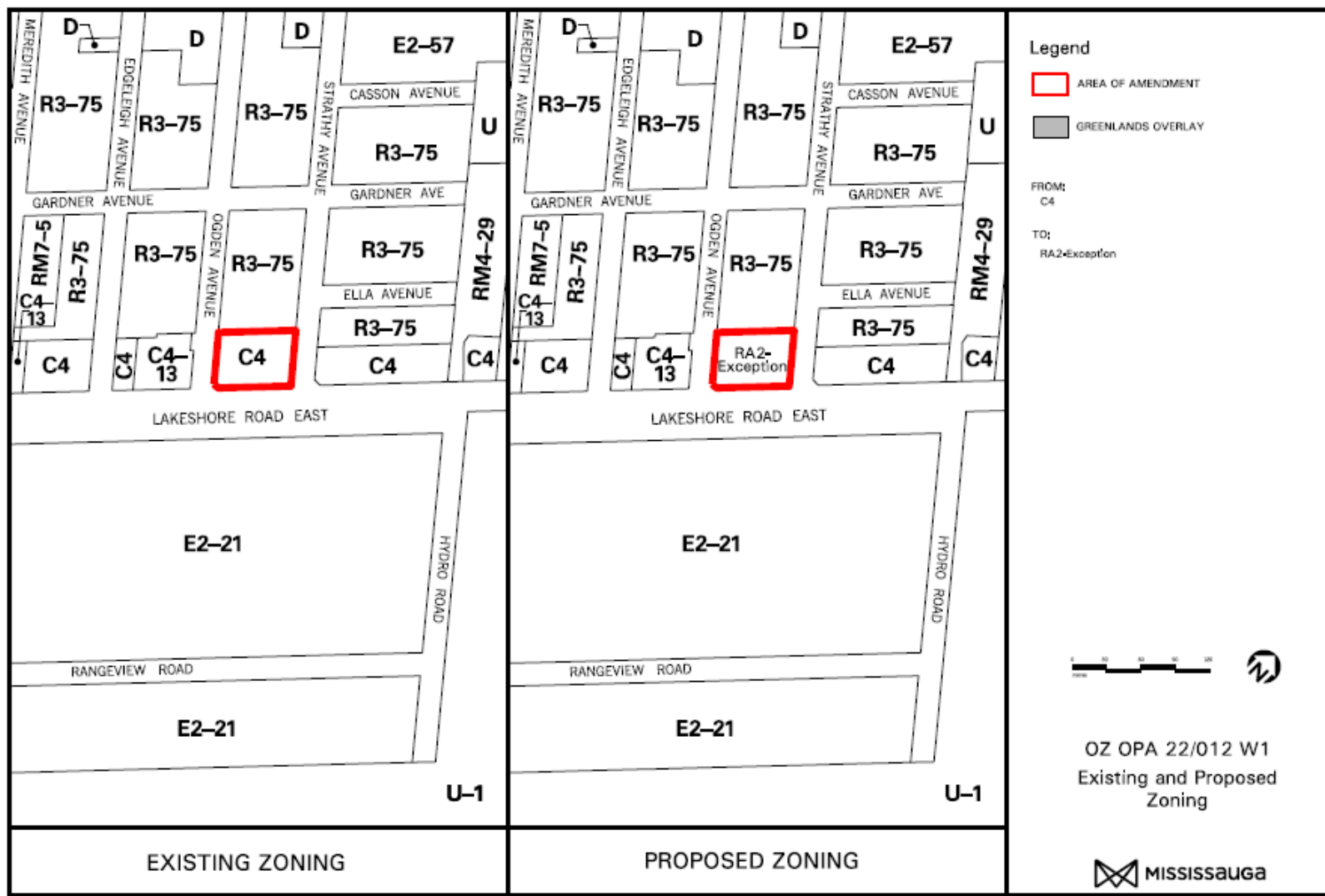
### Existing Zoning

The subject property is currently zoned **C4** (Mainstreet Commercial) which permits a combination of residential and commercial uses.

### Proposed Zoning

The applicant is proposing to zone the property **RA2 - Exception** (Apartments) to permit a 10 storey apartment building with ground floor commercial.

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



Excerpt of Zoning Map 5

## Proposed Zoning Regulations

Zone Regulations	Proposed RA2 Base Zone Regulations	Proposed RA2-Exception Amended Zone Regulations
Permitted Uses	<b>Apartment, Long-Term Care Building, Retirement Building</b>	<b>Apartment, Long-Term Care Building, Retirement Building, C4 – Mainstreet Commercial Uses</b>
Maximum <b>Floor Space Index (FSI)</b>	1.0	3.9
Maximum <b>height</b>	26.0 m (85.3 ft.) and 8 <b>storeys</b>	33.5 m (109.9 ft.) and 10 <b>storeys</b>
Maximum projection of a <b>balcony</b> located above the <b>first storey</b> measured from the outermost face or faces of the <b>building</b> from which the <b>balcony</b> projects	1.0 m (3.3 ft.)	2.0 m (6.6 ft.)
Minimum depth of a <b>landscaped buffer</b> abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone	4.5 m (14.8 ft.)	3.0 m (9.84 ft.) along north lot line
Minimum <b>loading spaces</b>	2 <b>loading spaces</b> , 1 for residential uses and 1 for non-residential uses	1 <b>loading space</b> for residential and non-residential uses
Minimum <b>amenity area</b> to be provided outside at grade	55.0 m <sup>2</sup> (53.8 ft <sup>2</sup> )	<b>Amenity area</b> to be wholly contained within the 10 <sup>th</sup> <b>storey</b>
Required <b>parking spaces</b> Condominium <b>Apartment</b>	1 <b>parking space</b> per studio unit 1.25 <b>parking spaces</b> per one bedroom unit 1.40 <b>parking spaces</b> per two bedroom unit 1.75 <b>parking spaces</b> per three bedroom unit 0.20 visitor <b>parking spaces</b> per unit	0.75 resident spaces per unit 0.15 commercial and visitor spaces



Zone Regulations	Proposed RA2 Base Zone Regulations	Proposed RA2-Exception Amended Zone Regulations
Required parking spaces <b>non-residential uses</b>	Ranges depending on the use from 5.4 spaces per 100 m <sup>2</sup> (1,076 ft <sup>2</sup> ) of retail space to 16.0 parking spaces per 100 m <sup>2</sup> (1,076 ft <sup>2</sup> ) of restaurant space	Parking spaces for residential visitors are to be shared with non-residential uses
<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> <p>The applicant has not completed a draft exception schedule that is required in order to depict buildable area and provide clarity to the setbacks required. The concept plan shown in Section 1.0 of the Appendix gives an outline as to the proposed layout of the site plan that would roughly be reflected in any draft exception schedule.</p> <p>Council endorsed on May 4, 2022 new parking rates which are not yet in effect as of the date of this report. The subject site is within Precinct 2 which has the following rates: Apartment Condo, 1.0 spaces per unit, Apartment Condo Visitor 0.2 spaces per unit, shared parking is permitted between residential visitors and non-residential uses for mixed use developments.</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>.

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

contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

The submitted Housing Report is still under review by staff.

## 5. School Accommodation

### The Peel District School Board

Student Yield	School Accommodation		
15 Kindergarten to Grade 5	Janet I. McDougald PS	Allan A. Martin Sr. PS	Cawthra Park SS
5 Grade 6 to Grade 8	Enrolment: 496	Enrolment: 448	Enrolment: 1285
3 Grade 9 to Grade 12	Capacity: 552	Capacity: 524	Capacity: 1044
	Portables: 0	Portables: 0	Portables: 5

### The Dufferin-Peel Catholic District School Board

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

## **6. Community Questions and Comments**

A community meeting was held by Ward 1 Councillor, Stephen Dasko on June 28, 2022. Fifteen residents attended the meeting.

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

- The applicant should consider the recommendations of the Lakeshore Corridor Study with respect to height and 5<sup>th</sup> floor setback along the Lakeshore Road East
- Concern with the ratio of parking spaces provided
- The ground floor commercial space should be well thought out and should aim to serve the community at large
- The applicant should ensure the unit mix of the building considers all types of resident users, including families
- The 45 degree angular plane emphasized in the Lakeshore Corridor Study should be implemented

## 7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (July 4, 2022)	<p>An existing 300 mm diameter water main is located on Lakeshore Rd E. An existing 600 mm diameter water main is located on Lakeshore Rd E. An existing 2400mm diameter water main is located on Lakeshore Rd E. An existing 200 mm diameter water main is located on Ogden Ave. An existing 200 mm diameter water main is located on Strathy Ave.</p> <p>Due to the size and function of the 600 mm and 2400mm diameter watermain on Lakeshore Rd E, connection will not be permitted (Watermain Design Criteria 6.1). This proposal requires connection to a minimum municipal watermain size of 300mm (Watermain Design Criteria 2.1). All works associated with the servicing of this site will be at the applicants expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site. All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.</p> <p>An existing 600 mm diameter sanitary sewer is located on Odgen Ave. An existing 250 mm diameter sanitary sewer is located on Strathy Ave. An existing 600 mm diameter sanitary sewer is located on Lakeshore Rd E. An existing 1650mm diameter sanitary sewer is located on Lakeshore Rd E. An existing 300 mm diameter sanitary sewer is located on Lakeshore Rd E.</p> <p>Due to the size and function of the 1650mm diameter sanitary sewer on Lakeshore Rd E, connection will not be permitted (Sanitary Sewer Design Criteria 8.4). All works associated with the servicing of this site will be at the applicants expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site. All unutilized water and sanitary services shall be disconnected and/or abandoned in accordance with Region of Peel standards and specifications.</p> <p>A satisfactory Functional Servicing Report is required prior to OZ/RZ Approval. We have received the FSR dated 2022-04-01 and prepared by CF Crozier/Andrew Farina P.Eng. The report is complete and satisfactory. No capacity issues have been identified, no further comments at this time. Please note additional modelling and/or comments may apply should changes be made to the proposal.</p> <p>Residential units are eligible for Front-End waste collection provided that requirements in Sections 2.0 and 4.0 of the Waste Collection Design Standards Manual are met. Prior to OZ Approval, please ensure all requirements are show on a waste management plan or site plan.</p>
City Community Services Department – Park Planning Section (May 25, 2022)	<p>The proposed development is 547.0 m (1,794 ft.) from Serson Park (P-002). This 5.16 ha (12.7 ac) park provides a play site, natural ice rink, multi-pad and two 5V5 soccer fields. The park is zoned OS1 (Open Space - Community Park) and is located between Atwater Avenue and Fourth Street along Serson Creek within the Lakeview neighbourhood north and east of the subject site. 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 <i>Planning Act</i> (R.S.O. 1990, c.P.13, as amended) and in</p>

Agency / Comment Date	Comments
City Transportation and Works Department (July 13, 2022)	<p>accordance with City's Policies and Bylaws.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><b>Stormwater</b></p> <p>The Functional Servicing Report (FSR) and Stormwater Management Report indicate 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.</p> <p>The applicant has not yet demonstrated a satisfactory stormwater servicing concept, including how the proposed water re-use will be achieved, and how the allowable release rate will be accommodated for via the proposed orifice device. Additional information is being requested to demonstrate a satisfactory groundwater management strategy to be determined via submission of a Hydrogeological Report.</p> <p><b>Traffic</b></p> <p>A traffic impact study (TIS), prepared by LEA Consulting Ltd. dated April 2022, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study as it does not consider the Lakeshore Connecting Communities Transportation Master Plan 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 the adjacent municipal roads and the internal driveway can operate efficiently;</li> <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>Environmental Compliance</b></p> <p>A Phase One Environmental Site Assessment (ESA) Update report, dated February 18, 2021 and prepared by EXP Services Inc., was submitted in support of the proposed development. The report indicates that a Record of Site Condition was previously filed for the subject property for the proposed use and no further environmental investigation is required. The following is to be submitted for further review:</p> <ul style="list-style-type: none"> <li>• A letter of reliance for the Phase One ESA Update report;</li> </ul>



Agency / Comment Date	Comments
	<ul style="list-style-type: none"> <li>• A Temporary Discharge to Storm Sewer Commitment Letter;</li> <li>• A written document prepared by a Professional Engineer that includes a plan to decommission the on-site wells or proof of decommissioning;</li> <li>• A written document prepared by a Qualified Person that provides a statement regarding the fill material located on-site is geotechnically and environmentally suitable, or will otherwise be or has been removed; 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><b>Noise</b></p> <p>A Noise Feasibility Study prepared by SS Wilson Associates, dated March 2, 2022 was received for review. The study evaluates the potential impact of environmental noise to and from the development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include Lakeshore Road East, and the Auto repair shop to the west. A revised noise study is required as part of the next submission to address staff comments.</p> <p><b>Engineering Plans/Drawings</b></p> <p>The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which are to be revised as part of subsequent submissions, in accordance with City standards.</p>
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>- Fire</li> <li>- Forestry</li> <li>- Enbridge</li> <li>- Heritage Planning</li> <li>- GTAA</li> <li>- Canada Post</li> <li>- Peel Regional Police</li> <li>- Alectra</li> <li>- CS Viamonde</li> <li>- Metrolinx</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Bell Canada</li> <li>- Rogers</li> <li>- THP</li> </ul>

## Development Requirements

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

## 8. Community Benefits Charge

Schedule 17 of Bill 197, *COVID-19 Economic Recovery Act*, 2020, amended the *Planning Act*. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the *Planning Act* now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

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

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

## 9. Next Steps

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

- Are the policies and principles of Mississauga Official Plan maintained by the project?
- Is the proposal compatible with the character of the area given the project's height, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- Are there opportunities for the proposed development to contribute towards the City's affordable housing initiatives?

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.

## **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 m<sup>2</sup> (1,076 ft<sup>2</sup>) non-residential GFA (in a C4 Zone) for permitted non-residential uses except restaurant with a Gross Floor Area (GFA) greater than 220 m<sup>2</sup> (2,368.1 ft<sup>2</sup>).

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.

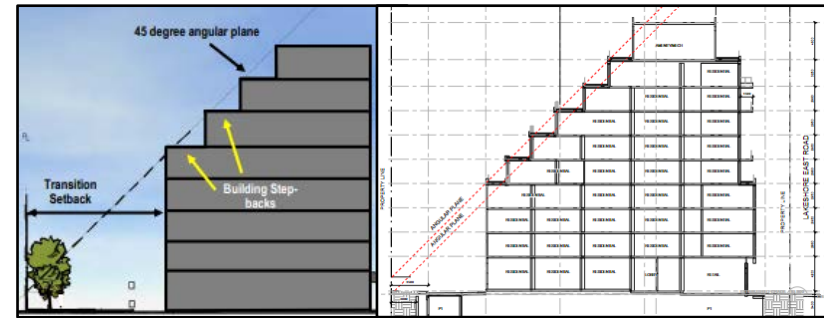
The above policies are continued within the Lakeview Local Area Plan and applied more specifically. In general, the proposed mid rise building meets the applicable policies in the general MOP document, as it is a project that represents infill development on a corridor that appropriately responds to 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 4<sup>th</sup> floor to the 10<sup>th</sup> 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 labeled: 32.7 m (height), 4.2 m (setback), 3 m (setback), 1.8 m (setback), 3 m (setback), 11.5 m (width), 15 m (height), 2 m (setback), 13.1 m (height), 4 m (setback), 2 m (setback), 3 m (setback), 44.5 m Designated ROW (Right of Way), and LAKESHORE RD E (road name).

It is important to note that while the proposal indicates 10 storeys as the total number of storeys, the 10<sup>th</sup> floor incorporates a mechanical unit (permitted as of right, up to 6.0 m (19.6 ft.) in height) and indoor amenity space. Due to the amenity space being included on the 10<sup>th</sup> floor and adjacent to the mechanical area, as per the general zoning definition, this floor is considered to be apart of the total number of storeys and height for the building. Only within floors 1-9 is there saleable and leasable floor space. As such, from a general zoning definition point of view, the proposed building is 10 storeys, however, the building is designed and articulated as a 9 storey building.

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 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 4<sup>th</sup> 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 10<sup>th</sup> floor is setback from the parapet of the 9<sup>th</sup> floor and does not take up the full footprint of the building. Since this is the case, the 10<sup>th</sup> 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 9<sup>th</sup> 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.

A by-law to Adopt Mississauga Official Plan Amendment No. 159

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel, ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 159, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a change in land use designation from Mixed Use to Residential High Density and a change in height permissions from two to four storeys to two to nine storeys in the Lakeview Neighbourhood Character Area;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

- 1. The document attached hereto, constituting Amendment No. 159 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

Approved by Legal Services <b>City Solicitor</b> City of Mississauga
<b>MEM</b>
Michal Minkowski
Date: December 4, 2023
File:OZ-OPA 22-12 WW1

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK