

Detailed Information and Preliminary Planning Analysis

Owner: Lakeview Community Partners

1082 Lakeshore Road East

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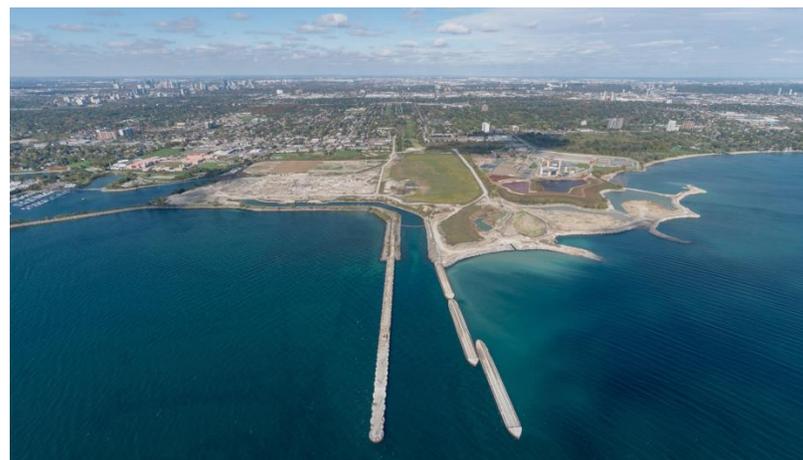
1. Site History

- 1915 to 1917 – Location of Canada’s first airport and training school for pilots during World War I
- 1962 to 2005 – Operation of the coal burning Lakeview Generating Station
- June, 2006 – Demolition of the Lakeview Generating Station
- 2006 to 2008 – Community led visioning exercise takes place under the Lakeview Legacy Project
- 2010 to 2014 – City led Inspiration Lakeview visioning and Master Plan process
- March 2018 – Official transfer of lands from Ontario Power Generation (OPG) to Lakeview Community Partners
- July 4, 2018 – Council approves the official plan amendment (MOPA No. 89) for the Lakeview Waterfront Major Node
- October 2018 to November 2019 – Lakeview Community Partners Limited in conjunction with City and agency staff undertake the Lakeview Waterfront Development Master Plan process
- February 28, 2019 – Initial submission of rezoning and draft plan of subdivision applications
- July 18, 2019 – Minor variance granted through the Committee of Adjustment for a Community Discovery Centre
- November 6, 2019 – Council endorses the Lakeview Waterfront Development Master Plan
- December 20, 2019 – submission of official plan amendment application

2. Site and Neighbourhood Context

Site Information

The property is located on the former site of the Lakeview Generating Station and is in the Lakeview Waterfront Major Node Character Area. The site is predominantly vacant. Two City leased baseball diamonds are located on the northwest corner of the site, south of Rangeview Road, however those will be removed in the fall of 2020. Serson Creek is located along the eastern perimeter of the site. It will require rechannelization and improvements in conjunction with the construction of the Jim Tovey Conservation Area and the decommissioning of the underground water channel beneath the G.E. Booth wastewater treatment facility.



Existing conditions of 1082 Lakeshore Road East looking north

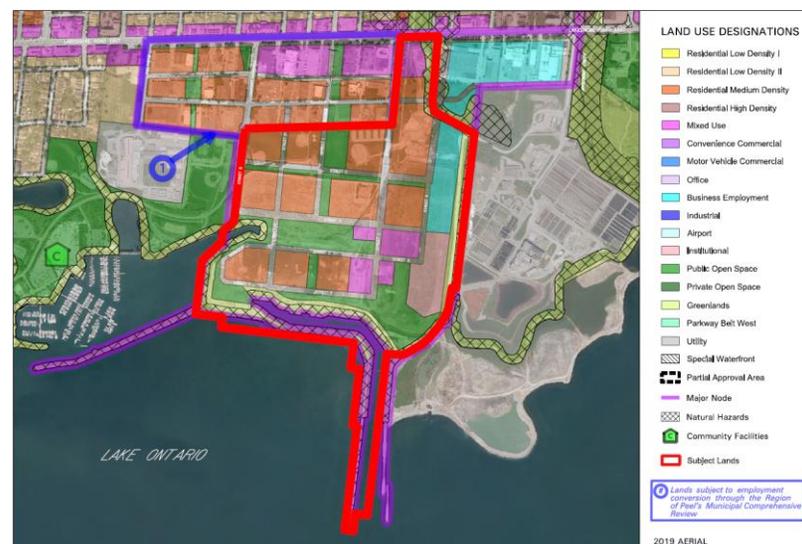
Property Size and Use	
Frontages:	135 m (443 ft.) along Lakeshore Road East
Depth:	1 km (3,280 ft.) excluding pier
Gross Lot Area:	71.6 ha (177 ac.)
Existing Uses:	Baseball diamonds on the northwest corner, balance is vacant

Surrounding Land Uses

The majority of the parcel is located south of the employment area known as Rangeview Estates. It is bordered on the west side by Lakefront Promenade Park and Douglas Kennedy Park which both contain active sports fields as well as a City parks depot. Abutting the site to the east is the Region of Peel's G.E. Booth wastewater treatment facility

The surrounding land uses are:

- North: Rangeview Estates employment uses
- East: Regional wastewater treatment facility
- South: Lake Ontario
- West: Lakefront Promenade Park, Douglas Kennedy Park



Aerial Photo of 1082 Lakeshore Road East and
800 Hydro Road

The Neighbourhood Context

Given the site's previous use it is well separated from existing residential uses. The closest homes are located north of Lakeshore Road East behind the mainstreet commercial uses that currently exist along the road. The closest dwellings to the west are located over 500 m (1,640 ft.) away, beyond Lakefront Promenade Park and the Region of Peel's water treatment facility. The Rangeview Estates employment area abutting the site to the north consists predominantly of older one-storey industrial buildings built in the 1960's. Given the Lakeview Waterfront Major Node policies, it is anticipated that this area will transition to residential in the future. The G.E. Booth wastewater treatment facility abutting the site to the

west is one of the largest of such facilities in Ontario and serves 800,000 residents. It contains three separate plants the oldest of which is scheduled to be replaced in 2026.

Demographics

Based on the 2016 census, the existing population of the Lakeview Neighbourhood area is 21,520 with a median age of this area being 45 (compared to the City's median age of 40). 67% of the neighbourhood population are of working age (15 to 64 years of age), with 14% children (0-14 years) and 18% seniors (65 years and over). 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%*. The number of jobs within the Lakeview Neighbourhood area is 3,010 while the number of jobs within Lakeview Employment area (ie. Rangeview Estates) is 1,785.

Other Development Applications

A site plan application for a Discovery Centre associated with the new Lakeview Village community has been submitted under file SP 18/108 W1 and is currently under review by staff. It is anticipated that approval may be granted this spring.

Community and Transportation Services

In addition to the parks proposed through the development, the site is serviced by Douglas Kennedy Park, Lakefront Promenade Park, Marie Curtis Park and the future Jim Tovey Conservation Area. Lakeview Library is located approximately

700 m (2,296 ft.) from the northern edge of the site.

The proposal is being considered in conjunction with the recommendations contained in the *Lakeshore Connecting Communities Transportation Master Plan*. Transit investments include increased local service and a new Lakeshore MiExpress route in the first phase with upgrades to centre median bus lanes in the future. Two major transit stops have been identified which would service this development; Lakeshore Road and Lakefront Promenade Road and Lakeshore Road and Haig Boulevard.

The following major MiWay bus routes currently service the site:

- Route 23 – Lakeshore Road East
- Route 5 – Lakeshore Road East

Both Route 5 and 23 connect to the Long Branch GO Station which is located 1 km (0.6 mi) to the east. It provides all day rail service and is the west terminus of the TTC streetcar route. Route 5 travels in a north-south direction and also connects to the Dixie GO Station.

Mississauga's Waterfront Trail runs across the northern edge of the site, following Hydro Road northward and continuing eastward along Lakeshore Road. Through this development, it is planned to have the Waterfront Trail realigned along the waterfront and connect eastward through the new Jim Tovey Conservation Area. There are two bike routes that run north from the site; an on-road signed bike route on Ogden Avenue and a designated bike lane on Dixie Road.

3. Project Details

The applications are to amend the official plan and zoning by-law and approve a plan of subdivision to permit a new mixed-use waterfront community with 8,050 residential units consisting of apartment and townhouse units, approximately 11 acres of employment land, known as the Innovation Corridor on the eastern portion of the property, 147,000 ft² of commercial space most of which will be centered around a village square, cultural and park uses. A dedication of 67 acres of waterfront land has been committed to by Lakeview Community Partners Limited. A preliminary delineation of these lands is illustrated in the Conveyance Plan.

Development Proposal	
Applications submitted:	Received: February 28, 2019 (Subdivision and Rezoning) December 20, 2019 (Official Plan Amendment) Deemed complete: November 7 2019 (Subdivision and Rezoning) Jan 10, 2020 (Official Plan Amendment)
Developer/ Owner:	Lakeview Community Partners Limited
Applicant:	Glen Schnarr and Associates
Number of units:	8,050 units
Existing Gross Floor Area:	NIL
Proposed Gross Floor Area:	16 850 m ² (181,376 ft ²) - commercial 162 900 m ² (1,753,498 ft ²) - Office/Institutional
Height:	Range of 4 - 40 storeys

Development Proposal		
Parkland Area:	14.5 ha (35.8 ac)	
Net Density:	334 units/ha (135 units/ac) – based on net residentially designated land	
Road Type:	Combination of public and condominium private roads	
Anticipated Population:	17,874* *Average household sizes for all units (by type) based on the 2016 Census	
Anticipated population plus jobs (PPJ)	Approx. 397 per hectare (161 per acre) *Based on a 2:1 people to employment ratio	
Parking: resident spaces	Required 1.25 per 1-bedroom unit 1.4 per 2-bedroom unit 1.75 per 3-bedroom unit 2 per townhome	Provided 1.0 per all condominium apartment units 1.4 per townhome
visitor spaces	0.25 visitor spaces per unit	0.15 visitor spaces per unit
Anticipated total residential parking		9,409 parking spaces *More detailed parking rates found in section 4
Green Initiatives:	<ul style="list-style-type: none"> • proposed district energy • proposed vacuum waste system • proposed bioswales • proposed rainwater cisterns • proposed green roofs • proposed solar panels for employment area 	

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/lakeview-waterfront>

- Planning Justification Report
- Serson Creek Design Brief
- Intersection Design Report
- Shadow and Wind Study
- Archaeological Assessment
- Draft Official Plan and Zoning By-law Amendments
- Functional Servicing Report
- Phase I & II Environmental Report
- Environmental Impact Assessment
- Water Quality and Aquatic Habitat Report
- Preliminary Geotechnical Investigation
- Shoreline Hazard Assessment
- Shoreline Design Life Peer Review
- Outdoor Amenity Area Concept Plan
- Arborist Report
- Affordable Housing Brief
- Air Quality, Noise and Land Use Compatibility Study
- Archeological Assessment
- Heritage Impact Assessment
- Open Space and Park Plan
- Docking Feasibility Study
- Streetscape Feasibility Study
- Phasing, Land Use, Block and Conveyance Plans
- Pedestrian Wind Study
- Urban Design Study
- Retail Analysis

Draft Plan of Subdivision, Conveyance Plan, Parks Plan, Concept Plan and Renderings



Draft Plan of Subdivision



General Conveyance Plan



Parks Plan



Concept Plan with heights



Applicant's Rendering

Mississauga Zoning By-law

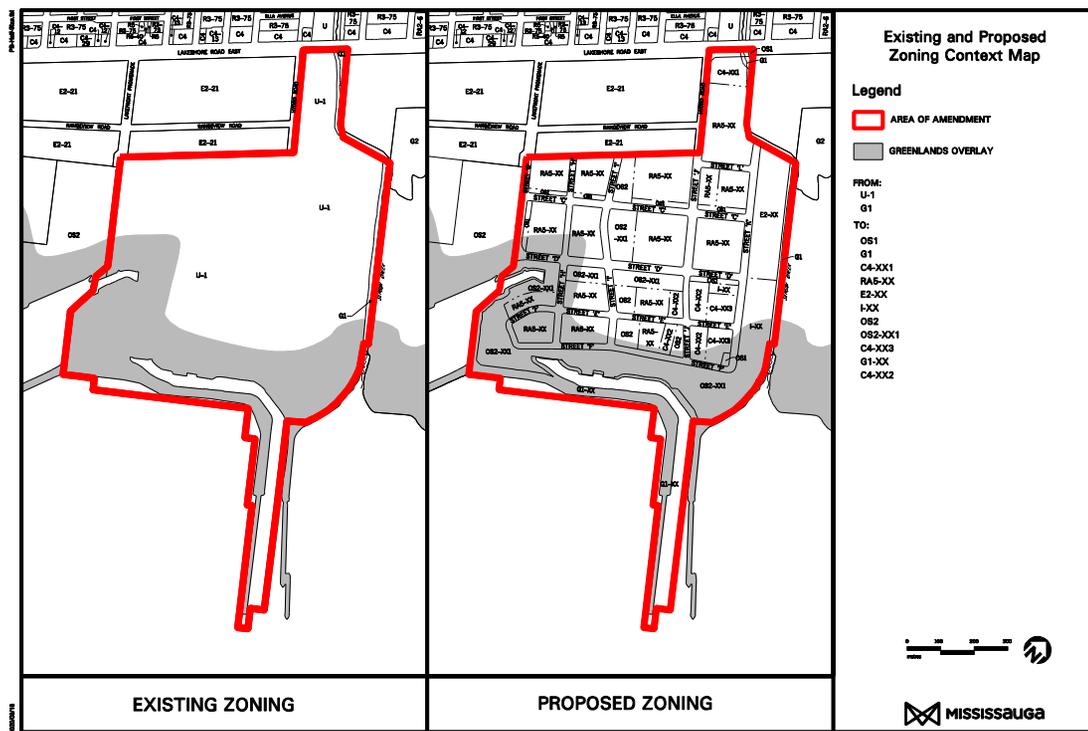
Existing Zoning

The portion of the site proposed for redevelopment is currently zoned **U-1** (Utility), which permits a power generating station, water or sewage treatment facility, electric distribution facility and utility buildings.

Serson Creek on eastern perimeter of the site is zoned **G1** (Greenlands), which permits flood control, stormwater management, erosion management and natural heritage features and areas conservation.

Proposed Zoning

The applicant is proposing eight zones on the property. The proposed zoning for the residential blocks is **RA5 – Exception** (Apartments). Three different **C4 – Exception** (Mainstreet Commercial) zones are proposed for the commercial areas which comprise of the village square, the block abutting the village square on the east side, and the Lakeshore Road frontage. Each has site specific regulations. Public parks intended to have animating uses are proposed to be zoned **OS2 – Exception** (Open Space) while the more passive open spaces are proposed to be zoned **OS2** (Open Space). The proposed zoning for the employment blocks is **E2 – Exception** (Employment). The proposed zoning for the institutional/cultural area in the southeast corner is **I – Exception** (Institutional). The Serson Creek channel will remain zoned **G1** (Greenlands) and the shoreline is proposed to be zoned **G1-Exception** (Greenlands).



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Proposed Zoning Regulations

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Amended Zone Regulations
Permitted Uses	Apartment, Long-Term Care, Retirement Building	Additional permitted uses: Townhouse, back-to-back townhouse, stacked townhouse, restaurant, personal service establishment, medical office-restricted, day care, retail store, animal care establishment, financial institution, parking lot
Minimum Floor Space Index (FSI)	1.9	none
Maximum Floor Space Index (FSI)	2.9	none
Maximum Dwelling Units	n/a	8,050 units in all zone categories
Maximum Gross Floor Area per storey for each storey above 12 storeys	1 000 m ² (10,764 ft ²)	none
Maximum Height	25 storeys and 77 m (252 ft.)	Height schedule to identify varying heights up to maximum of 40 storeys for the tallest building in the Marina District
Minimum front, rear, interior and exterior side yards - apartments	Varying setbacks from 4.5 m (14.7 ft.) to 15.0 m (49.2 ft.) depending on the height of the portion of the building	none
Minimum landscaped area - apartments	40%	10% for Parcel Blocks 12A, 12B and 15 25% for the balance of lands
Parking – Condominium Apartment	1.0 space per studio unit 1.25 space per 1-bedroom unit 1.40 space per 2-bedroom unit 1.75 space per 3-bedroom unit 0.20 visitor spaces per unit	1.0 space per all units 0.15 visitor space per unit

Zone Regulations	RA5 Zone Regulations	Proposed RA5-Exception Amended Zone Regulations
Parking – Rental Apartment	1.0 spaces per studio unit 1.18 spaces per 1-bedroom unit 1.36 spaces per 2-bedroom unit 1.50 spaces per 3-bedroom unit 0.20 visitor spaces per unit	1.0 spaces per all units 0.15 visitor spaces per unit
Back to back and stacked townhomes	Not permitted in a RA5 apartment zone. Below standards reflect RM9 and RM10 zones for stacked and back to back townhomes	Proposed to be included in RA5-Exception Zone with standards indicated below
Maximum Height	Back to Back – 3 storeys Stacked – 4 storeys	n/a
Minimum Front Yard	7.5 m (24.6 ft.)	3.0 m (9.8 ft.)
Minimum Exterior Side Yard	7.5 m (24.6 ft.)	2.4 m (7.9 ft.)
Minimum Interior Yard	4.5 m (14.7 ft.)	1.2 m (3.9 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	Back to Back -7.5 m (24.6 ft.) Stacked - 6.0 m (19.7 ft.)
Minimum Landscaped Area	Back to Back – 40% Stacked – 40%	Back-to-Back – 6% Stacked – 40%
Parking - Townhouse	Condominium townhouse: 2.0 spaces per unit 0.25 visitor space per unit Condominium Back to Back and Stacked townhouse: 1.1 spaces per 1-bedroom unit 1.5 spaces per 2-bedroom unit 1.75 spaces per 3-bedroom unit 2.0 spaces per 4-bedroom unit 0.25 visitor space per unit	1.4 spaces per all units 0.15 visitor space per unit

Zone Regulations	E2 Zone Regulations	Proposed E2-Exception Amended Zone Regulations
Permitted Uses	Office, medical office, manufacturing, warehouse, science and technology facility, restaurant, commercial school, truck terminal, motor vehicle repair and various other employment type uses	Uses not permitted: Truck terminal, motor vehicle repair facility, motor vehicle wash facility, gas station, Additional permitted uses: District energy facility, vacuum waste collection facility, business incubator space, marine uses, parking associated with neighbouring lands
Maximum Floor Space Index (FSI)	none	4.0
Maximum Height	none	15 storeys
Minimum Rear Yard	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Minimum Front Yard	7.5 m (24.6 ft.) or 30.0 m (98.4 ft.) where the opposite side of the street is residential	7.5 m (24.6 ft.)
Minimum interior side yard to a lot line with a lot frontage less than 75m	Greater of 10% of the lot frontage or 4.5 m (14.7 ft.)	Greater of 10% of the lot frontage or 4.5 m (14.7 ft.)
Minimum interior side yard to a lot line with a lot frontage greater than 75m	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Minimum landscaped area	n/a	10%
Parking for a "co-working office"	n/a	2.7 spaces per 100 m ² (1,076 sq. ft.) gross floor area
Multi-use trail	n/a	A multi-use trail may be permitted within the rear yard and landscape buffer adjacent to a rear lot line

Zone Regulations	I Zone Regulations	Proposed I- Exception Amended Zone Regulations
Permitted Uses	University/College and Hospital	Additional permitted uses: Science and technology facility, office, commercial school accessory to a university college use, district energy facility, vacuum waste collection facility, cultural facility, marine uses, parking associated with neighbouring lands. Uses not permitted: Hospital
Maximum Height	none	15 storeys
Minimum Front Yard	7.5 m (24.6 ft.)	1.5 m (4.9 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	7.5 m (24.6 ft.)
Minimum Side Yard setbacks	interior 7.5 m (24.6 ft.) exterior 7.5 m (24.6 ft.)	interior 2.5 m (8.2 ft.) exterior 3.0 m (9.8 ft.)
Parking - Office	3.2 spaces per 100 m ² gross floor area	3.2 spaces per 100 m ² (1,076 sq. ft.) gross floor area
Parking for a "co-working office"	n/a	2.7 spaces per 100 m ² (1,076 sq. ft.) gross floor area
Multi-use trail	n/a	A multi-use trail may be permitted within the rear yard and landscape buffer adjacent to a rear lot line
Zone Regulations	C4 Zone Regulations	Proposed C4-Exception 1 Amended Zone Regulations
Permitted uses	Various commercial uses, office, hotel, apartment and dwelling units located above the first storey of a commercial building	Additional permitted uses: Retirement building, long-term care, parking structure, restaurant patios Uses not permitted: funeral establishment, hotel
Maximum Height	3 storeys	15 storeys 8 storeys for buildings fronting onto Lakeshore Road

Zone Regulations	C4 Zone Regulations	Proposed C4-Exception 1 Amended Zone Regulations
Minimum Front Yard	0.0 m (0 ft.)	0.0 m (0 ft.)
Minimum Rear Yard	3.0 m (9.8 ft.) to employment zone	3.0 m (9.8 ft.) to employment zone
Minimum Side Yard setbacks	interior – 0 m (0 ft.) to a C4 zone, 4.5 m (14.7 ft.) to a G1 zone exterior – 0 m (0 ft.)	interior – 0.0 m (0 ft.) to a C4 zone, 7.5 m (24.6 ft.) to a G1 zone exterior – 0 m (0 ft.)
Maximum Dwelling Units	n/a	8,050 units all zone categories
Minimum setback of a below grade Parking Structure to a Lot Line	n/a	1.0 m (3.3 ft.)
Minimum setback of an above grade Parking Structure to a lot line	n/a	1.0 m (3.3 ft.)
Parking – Condominium Apartment	1.0 spaces per studio unit 1.25 spaces per 1-bedroom unit 1.40 spaces per 2-bedroom unit 1.75 spaces per 3-bedroom unit 0.20 visitor spaces per unit	1.0 spaces per all units 0.15 visitor spaces per unit
Parking – Rental Apartment	2.0 spaces per studio unit 1.18 spaces per 1-bedroom unit 1.36 spaces per 2-bedroom unit 1.50 spaces per 3-bedroom unit 0.20 visitor spaces per unit	1.0 spaces per all units 0.15 visitor spaces per unit
Parking – Retirement Building	0.5 spaces per unit 0.25 visitor spaces per unit	0.4 spaces per unit 0.15 visitor spaces per unit
Parking – Retail store	4.0 spaces per 100 m ² (1,076 sq. ft.)	3.0 spaces per 100 m ² (1,076 sq. ft.)
Parking - Office	3.2 spaces per 100 m ² (1,076 sq. ft.)	3.0 spaces per 100 m ² (1,076 sq. ft.)

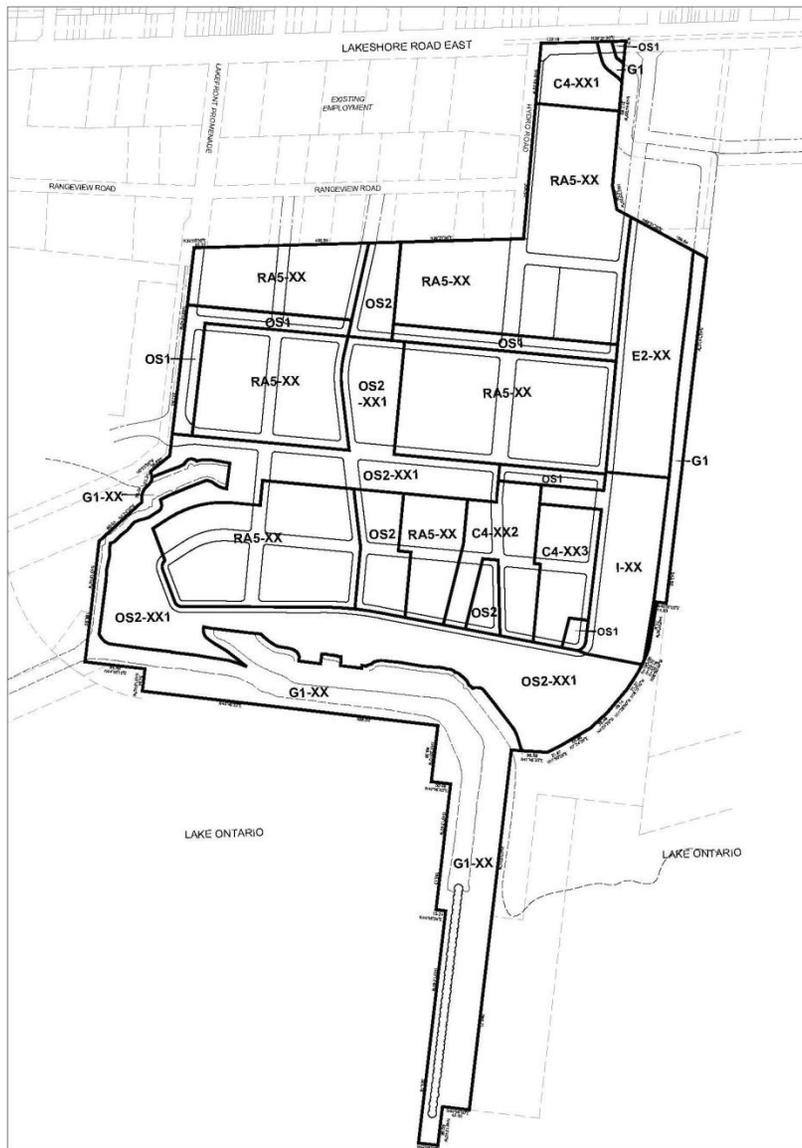
Zone Regulations	C4 Zone Regulations	Proposed C4-Exception 1 Amended Zone Regulations
Parking - Restaurant	9.0 spaces per 100 m ² (1,076 sq. ft.)	9.0 spaces per 100 m ² (1,076 sq. ft.)
Zone Regulations	C4 Zone Regulations	Proposed C4-Exception 2 Amended Zone Regulations
Permitted uses	Various commercial uses, office, hotel, apartment and dwelling units located above the first storey of a commercial building	Additional permitted uses: Retirement building, restaurant patios Uses not permitted: funeral establishment, retail store greater than 600 m ² (6,458 sq. ft.)
Maximum Height	3 storeys	12 storeys with the exception one 1 building being permitted 22 storeys
Minimum Front Yard	0 m (0 ft.)	0 m (0 ft.)
Minimum Rear Yard	4.5 m (14.7 ft.) m to a residential zone 4.5 m (14.7 ft.) to an OS zone 0 m (0 ft.) to a C4 zone	4.5 m (14.7 ft.) m to a residential zone 4.5 m (14.7 ft.) to an OS zone 0 m (0 ft.) to a C4 zone
Minimum Side Yard setbacks	4.5m (14.7 ft.) m to a residential zone 4.5 m (14.7 ft.) to an OS zone 0 m (0 ft.) to a C4 zone exterior – 0 m (0 ft.)	4.5 m (14.7 ft.) m to a residential zone 4.5 m (14.7 ft.) to an OS zone 0 m (0 ft.) to a C4 zone exterior – 0 m (0 ft.)
Maximum Dwelling Units	n/a	8,050 units all zone categories
Minimum setback of a below grade Parking Structure to a Lot Line	n/a	1.0 m (3.3 ft.)

Zone Regulations	C4 Zone Regulations	Proposed C4-Exception 2 Amended Zone Regulations
Minimum setback of an above grade Parking Structure to a Lot Line	n/a	1.0 m (3.3 ft.)
Parking – Condominium Apartment	1.0 spaces per studio unit 1.25 spaces per 1-bedroom unit 1.40 spaces per 2-bedroom unit 1.75 spaces per 3-bedroom unit 0.20 visitor spaces per unit	1.0 spaces per all units 0.15 visitor spaces per unit
Parking – Rental Apartment	1.0 spaces per studio unit 1.18 spaces per 1-bedroom unit 1.36 spaces per 2-bedroom unit 1.50 spaces per 3-bedroom unit 0.20 visitor spaces per unit	1.0 spaces per all units 0.15 visitor spaces per unit
Parking – Retirement Dwelling	0.5 spaces per unit 0.25 visitor spaces per unit	0.4 spaces per unit 0.15 visitor spaces per unit
Parking – Retail Store	4.0 spaces per 100 m ² (1,076 sq. ft.)	1.0 spaces per 100 m ² (1,076 sq. ft.)
Parking - Office	3.2 spaces per 100 m ² (1,076 sq. ft.)	1.0 spaces per 100 m ² (1,076 sq. ft.)
Parking - Restaurant	9.0 spaces per 100 m ² (1,076 sq. ft.)	9.0 spaces per 100 m ² (1,076 sq. ft.)
Zone Regulations	C4 Zone Regulations	Proposed C4-Exception 3 Amended Zone Regulations
Permitted uses	Various commercial uses, office, hotel, apartment and dwelling	Additional permitted uses: Live/work units, business

Zone Regulations	C4 Zone Regulations	Proposed C4-Exception 3 Amended Zone Regulations
	units located above the first storey of a commercial building	incubator space, student residence, cultural facilities, passive and active recreational use, parking
Maximum Height	3 storeys	12 storeys
Minimum Front Yard	0.0 m (0 ft.)	0.0 m (0 ft.)
Minimum Rear Yard	4.5 m (14.7 ft.) m to a residential zone 4.5 m (14.7 ft.) to an OS zone 0 m (0 ft.) to a C4 zone	4.5 m (14.7 ft.) m to a residential zone 4.5 m (14.7 ft.) to an OS zone 0 m (0 ft.) to a C4 zone
Minimum Side Yard setbacks	4.5 m (14.7 ft.) m to a residential zone 4.5 m (14.7 ft.) to an OS zone 0 m (0 ft.) to a C4 zone exterior – 0 m (0 ft.)	4.5 m (14.7 ft.) m to a residential zone 4.5 m (14.7 ft.) to an OS zone 0 m (0 ft.) to a C4 zone exterior – 0 m (0 ft.)
Maximum Dwelling Units	n/a	8,050 units all zone categories
Minimum setback of a below grade Parking Structure to a Lot Line	3.0 m (9.8 ft.)	1.0 m (3.3 ft.)
Minimum setback of an above grade Parking Structure to a Lot Line	7.5 m (24.6 ft.)	1.0 m (3.3 ft.)
Parking – Condominium Apartment	1.0 spaces per studio unit 1.25 spaces per 1-bedroom unit 1.40 spaces per 2-bedroom unit 1.75 spaces per 3-bedroom unit 0.20 visitor spaces per unit	1.0 spaces per all units 0.15 visitor spaces per unit

Zone Regulations	C4 Zone Regulations	Proposed C4-Exception 3 Amended Zone Regulations
Parking – Rental Apartment	1.0 spaces per studio unit 1.18 spaces per 1-bedroom unit 1.36 spaces per 2-bedroom unit 1.50 spaces per 3-bedroom unit 0.20 visitor spaces per unit	1.0 spaces per all units 0.15 visitor spaces per unit
Parking – Retail store	4.0 spaces per 100 m ² (1,076 sq. ft.)	3.0 spaces per 100 m ² (1,076 sq. ft.)
Parking – Office	3.2 spaces per 100 m ² (1,076 sq. ft.)	3.0 spaces per 100 m ² (1,076 sq. ft.)
Parking - Restaurant	9.0 spaces per 100 m ² (1,076 sq. ft.)	9.0 spaces per 100 m ² (1,076 sq. ft.)
	Zone OS2 Regulations	Proposed OS2 - Exception Amended Zone Regulations
Permitted Uses	Active and passive recreational uses and storm water facilities	Additional permitted uses: Restaurants, retail, cultural facilities, temporary structures, incubator space
Maximum Restaurant Gross Floor Area	n/a	500 m ² (5,382 ft ²)
Maximum Gross Floor Area for all commercial uses in buildings	n/a	5 000 m ² (53,821 ft ²)
Parking – all uses	n/a	Parking shall not be required for uses within an OS2-Exception zone
Zone Regulations	G1 Zone Regulations	Proposed G1 - Exception Amended Zone Regulations
Permitted uses	Flood control, stormwater and erosion management, natural area conservation	Additional permitted uses: Shade structure, alterations and additions to legally existing buildings and structures
Note: The provisions listed are based on a summarization of a draft by-law provided by the applicant and are not comprehensive or final. The provisions are subject to revisions as the applications are further reviewed and refined.		

Proposed Zoning Block Schedule



5. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary

of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part V)</p> <p>The PPS applies to all decisions in respect to the exercise of any authority that affects a planning matter. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a &b)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise, and other containments, minimize risk to public health and safety. (PPS 1.2.6.1)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p> <p>Development shall generally be directed to areas outside of hazardous lands. (PPS 3.1.1)</p> <p>Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>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>
<p>Region of Peel Official Plan (ROP)</p>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>

Relevant Mississauga Official Plan Policies

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.

While the subject property is not currently located within a Major Transit Station Area (MTSA), the Lakeshore Connecting Communities Master Plan identifies this area of Lakeshore Road East as accommodating potential stops associated with enhanced transit, which could include future MTSA's.

The lands are located within the Lakeview Waterfront Major

Node Character Area and are designated **Residential Medium Density, Mixed Use, Business Employment, Institutional, Open Space, and Greenlands** and are intended to permit a new mixed-use waterfront community.

The applicant is proposing to amend the policies to permit an increase in heights and overall residential units along with recognizing an adjustment to the park and road configuration. The applicant will need to demonstrate consistency with the intent of MOP.

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

	Specific Policies	General Intent
Chapter 5 Direct Growth	Section 5.1.6 Section 5.1.8 Section 5.2.1 Section 5.3.2.4 Section 5.3.2.6 Section 5.3.2.11 Section 5.5.7	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.</p> <p>Mississauga will protect employment lands to allow for a diversity of employment uses.</p> <p>The Major Nodes will achieve a gross density of between 200 and 300 residents and jobs combined per hectare.</p> <p>Major Nodes will achieve an average population to employment ratio of between 2:1 to 1:2, measured as an average across the entire area of each node.</p> <p>Development in Major Nodes will be in a form and density that achieves a high quality urban environment.</p> <p>Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the Corridor.</p> <p>A mix of medium and high density housing, community infrastructure, employment, and</p>

	Specific Policies	General Intent
		commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.
Chapter 6 Value The Environment	Section 6.3.7 Section 6.3.8 Section 6.3.10 Section 6.3.24.a & b Section 6.3.26 Section 6.3.47 Section 6.5 Section 6.7 Section 6.9.3 Section 6.9.5 Section 6.10	<p>Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands. Buffers will be determined on a site specific basis as part of an Environmental Impact Study to the satisfaction of the City and conservation authority.</p> <p>The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study.</p> <p>The Natural Heritage System will be protected, enhanced, restored and expanded by ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions and placing those areas into public ownership.</p> <p>Development and site alteration will not be permitted within erosion hazards associated with valleylands and watercourse features. In addition, development and site alteration must provide appropriate buffer to erosion hazards, as established to the satisfaction of the City and conservation authority.</p> <p>Incompatible land uses such as sensitive land uses and those uses that are sources of noise, odour and dust will be separated and/or the nuisances will be mitigated, so they do not interfere with each other.</p> <p>If contamination is confirmed, a remedial action plan in accordance with Provincial Government regulations and standards appropriately addressing contaminated sites will be required. Recommendations contained within the plan will be implemented by way of conditions to development approval.</p> <p>The location and operation of waste transfer stations will be located, planned, designed, operated and maintained in such a way as to ensure compatibility with adjacent, existing and future land uses and mitigate dust, odour, health and safety concerns, noise, and visual impacts, within applicable standards.</p> <p>Development with a residential component that will be subject to high levels of noise from a stationary noise source, will only be permitted if noise mitigation measures are implemented at the source of the noise or if the development contains mitigative measures which will result in noise levels that comply with the limits specified by the applicable Provincial Government environmental noise guideline.</p>
Chapter 7 Complete Communities	Section 7.1.6 Section 7.2.1 Section 7.2.2	Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.

	Specific Policies	General Intent
	Section 7.2.3	<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.</p> <p>Mississauga will provide opportunities for:</p> <ol style="list-style-type: none"> the development of a range of housing choices in terms of type, tenure and price; the production of a variety of affordable dwelling types for both the ownership and rental markets; and the production of housing for those with special needs, such as housing for the elderly and shelters. <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.</p>
Chapter 8 Create a Multi-Modal City	Section 8.2.1.6 Section 8.2.2.4 Section 8.2.4.3 Section 8.2.4.5 Section 8.2.4.7 Section 8.3.1 Section 8.3.3 Section 8.4 Section 8.5	<p>Mississauga will promote the integration of transportation facilities to maximize opportunities for multi-modal travel.</p> <p>The creation of a finer grain road pattern will be a priority in Intensification Areas.</p> <p>Proponents of development applications, will be required to demonstrate how pedestrian and cycling needs have been addressed. Sidewalks or multi-use trails will be provided on all new roads. Sidewalks or multi-use trails and pedestrian amenities will be a priority in Intensification Areas.</p> <p>Within Intensification Areas and Neighbourhoods, the design of roads and streetscapes will create a safe, comfortable and attractive environment for pedestrians, cyclists and motorists by:</p> <ol style="list-style-type: none"> reducing lane width, where appropriate; providing streetscaping to reduce the apparent width of the rights-of-way; locating sidewalks and cycling facilities where conflicts with motorized traffic are minimized; and creating safe road crossings for pedestrians and cyclists.
Chapter 9 Build A Desirable Urban Form	Section 9.1.1 Section 9.1.5 Section 9.2.1 Section 9.3.1.5 Section 9.3.1.7 Section 9.3.3 Section 9.3.4 Section 9.3.5 Section 9.4.1 Section 9.4.2	<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.</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.</p> <p>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</p>

	Specific Policies	General Intent
	Section 9.5	<p>Tall buildings will be sited and designed to enhance an area's skyline. Tall buildings will be sited to preserve, reinforce and define view corridors. Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.</p> <p>The improvement of existing streets and the design of new streets should enhance connectivity by:</p> <ol style="list-style-type: none"> developing a fine-grained system of roads; using short streets and small blocks as much as possible, to encourage pedestrian movement; avoiding street closures; <p>Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.</p> <p>Development will support transit and active transportation by:</p> <ol style="list-style-type: none"> locating buildings at the street edge, where appropriate; requiring front doors that open to the public street; ensuring active/animated building façades and high quality architecture; ensuring buildings respect the scale of the street; ensuring appropriate massing for the context; providing pedestrian safety and comfort; and providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.
Chapter 13 Major Nodes	Section 13.1.1 Section 13.1.4 Section 13.3	<p>Proponents of development applications within a Major Node may be required to demonstrate how the new development contributes to the achievement of the residents and jobs density target and the population to employment ratio.</p> <p>The Lakeview Waterfront is planned to be an innovative, green model community that incorporates sustainable best practices for buildings and neighbourhoods.</p> <p>An interconnected network of open spaces will provide linkages, both within and to surrounding areas. This network includes parks, trails, and natural hazard lands.</p> <p>Lakefront Promenade, Hydro Road/Street 'J', and Street 'K' (extension of Haig Boulevard) are important corridors that provide access from Lakeshore Road East to the waterfront and will incorporate enhanced streetscape.</p> <p>Affordable housing will be required in accordance with the City's housing strategy.</p> <p>Lakeview Waterfront will target a population to employment ration of 2:1 and a Population Plus</p>

	Specific Policies	General Intent
		<p>Jobs per Hectare of 200 to 300 residents and jobs.</p> <p>Development master plans and development applications will demonstrate how the proposal will contribute to the creation of a permeable and connected community for active transportation (for pedestrians and cyclists) in order to promote healthy communities.</p> <p>Notwithstanding the Residential Medium Density policies of this Plan, apartment dwellings of a low, mid-rise and taller built form will be permitted.</p>
Chapter 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

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), *Provincial Policy Statement* (2014), 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.

City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028

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

<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 units be affordable. This would equate to 805 units under the current proposal. 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.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>718 Kindergarten to Grade 5 308 Grade 6 to Grade 8 382 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Janet I. McDougald P.S.</p> <p>Enrolment: 450 Capacity: 552 Portables: 0</p> <p>Allan A. Martin Sr. P.S.</p> <p>Enrolment: 497 Capacity: 538 Portables: 1</p> <p>Cawthra Park S.S.</p> <p>Enrolment: 1,297 Capacity: 1,044 Portables: 5</p>	<p>Student Yield:</p> <p>152 Kindergarten to Grade 8 128 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Queen of Heaven Elementary School</p> <p>Enrolment: 345 Capacity: 579 Portables: 0</p> <p>St. Paul S.S.</p> <p>Enrolment: 475 Capacity: 801 Portables: 0</p>

7. Community Comments

Four community engagement sessions took place in 2019 through the Development Master Plan process. A community meeting was held by Ward 1 Councillor, Stephen Dasko on February 27, 2020 which was attended by approximately 100 people.

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

- Concerns regarding the additional traffic generated and the capacity for Lakeshore Road to accommodate more traffic

- Questions regarding where parking will be located and whether there will be enough
- Concern about hospital capacity
- Indigenous consultation needs to be part of the process
- There are too many towers and the heights are too tall
- Concern regarding flooding of the shoreline

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (April 6, 2020)	<p>The Region is in receipt of the Affordable Housing Brief included as part of the initial subdivision submission. The new Provincial Policy context including the PPS (draft 2019) and Growth Plan (2019) puts significant priority on the provision of affordable housing. Please be advised that in its current state, there is no established Region of Peel incentives program.</p> <p>Regional Staff are open to further discussions and partnerships, based on the preliminary ideas provided including integrating second units in various built forms to accommodate affordable housing and rental housing.</p> <p>The FSR has been received and is under review. Detailed comments will be provided in conjunction with the complete review of the study and all associated plans.</p> <p>The Region, City, and Applicant are involved in ongoing discussions regarding a parcel of land currently under Regional ownership that would complete the proposed Lakefront Promenade road alignment. Prior to draft plan approval the alignment of Lakefront Promenade and satisfactory arrangements with the transfer of all required land from the Region shall</p>

Agency / Comment Date	Comments
	<p>be made.</p> <p>The Region and Applicant are currently engaged in discussions to determine the feasibility of a vacuum waste collection system on the subject site. Satisfactory arrangements must be made with the Region regarding the implantation/feasibility of a vacuum waste collection system within the development.</p> <p>The Region and Applicant are currently engaged in discussions to determine the feasibility of a district energy system on the subject site. Satisfactory arrangement must be made with the Region and City regarding the implementation of a District Energy system within the development.</p> <p>The Region requests a working group meeting to resolve any outstanding concerns related to the Air Quality, Noise, and Land Use Compatibility and right of way cross sections as it relates to the location of utilities and streetscaping within the right of ways.</p>
Credit Valley Conservation (August 7, 2019)	<p>The property is subject to the Development, Interference with Wetlands, and Alterations to Shorelines & Watercourses Regulation (Ontario Regulation 160/06) as it contains Serson Creek and is adjacent Lake Ontario. Furthermore, the site also contains the hazards (floodplain, slope, erosion) associated with the creek and lake.</p> <p>The FSR (prepared for LCPL, dated February 2019) recognizes the need for quantity controls at three outfalls into Serson Creek based on hydrology/hydraulic model and identifies that this work will be completed at a later stage. Please complete/provide the analysis regarding the approach for quantity control and update the FSR.</p> <p>Erosion control at the three newly proposed outfalls to Serson Creek must be established based on the erosion threshold in the receiving reach unless justified by the qualified fluvial geomorphologist.</p> <p>It is critical that LIDs are constructed to perform the desired function with minimum maintenance. As such, please update the FSR to provide general discussions on inspection, testing and maintenance of LIDs both during and post construction. Please update the FSR to confirm the feasibility of functioning LIDs based on proposed land use in each development blocks.</p> <p>Although the proposed soil amendment has positive impacts on the natural environment it is not a quantifiable form of stormwater control and requires an extensive maintenance program. Alternatively, please demonstrate that preferred structural BMPs including rain gardens, bioretention, etc. have been considered.</p> <p>As identified within the Lakeview Village Shoreline Hazard Assessment (prepared by Baird, dated January 14, 2019) the floodproofing standard elevation is 77.0m CGVD (comprised of the 100-year monthly mean lake level plus the 100-year storm surge plus an allowance for wave action). Please confirm that outfall will not convey lake hazard from outfalls to the neighborhoods.</p> <p>The ultimate design of Serson Creek is to provide direct fish habitat functions in its future configuration; therefore, it is anticipated that the channel design incorporates natural channel design principles to provide physical habitat and flow heterogeneity within the channel, thereby maximizing opportunities for aquatic biodiversity. As such, at the detailed design</p>

Agency / Comment Date	Comments
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (February 10, 2020)</p>	<p>stage, it is anticipated that the design will further include dense and diverse buffer plantings within the proposed low-flow channel where the functional creek system will occur.</p> <p>Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied. The applicant shall agree in the Servicing and/or Subdivision Agreement to include certain clauses regarding student accommodation in all offers of purchase and sale.</p> <p>Based on the current residential development numbers proposed for Inspiration Lakeview the Peel District School Board will not be able to accommodate all anticipated students in existing schools. According to our assessment of school accommodation needs, the Board requires one (1) elementary school site of 3.24 hectares (8 acres) south of Lakeshore Road East and within the site. This is the Board standard site requirement for an 850 pupil place elementary school. The school site is to be centrally located within the community and be made available in the first phases of development.</p> <p>Prior to registration of the plan, satisfactory arrangements shall have been made with the Peel District School Board for the acquisition, or reservation for future acquisition, of the future school block. In order to ensure that sanitary, storm, and utility easements do not interfere with site plan approval for the proposed facility, it is requested that such easements be approved by the School Accommodation Department prior to establishment on the proposed school site.</p> <p>The Board requires that certain clauses regarding student accommodation be placed in any agreement of purchase and sale entered into with respect to any lots on this plan, within a period of five years from the date of registration of the subdivision agreement.</p>
<p>City Community Services Department – Park Planning Section (April 30, 2020)</p>	<p>Community Services Department notes that pursuant to Section 42 of the Planning Act, parkland conveyance is calculated at a rate of 1 ha /300 units. The subject development is proposing approximately 8,050 residential units and, under S.42 of the Planning Act, approximately up to 27 ha (66.7 acres) of public parkland can be required to fulfill parkland dedication requirements.</p> <p>The proposed development is planning for 14.42 ha (35.63 ac) of Public Open Space system within this site to partially fulfill S.42 requirements. This proposal is comprised of a destination park (lakefront) and several linear parks (Waterway Common, Ogden and Aviator) representing approximately 20% of the total site area. The proposed Public Open Space also includes hazard lands representing 11.97 ha (29.58 ac). Parkland Dedication credits for this development will be determined upon finalization of proposed park block sizes. This Department further notes that pursuant to City of Mississauga Council endorsed corporate policy 07-07-21: Dedication of Land or Cash in Lieu, thereof, for Public Open Space, parkland conveyance credit will not be applied towards hazard lands. Parkland conveyance credit for the proposed Public Open Space will be determined upon finalization of the proposed Public Open Space system.</p> <p>This Department also supports continuous unobstructed public access and a view corridor from the linear park to the lakefront park. A revised wind study to include tunnel analysis is required to determine the impact the proposed residential buildings abutting the proposed City conveyed parks are not substantially impacted.</p> <p>Additional information and further review will be required through the application process, in consultation with Planning and Building and Transportation and Works Department, to assess:</p>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> • Proposal of Low Impact Development (LID) within future public open space and public right of way (ROW) boulevard • Public right-of-way hierarchy • Wind Study (tunnel wind analysis) is required to determine the impact at street level and within the proposed parks the impact wind may have from the proposed apartment buildings aligning the parks. • Municipal Lands Agreement • Proposed Zoning By-law for Public Open Space System • Serson Creek Corridor Design. Two of the key issues (among others) from our review are as follows: <ul style="list-style-type: none"> ○ the clarification regarding the 6.0m buffer within the limits of hazard; and ○ the channel reconstruction planting plans along the 3:1 slope to top of bank, and 6 m (20 ft.) buffer. <p>Community Services continues to work with LCP to discuss the park design / development agreement, park public engagement process, park program and costing.</p>
City Community Services Department – Culture and Heritage Planning Section (March 18, 2020)	<p>Detailed commentary regarding the adjacent heritage property has been provided through the Application Status Report. Heritage planning supports the recommendations and continues to engage with the applicant to finalize the heritage impact assessment report.</p> <p>The Culture Division is actively working with Lakeview Community Partners and Artscape in order to determine the terms and feasibility of a pilot project to incorporate artwork and placemaking onsite at Lakeview and across Mississauga through public and private investments.</p>
Economic Development Office (March 17, 2020)	<p>We have a concern with the proposed uses for the “E2-XX” zone that will form the basis of the zoning for the Innovation Corridor. As an innovation corridor, uses may vary from information technology, clean tech to laboratories, biotechnology and pharmaceuticals as examples. It is really any use that requires a complex air filtration system and may have to adhere to strong regulations from the Ministry of the Environment, Health Canada, and/or any similar regulatory body.</p> <p>We have insufficient information to understand if the uses proposed would impact the operations of the uses we are trying to attract to the innovation corridor, specifically biotechnology, pharmaceutical companies, laboratories, etc. The applicant needs to demonstrate that the proposed uses will not impact the innovation corridor.</p>
City Transportation and Works Department (March 26, 2020)	<p>Through the OPA submission, the applicant is requesting changes to various figures and maps within the Lakeview Area Secondary Plan that relate to roads and street hierarchy. We are currently reviewing the proposed changes and comments will be provided through the current draft plan submission in conjunction with the Street Hierarchy and Rights-of-way Study.</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>Drawings and Reports</p> <p>The owner is to provide full size, to scale, Plan and Profile drawings, Overall Grading Plans and also Overall Servicing Plans. These engineering drawings are to be properly formatted and are to depict all the municipal road dimensions, turning circles, services, noise barriers, buffer blocks, etc. and to ensure there are no negative drainage impacts to adjacent properties. Detailed engineered cross-sections are also required and are to be taken at frequent intervals. Revisions have</p>

Agency / Comment Date	Comments
	<p>also been requested to the Draft Plan, Noise Study and Geotechnical Report.</p> <p>Municipal Works</p> <p>Municipal Works will be required to support this development and these works shall form part of the Subdivision Agreement. Detailed design, securities and insurance will be addressed through the Subdivision Agreement.</p> <p>Stormwater</p> <p>A Functional Servicing Report (FSR) dated February 2019 and Master Drainage plan dated August 2019, prepared by Urbantech, was submitted in support of the proposed development. The purpose of the reports is to evaluate the proposed development impact on the municipal drainage system (e.g., storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct new storm sewers to service the development lands and all public roads, with multiple outlets to Lake Ontario and Serson Creek. In addition on-site and road right-of-way stormwater management controls are proposed for the post-development discharge and realignment of Serson Creek. The proposed plan will require additional approvals, including Credit Valley Conservation.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • demonstrate the feasibility of the proposed stormwater servicing including an acceptable strategy to accommodate external flow from adjacent properties; • demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site; • detail the proposed Serson Creek works including channel design, maintenance access, easements/land dedication, conservation authority approval, etc.; and • enter into a subdivision agreement to construct the new municipal stormwater services. <p>Environmental Compliance</p> <p>The Environmental Site Screening Questionnaire and Declaration and Due Diligence Phase I and Phase II Environmental Site Assessment (ESA) reports, both prepared by EXP Services Inc., were submitted in support of the proposed development. The reports indicate the presence of contamination exceeding applicable site condition standards and that further investigation work is required.</p> <p>A Remedial Action Plan is required to demonstrate how contamination on the property will be satisfactorily addressed to meet the applicable standards. Further environmental comments may be forthcoming pending review of the above. Under the City of Mississauga Fees and Bylaw Charges, Environmental Services may retain a third party peer reviewer for all environmental reports. A Record of Site Condition is required in accordance with the Ministry of Environment, Conservation</p>

Agency / Comment Date	Comments
	<p>and Parks regulations.</p> <p>Traffic</p> <p>A Traffic Impact Study prepared by The Municipal Infrastructure Group Ltd. was submitted in support of the DMP 3.0. Based on the changes proposed in the Official Plan Amendment, the applicant will be required to submit an updated Traffic Impact Study to the satisfaction of T&W that captures all changes from Development Master Plan 3.0 to Development Master Plan 4.0. Under the City of Mississauga Fees and Bylaw Charges, Traffic Planning may retain a third party peer reviewer for the required updated Traffic Impact Study.</p> <p>The proposed alignment of Lakefront Promenade south of Rangeview Road and the proposed roundabout at the intersection of Lakefront Promenade and Street A encroach onto Region of Peel lands. The applicant is required to engage with the Region of Peel.</p> <p>Turning Templates submitted under the <i>Streets Hierarchy & Right-of-Way Study</i> were deemed not acceptable by City staff as swept paths for vehicles are not permitted to overlap adjacent lanes when attempting to make a turn. A revised study must be submitted for review addressing the swept path analysis with additional approval from Fire & Emergency Services.</p> <p>The above aspects will be addressed in detail prior to the Recommendation Meeting. Updates to all appropriate drawings and reports will be necessary upon receipt of any changes to the proposal.</p>
Fire Prevention (January 15, 2020)	<p>This proposal is located within the response area of Fire Station 102. At present average travel times to emergencies in this area of the City is 4 minutes based on normal traffic and weather conditions. We have no concerns regarding response times.</p> <p>As there are no water mains installed in this area we could not assess the potential flow for this new development. Confirmation from the Region of Peel will be required indicating the proposed water main system for this area will be adequate for this proposal.</p> <p>Mississauga Bylaw 1036-81 (fire access routes) is applicable to this development. This bylaw regulates the location of the fire access route with respect to exposure to, and distance from the various proposed structures. Additionally, it limits the unobstructed travel distance for a fire fighter from the edge of the fire route to the main entrance to every dwelling unit.</p> <p>Unless drawings can be provided showing greater detail of the various proposed building types (height, location, configuration, etc) and the locations of the fire access routes, we will not be able to comment on whether the requirements of By-Law 1036-81 can be met throughout the development. If this is the case, compliance with By-Law 1036-81 will be assessed at the time of site plan approval.</p>
Bell (April 5, 2019)	<p>The Owner shall indicate in an Agreement, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the proponent shall be responsible for the relocation of such facilities or easement.</p>

Agency / Comment Date	Comments
	<p>Developer to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development. Bell Canada is Ontario's principal telecommunications infrastructure provider developing and maintaining an essential public service. It is incumbent upon the Municipality and the Developer to ensure that the development is serviced with communication/telecommunication infrastructure. The 2014 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).</p> <p>The Developer is hereby advised that prior to commencing any work, they must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure.</p> <p>If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative communication/telecommunication will be provided to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services.</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"> - Rogers Cable - Canada Post - Alectra Utilities - Metrolinx - GTAA - Peel Regional Police - Enbridge Gas
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Hydro One Networks - CN Rail - Trillium Health Partners - Conseil Scolaire de District Catholique Centre-Sud - Conseil Scolaire Viamonde

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

- Are the proposed zoning by-law exception standards appropriate and do they capture the intended heights, densities and desired built form?
- How does the expected traffic correspond to the Lakeshore Connecting Community Master Plan?
- How will an elementary school site be accommodated?
- How will affordable housing be incorporated?
- Is the amount of commercial proposed suitable for the new

community?

- Can a suitable alternate site be found for the Parks Depot in Lakefront Promenade Park in order to allow Lakefront Promenade Road to be realigned?
- What measures will be taken to appropriately realign Serson Creek?
- Has air quality and odour been addressed?
- Are appropriate urban design guidelines being implemented?
- Has enough parking been provided for the commercial uses and where will it be located?
- Have the layouts and structures been designed to allow pedestrian permeability?
- How will sustainable technologies form part of the proposal?
- Has there been an adequate amount of employment programmed into the plan and is it achieving a 2:1 population to employment ratio?
- When will the 67 acres of waterfront dedication come to the City and what area will it include?

Development Requirements

There are engineering matters including: 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 applications for site plan approval.

9. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.