

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

**Owner: Peel Housing Corporation**

**958-960 East Avenue**

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## 1. Site History

- November 2, 1966 - building permit application submitted to permit a two-storey residential development on the subject property
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The majority of the subject lands were zoned **RM9** (Horizontal Multiple Dwellings) which permitted horizontal multiple dwellings. A small triangular parcel of land at the southeast corner of the site, part of the former Byngmount Beach school site, was zoned **R3** (Detached Dwellings – Typical Lots) which permits detached dwellings as well as schools and essential emergency services
- November 14, 2012 – Mississauga Official Plan came into force which designated the majority of the lands **Mixed Use** and a small corner of the site as **Residential Low Density II**, in the Lakeview Neighbourhood Character Area
- June 24, 2015 – Council approved, as part of a larger south Mississauga review concerning detached dwellings, city initiated zoning amendments which rezoned the southeast corner of the site from **R3** (Detached Dwellings) to **R3-75** (Detached Dwellings – Exception) and established a maximum height for a flat roof of 7.5 m (24.6 ft.) and then later established a maximum height – highest ridge sloped roof of 9.5 m (31.2 ft.) along with maximum height of eaves and dwelling depth requirements.
- 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 transportation and urban form. The LAP also included Built Form Standards as an appendix.
- February 15, 2019 – The Local Planning Appeal Tribunal approved a City initiated amendment that changed the zoning from **RM9** (Horizontal Multiple Dwellings) to **RM8-14** (Back to Back and/or Stacked Townhouses – Exception). The zoning reflected a reorganization of zoning categories and did not affect any land use regulations on the property.
- July 30, 2020 – Joint federal-provincial funding announced an affordable housing project consisting of 151 units on the property.

## 2. Site and Neighbourhood Context

### Site Information

The subject property is located at the southwest corner of Lakeshore Road East and East Avenue, within the Lakeview Neighbourhood Character Area. The site is relatively flat and is currently occupied by two vacant residential rental buildings that are two storeys in height and contain a total of 30 bachelor and one bedroom units, along with surface parking and outdoor amenity space. These buildings were operated by the Peel Housing Corporation.



Existing Conditions – facing south from Lakeshore Road East

Property Size and Use	
Frontage:	136 m (447 ft.)
Depth:	64 m (210 ft.)
Gross Lot Area:	.78 ha (1.9 ac.)
Existing Use:	Vacant townhouse complex

The site is encumbered by a number of municipal and regional easements that require building setbacks and restrict development. The largest easement is located on the western side of the property, and is necessary to provide servicing infrastructure to the water treatment plant.

In order to accommodate the proposed development, Peel Housing Corporation will acquire a small triangular parcel of land from the Region of Peel at the southeast corner of the site. In addition, a small parcel of land at the southwest corner of the site, will be transferred to the City to accommodate any future multi-modal connection between Byngmount Avenue

and East Avenue. Both of these land parcels have been incorporated into the development application.

The Region of Peel will also grant an easement along the southern border of the site, over lands associated with the paramedic station, in order to allow permanent access to the proposed development.



Easements restrict the developable area on the site. Land transfers with Region & City are required along southern property limits.

### Surrounding Land Uses

The surrounding area contains a range of land uses, including: low density residential dwellings, commercial and mixed-uses along Lakeshore Road East, industrial buildings that were part

of the former Lakeview Industrial Area, municipal infrastructure including the Lakeview Water Treatment Plant and Region of Peel Paramedic Centre as well as parkland such as the Lakeview Promenade park.

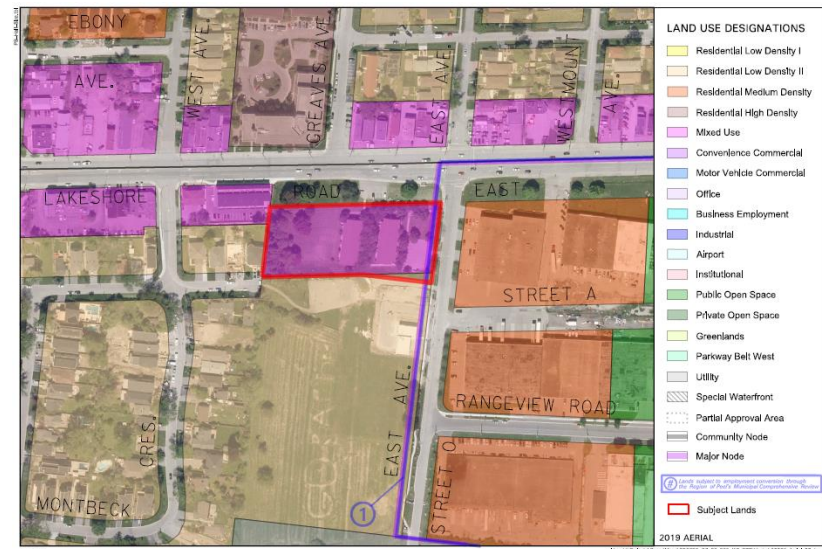
The surrounding land uses are:

**North:** A 5 storey rental apartment building at the northwest corner of Lakeshore Road East and Greaves Avenue. There are also a number of 2 storey mixed-use buildings, typically with ground floor commercial uses and residential uses on the second floor, and 1 storey automotive commercial buildings.

**East:** One storey buildings currently accommodating employment uses. These properties were redesignated in 2018 to permit residential medium density uses with a maximum height of 8 storeys fronting Lakeshore Road and taller buildings behind of 9-15 storeys.

**South:** Region of Peel Paramedic Centre, and the Lakeview Water Treatment Plant.

**West:** Detached homes fronting Byngmount Avenue and a 3 storey mixed residential and commercial building fronting Lakeshore Road East.



Aerial Photo of 958-960 East Avenue with  
current Official Plan designation overlay

### The Neighbourhood Context

The subject property is located on the eastern edge of an established residential neighbourhood characterized by detached homes that were initially built in the 1940s but has been experiencing considerable renovations and rebuilding in recent years.

The subject property is located on the western edge of the Lakeview Waterfront Major Node which is planned as a mixed use community with residential uses, open spaces, cultural and recreational amenities and employment opportunities. Existing businesses along Lakeshore Road East and Rangeview Road currently remain as they are subject to employment conversion through the Region of Peel's

Municipal Comprehensive Review. Planning for the remaining lands within the Major Node is primarily being addressed through development applications submitted by Lakeview Community Partners.

The subject property is within the Lakeshore Corridor as identified in the local area plan. Development along Lakeshore Road East has evolved over time and reflects different building heights, setbacks, landscaping, land uses and parking requirements. Lakeshore Road is identified as a Corridor in the Mississauga Official Plan (MOP) Urban System and as Higher Order Transit Corridor in the MOP Long Term Transit Network.

### **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% (source CMHC).

### **Other Development Applications**

In the general vicinity of the subject property the following development application is being processed:

- SP 18/110 - northeast corner of Lakeshore Road East and Westmount Avenue. A site plan application is under review for a 4 storey building with ground floor commercial uses and 12 residential units.

Within the broader area the following larger development applications are in process or were recently approved:

- OZ 20/018 – northeast corner of Lakeshore Road East and Dixie Road. Official plan amendment and rezoning applications were recently submitted to permit a residential condominium building with a height of 8 to 15 storeys, containing 242 units with 3 levels of underground parking and ground floor commercial space
- OZ 18/009 – northwest corner of Lakeshore Road and Dixie Road. Official plan amendment and rezoning applications were approved by the Planning and Development Committee in December 2019 for a residential development containing 397 units in buildings ranging from 4 to 12 storeys with ground floor commercial uses.
- OZ 19/003 – redevelopment of the Ontario Power Generating site. Official plan amendment and rezoning applications are under review to create a mixed use community including 8,050 residential units and commercial, employment, institutional and park uses.
- OZ 20/009 – southwest corner of Lakeshore Road East



and Enola Avenue. Official Plan amendment and rezoning applications are under review to permit a residential condominium building with a height of 12 storeys, containing 195 units with ground floor commercial uses.

- SP 19/068 – northwest corner of Lakeshore Road East and Enola Avenue. A site plan application is under review for a 4 storey rental apartment building consisting of 68 residential units with 586 m<sup>2</sup> (6,300 ft<sup>2</sup>) of ground floor commercial uses.

### Community and Transportation Services

This application will have minimal impact on existing services in the community. The area is well served by City of Mississauga parks such as AE Crooks Park and Douglas Kennedy Park, all of which are within approximately a half kilometer (1,640 ft.) radius of the subject property. The following MiWay bus routes currently service the subject property:

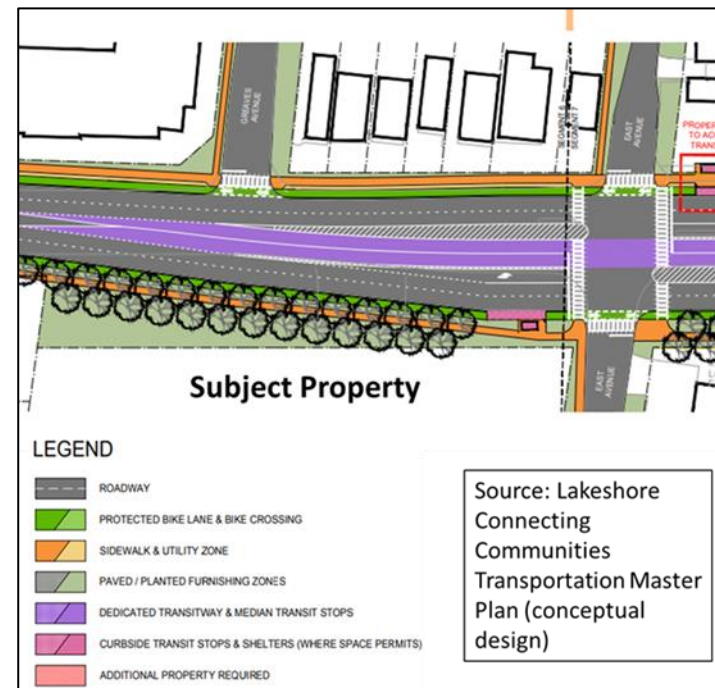
- Route 5 – running north/south along Ogden Avenue, some 700 m (2,300 ft.) to the east of the subject property, this route provides access to the Mississauga BRT.
- Route 23 – running east/west along Lakeshore Road East, in front of the subject property, this route provides access to the Long Branch GO station and the Port Credit GO Station and Hurontario LRT.

Existing bus stops are located on the south side of Lakeshore Road East adjacent to the subject property at East Avenue and on the north side of Lakeshore Road East at Greaves Avenue.

### Lakeshore Road Transportation Master Plan

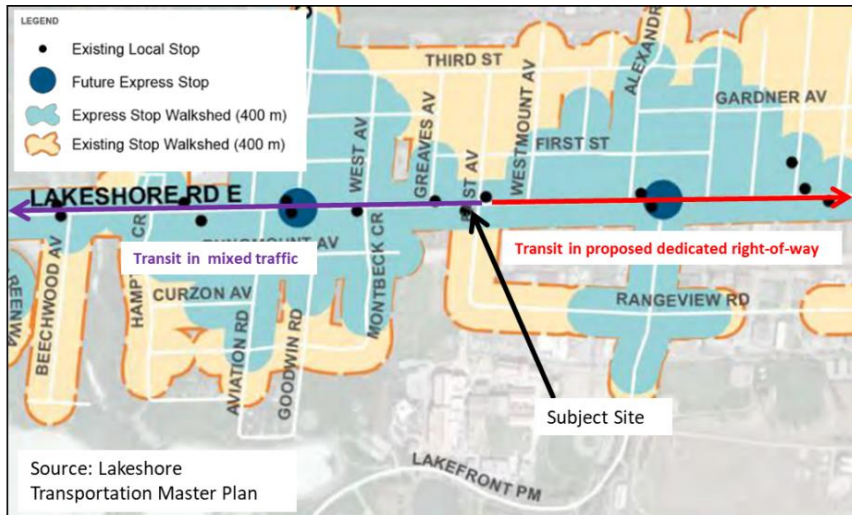
The Lakeshore Connecting Communities Transportation Master Plan, which was endorsed by Council in June 2019, recommended as part of a Phase 2 implementation strategy that express buses in exclusive lanes be developed between East Avenue and the Etobicoke Creek.

The express bus service is to transition into mixed transit in front of the subject property. Land within the City owned right-of-way in front of the subject property could also accommodate a protected bike lane, sidewalk, paved/planted furniture zone including a potential double row of trees.



The conceptual location for the express service transit stop, where transit has an exclusive lane, is at Lakefront Promenade. The proposed stop is approximately 400 m (1,312 ft.) to the east of the subject property and is within the typical benchmark distance that is often used to determine a Major Transit Station Area.

The City is currently initiating the next step in the process of implementing the Master Plan and is undertaking a Transit Project Assessment Process / Environmental Assessment and Preliminary Design.



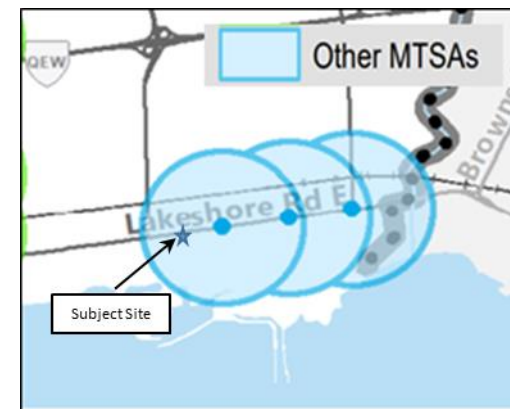
The subject property is in close proximity to proposed higher order transit (bus in a proposed dedicated right-of-way)

### Major Transit Station Area Assessment

The Provincial Growth Plan introduced new direction to align transit investment and land use planning by directing transit-

supportive densities to Major Transit Station Areas (MTSA), particularly those on transit priority corridors.

MTSAs include land around any existing or planned higher order transit station or stop within a settlement area. They are defined in the Growth Plan as the area within an approximate 500 to 800 m (1,640 to 2,625 ft.) radius of a transit station, representing about a 10 minute walk.



The subject property is within a radius of 800 m (2,625 ft.) of the most westerly MTSA proposed at Lakeshore Road East and Lakefront Promenade.

Although Lakeshore Road East is not identified as a priority transit corridor in the Growth Plan, it is planned to accommodate higher order transit (bus service in a dedicated right-of-way) from East Avenue to the City of Toronto border. The proposed transit stop at Lakefront Promenade and surrounding area (including the subject site) are expected to be within an MTSA as per the draft Region of Peel MTSA boundaries.

The Region is in the process of developing MTSA policies that will be implemented subject to Provincial approval. Once approved, the City will conform to these policies by preparing its own detailed policies through amendments to the MOP.

### Design Charrette and Associated Studies

The Region of Peel originally acquired the Byngmount Beach Public School property for future water plant expansion; however, due to the size of the property, opportunities for additional uses were identified (e.g. paramedic station, affordable housing).

On July 3, 2014, Regional Council received a report entitled “Byngmount Beach Property Redevelopment”, which referenced a study prepared by MHBC Planning that reviewed redevelopment options for the site. As part of the work program the consultant facilitated a community charrette on April 5, 2014. The main ideas / comments included:

- Preservation of green spaces
- Access to the waterfront
- Low to mid-rise development to protect views to the lake
- Provision of affordable housing

The MHBC report assessed two concepts which both included a stand alone paramedic station. Concept 1 was a lower density option that included 104 units in a 3 storey building and 136 units in a mixed-use 4 storey building. Concept 2 had a higher density consisting of 163 units in a 4 storey building and 286 units in a mixed-use 6 storey building. The consultants identified Concept 2 as the optimal development

option for the site.

In September 2017, the Board of Directors for the Peel Housing Corporation received a report entitled “Redevelopment of 958/960 East Avenue” which referenced a study prepared by MHBC that undertook additional analysis and evaluated three options including a preliminary financial analysis.



The analysis identified Option 1: One mid-rise building of 5 to 7 storeys, with 156 apartment units and 157 surface parking spaces as the preferred option.

The current development application’s proposed height and massing is similar to Option 1, however, some of the surface parking has been removed (i.e. spaces originally proposed behind the Region of Peel Paramedic Centre), and are replaced with underground parking beneath the apartment building. In addition, the study noted that the short-term retail demand for the site was considered to be minimal in 2014.



### 3. Project Details

The applications are to amend the official plan and zoning by-law to permit a 7 storey rental apartment building containing 151 units, with a stepback at the 5<sup>th</sup> floor. The building will be owned and operated by Peel Housing Corporation.

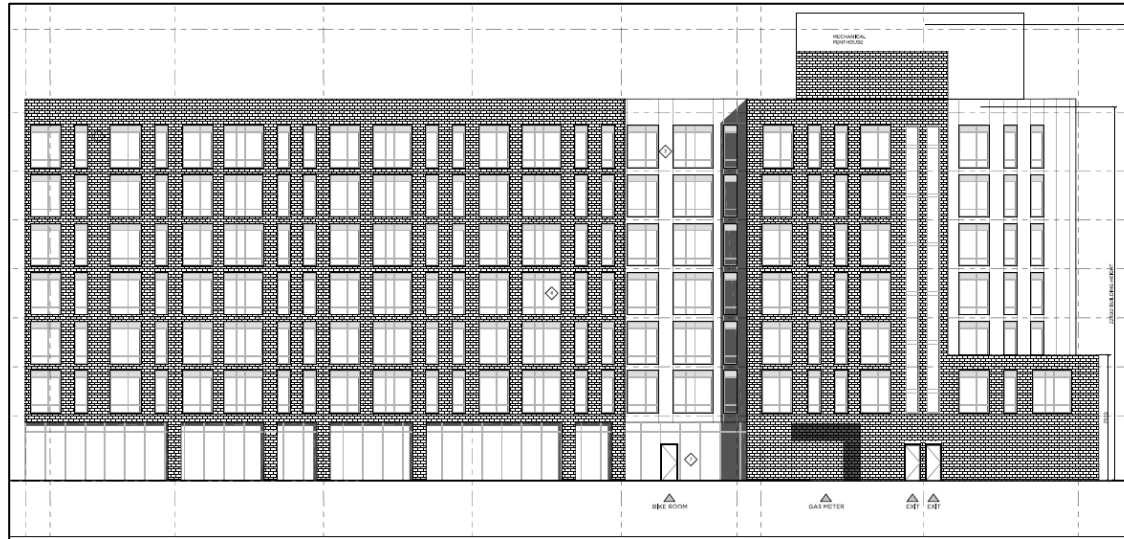
Development Proposal		
Applications submitted:	Received: May 12, 2020 Deemed complete: June 22, 2020	
Developer/ Owner:	Peel Housing Corporation	
Applicant:	Glen Schnarr & Associates Inc.	
Number of units:	151 units	
Proposed Gross Floor Area:	13 310 m <sup>2</sup> (143,272 ft <sup>2</sup> )	
Height:	7 storeys / 22.5 m (73.8 ft.) Step back at 5 <sup>th</sup> storey of 1.5 m (4.9 ft.)	
.Floor Space Index:	1.8	
Landscaped Area:	30 %	
Anticipated Population:	331* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	195	119
visitor spaces	<u>30</u>	<u>38</u>
Total	225	157
Green Initiatives:	<ul style="list-style-type: none"> <li>• Green roof</li> <li>• Permeable pavers</li> </ul>	

### Supporting Studies and Plans

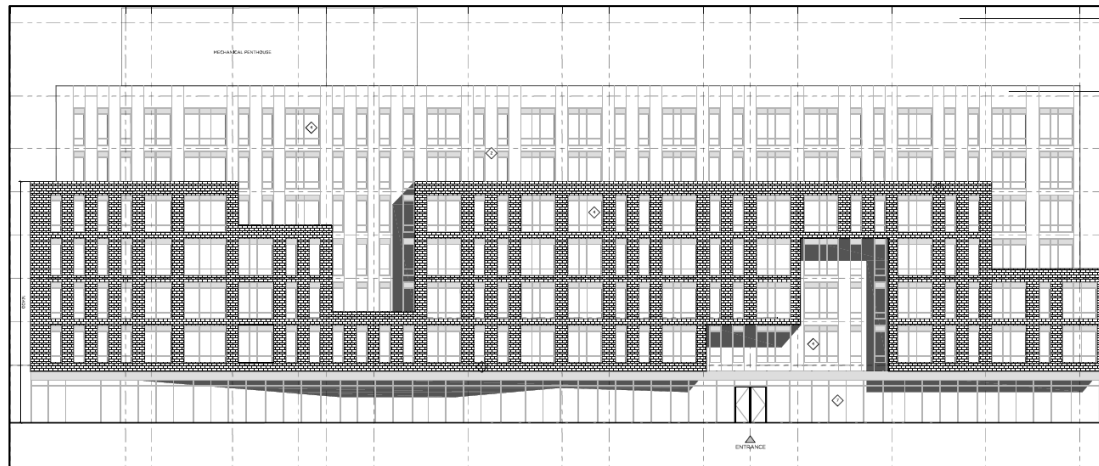
The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Survey
- Context Plan
- Concept Site Plan
- Floor & Roof Plans
- Building Elevations
- Cross Sections
- Site Servicing and Grading
- Site Servicing Sections
- Noise Impact Study
- Pedestrian Wind Assessment
- Shadow Impact Analysis
- Arborist Report
- Tree Protection Plan & Notes
- Environmental Impact Study
- Planning Justification Report
- Transportation Study
- Functional Servicing and Stormwater Management Report
- Environmental Site Assessment (Phase I & II)
- Parcel Registry Document
- Existing and Draft Reference Plans
- Draft Official Plan & Zoning Amendments





South Building Elevation



North Building Elevation



East Building Elevation



West Building Elevation



Applicant's Rendering  
(Looking Southwest from intersection of Lakeshore Road East and East Avenue)



## 4. Land Use Policies, Regulations & Amendments

### Mississauga Official Plan

#### Existing Designation

The majority of the site is designated **Mixed Use** and a small triangular parcel of land located at the southeast corner of the site is designated **Residential Low Density II**.

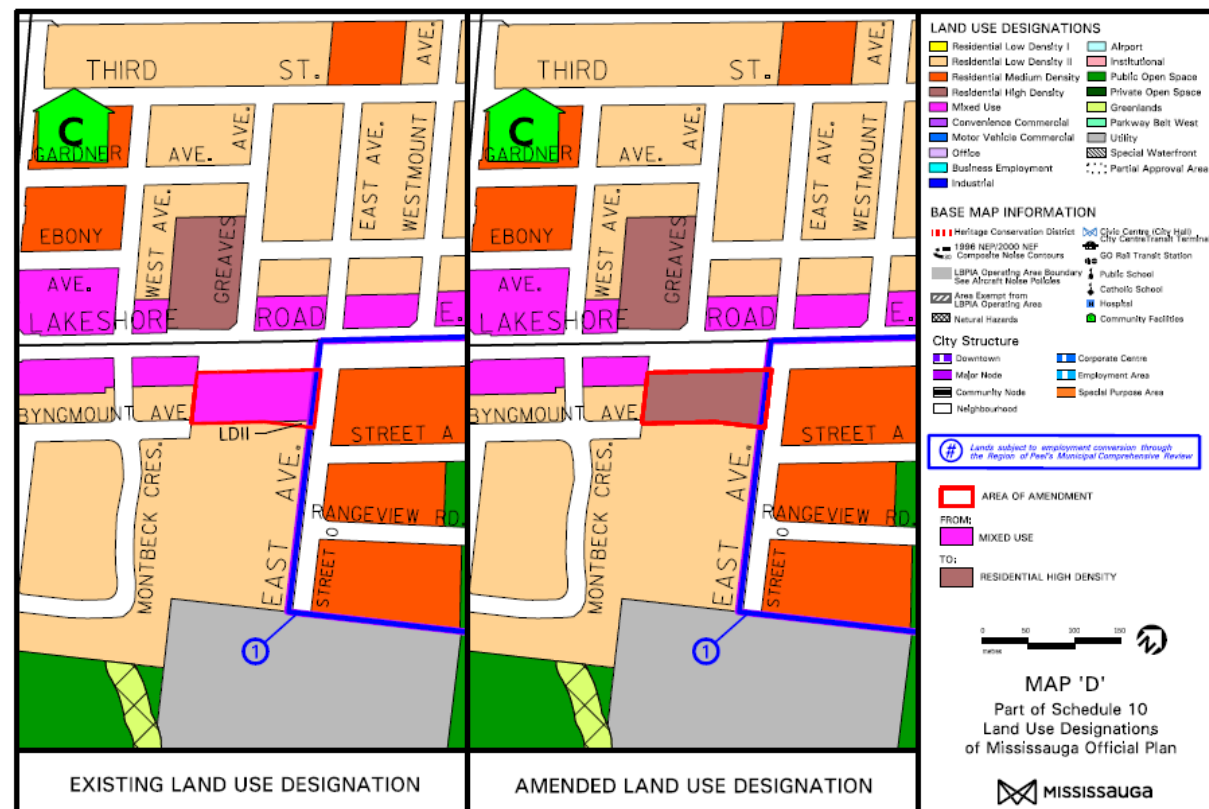
#### Proposed Designation

The **Residential High Density** designation is proposed to allow an apartment building. A maximum height of 7 storeys is proposed for the site on Map 3 Lakeview Local Area Plan Height Limits.

Identification of the site as being part of the Green System is to be removed on Schedule 1 Urban System, and Schedule 1A Green System. Identification of the site as being an Educational Facility is to be removed on Schedule 4 Parks and Open Space. These amendments are required to provide clarity and reflect existing and proposed development on the property.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report. Detailed information regarding relevant Official Plan policies are found in Section 5.

#### Excerpt of Lakeview Neighbourhood Character Area Land Use



**Mississauga Zoning By-law****Existing Zoning**

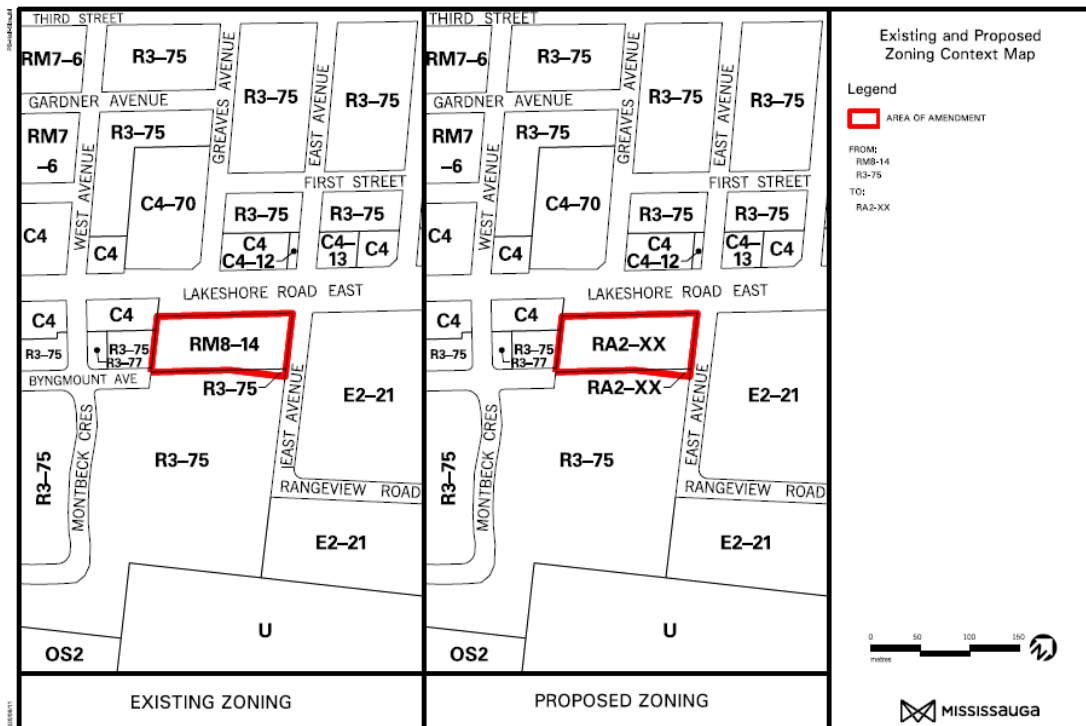
The majority of the site is currently zoned **RM8-14** (Back to Back and/or Stacked Townhouses – Exception), which permits back to back and/or stacked townhouses with additional regulations pertaining to form and location of the building on the lot.

A small parcel of land at the southeast corner of the site is currently zoned **R3-75** (Detached Dwellings – Typical Lots – Exception), which permits detached dwellings subject to additional regulations pertaining to infill development. Essential Emergency Services (e.g. existing paramedic station) are also permitted in this zone.

**Proposed Zoning**

The applicant is proposing to rezone the entire site to **RA2 – Exception** (Apartments - Exception) to permit the proposed apartment building.

Through the processing of the applications, staff may recommend a more appropriate zone category to reflect the proposed development in the Recommendation Report.



**Proposed Zoning Regulations**

<b>Zone Regulations <sup>(1)</sup></b>	<b>RA2 Zone Regulations</b>	<b>Proposed Amended RA2-Exception Zone Regulations</b>
Minimum <b>front yard</b> , abutting East Avenue	9.5 m (31.2 ft.)	3.0 m (9.8 ft.)
Minimum <b>exterior side yard</b> , abutting Lakeshore Road East	9.5 m (31.2 ft.)	7.5 m (24.6 ft.)
Minimum <b>interior side yard</b> , abutting a zone permitting detached dwellings <sup>(2)</sup>	25.5 m (83.7 ft.)	1.0 m (3.3 ft.)
Resident <b>parking space</b> ratio (note: visitor parking spaces are calculated separately)	1.18 resident spaces per one-bedroom unit 1.36 resident spaces per two-bedroom unit 1.50 resident spaces per three-bedroom unit	0.78 spaces per unit
Minimum setback from a <b>parking structure</b> completely below finished grade, inclusive of external access stairwells to any <b>lot line</b>	3.0 m (9.8 ft.)	1.0 m (3.3 ft.)
Minimum <b>landscaped area</b>	40%	30%
Minimum depth of a <b>landscaped buffer</b> abutting a lot that is a <b>street line</b> (i.e. East Avenue)	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Minimum depth of a <b>landscaped buffer</b> abutting a lot line that is abutting lands with an a Residential Zone <sup>(2)</sup>	4.5 m (14.8 ft.)	1.0 m (3.3 ft.)
Minimum aisle width within a <b>parking structure</b>	7.0 m (23.0 ft.)	6.0 m (19.7 ft.)
Minimum setback from surface <b>parking spaces</b> or <b>aisles</b> to a <b>street line</b> <sup>(3)</sup>	4.5 m (14.8 ft.)	Not apply
<sup>(1)</sup> The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. Only RA2 zoning regulations that the applicant has proposed amending have been identified. <sup>(2)</sup> Although abutting use is a paramedic station, it is zoned R3-75 which permits detached dwellings and this regulation therefore applies <sup>(3)</sup> This regulation is proposed in the event that Byngmount Drive is extended adjacent to the site and associated surface parking.		

## 5. Summary of Applicable Policies

The *Planning Act* requires that the 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 and in some cases have been paraphrased. 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), 2020</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 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);</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 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> <p>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)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Planning authorities shall facilitate housing options required to meet the social,</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>health, economic well-being including special needs requirements (PPS 1.4.3 b.)</p> <p>Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (PPS 1.5.1 a)</p> <p>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (PPS 1.6.7.4)</p>
<p><b><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan), August 2020</i></b></p>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>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 identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas and will encourage intensification generally throughout the delineated built up area (Growth Plan 2.2.2.3);</p> <p>Although the subject lands are not located on a priority transit corridor (i.e. not identified on Schedule 5) they are within a major transit station area. The</p>



Policy Document	Legislative Authority/Applicability	Key Policies
		<p>Growth Plan indicates that for all major transit station areas, development will be supported, where appropriate, by: a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels; b) fostering collaboration between public and private sectors, such as joint development projects; c) providing alternative development standards, such as reduced parking standards; and d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities. (Growth Plan 2.2.4.9).</p> <p>Municipalities will support the achievement of complete communities by considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify their overall housing stock across the municipality (Growth Plan 2.2.6.2).</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>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications.</p> <p>The proposed development applications were circulated to the Region who has advised that in its current state, the application meets the requirements for exemption from Regional Approval and a Regional Official Plan Amendment is not required. 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> <p>The majority of relevant policies are found in Sections 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>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>General intensification objectives include achieving compact and efficient forms, optimize existing infrastructure, intensify underutilized lands, reduce dependence on the automobile, achieve a diverse and compatible mix of land uses (ROP 5.5.3.1.1 to 5.5.3.1.8)</p> <p>Intensification is to be facilitated and accommodated within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area (ROP 5.5.3.2.2, 5.5.3.2.3)</p> <p>Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of affordable housing affordable to all households, including low and moderate income household (ROP 5.8.2.3)</p> <p>Support the initiatives of the area municipalities in the construction and retention of rental housing (ROP 5.8.2.5)</p> <p>Encourage community agencies and landowners of suitably sized sites to develop affordable housing (ROP 5.8.3.2.12)</p> <p>Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit services (ROP 5.9.5.2.10)</p> <p>Encourage area municipalities to promote land uses which foster and support the use of active transportation (ROP 5.9.10.2.4)</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, 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 Provincial Policy Statement 2019 and Amendment No. 1 (2020)

The subject property is located within approximately 500 m (0.31 miles) radius of a potential Major Transit Station Area (MTSA) proposed at Lakeshore Road East and Lakefront Promenade. The Region of Peel is currently studying all Major Transit Station Areas to determine appropriate boundaries and ensure land uses and built form are appropriate. Until then, the current MOP policies in effect continue to apply and will be used to review development proposals.

The lands are located within the Lakeview Neighbourhood and

are designated **Mixed Use**. The **Mixed Use** designation permits a range of commercial and service uses. Residential uses are permitted if they are combined with other permitted uses. Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation.

The applicant is proposing to change the designation to **Residential High Density** to permit an apartment building. The applicant will need to demonstrate consistency with the intent of MOP and shall have regard for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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
<b>Chapter 4 Vision</b>	Section 4.4.3 Section 4.4.6 Section 4.4.7 Section 4.5	Mississauga Official Plan subscribes to key guiding principles, including preserving the character and livability of communities, providing a range of housing and the creation of distinct and vibrant communities. Mississauga Official Plan policies implement the guiding principles.
<b>Chapter 5 Direct Growth</b>	Section 5.1.2 Section 5.1.3 Section 5.1.4 Section 5.1.6 Section 5.1.7 Section 5.1.9 Section 5.3 Section 5.3.5 Section 5.3.5.1 Section 5.3.5.2	Mississauga will ensure there is adequate land capacity to accommodate growth that will be directed to appropriate locations with most of the growth directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.  Mississauga will protect and conserve the character of stable residential Neighbourhoods.  New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and

	<b>Specific Policies</b>	<b>General Intent</b>
	Section 5.3.5.3 Section 5.3.5.4 Section 5.3.5.5 Section 5.3.5.6 Section 5.4.4 Section 5.4.5 Section 5.4.7	<p>employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</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.</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas</p> <p>Where higher density uses are proposed, they should be located along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>Redevelopment of Mixed Use sites that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained after redevelopment.</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.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</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.</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.</p>
<b>Chapter 6 Value The Environment</b>	Section 6.10.3	As intensification occurs, road noise will increasingly be of concern. Careful attention must be paid to site planning and building design techniques to mitigate noise levels consistent with an urban environment. A detailed noise impact study will be required.
<b>Chapter 7 Complete Communities</b>	Section 7.1.1 Section 7.1.3 a Section 7.1.6 Section 7.2 Section 7.2.2 Section 7.2.3	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;

	<b>Specific Policies</b>	<b>General Intent</b>
	Section 7.2.6 Section 7.2.7 a and b Section 7.2.8 Section 7.2.10	<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.</p> <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. Mississauga will consider the contribution that can be made to current housing needs by housing programs of other levels of government and will seek to maximize the use of those programs that meet the City's housing objectives.</p> <p>Mississauga will directly assist all levels of government in the provision of rental housing by: a. supporting the efforts of the Region and other local not for profit housing organizations in providing low and moderate income rental housing and accommodation for those with special needs; b. assisting the development of new rental units through the promotion of, and participation in, programs aimed at producing rental housing.</p> <p>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged. Mississauga will encourage the Region to provide social housing in appropriate locations to meet the needs of the local population.</p>
<b>Chapter 8 Create a Multi-Modal City</b>	8.2.2.3 8.2.2.5 8.4.3 8.5	<p>Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city.</p> <p>Additional roads may be identified during the review of development applications and through the local area review process.</p> <p>Consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage and encouraging the use of transit. Mississauga will encourage Transportation Demand Management strategies.</p>
<b>Chapter 9 Build A Desirable Urban Form - Introduction</b>	Section 9.1 Section 9.1.1 Section 9.1.3 Section 9.1.5 Section 9.1.9 Section 9.1.10 Section 9.1.11 Section 9.1.15	<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.</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.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</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>



	Specific Policies	General Intent
		<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.</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 excellence.</p> <p>A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces</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</p>
<b>Chapter 9</b> <b>Build A Desirable Urban Form – Intensification Areas</b> <i>Note: The Lakeview Local Area Plan - Desirable Urban Form Section includes policy 10.2.10, which states the Intensification Areas policies of the Plan will apply to development within the Core Area of the Lakeshore Corridor (which includes the subject lands)</i>	Section 9.2.1.1 Section 9.2.1.4 Section 9.2.1.7 Section 9.2.1.8 Section 9.2.1.9 Section 9.2.1.10 Section 9.2.1.11 Section 9.2.1.12 Section 9.2.1.13 Section 9.2.1.14 Section 9.2.1.15 Section 9.2.1.16 Section 9.2.1.17 Section 9.2.1.19 Section 9.2.1.21 Section 9.2.1.22 Section 9.2.1.23 Section 9.2.1.24 Section 9.2.1.25 Section 9.2.1.26 Section 9.2.1.28 Section 9.2.1.29 Section 9.2.1.30 Section 9.2.1.31 Section 9.2.1.32 Section 9.2.1.34 Section 9.2.1.35	<p>Development will create distinctive places and locales.</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> <p>Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas. Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.</p> <p>Appropriate height and built form transitions will be required between sites and their surrounding areas.</p> <p>Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings. The public realm and the development interface with the public realm will be held to the highest design standards. Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive. Development will be designed to support and incorporate pedestrian and cycling connections. Active uses will be required on principal streets with direct access to the public sidewalk.</p> <p>Development will face the street. Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections. For non-residential uses, at grade windows will be</p>

	<b>Specific Policies</b>	<b>General Intent</b>
	Section 9.2.1.36 Section 9.2.1.37	<p>required facing major streets and must be transparent.</p> <p>Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired. Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.</p> <p>Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk. Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.</p> <p>Development will utilize streetscape design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces. Buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation. Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed.</p> <p>Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses.</p>
<b>Chapter 9</b> <b>Build A Desirable Urban Form – Non-Intensification Areas</b>  <i><b>Note: Although the Lakeview Local Area Plan, includes policy 10.2.10 which states that the Intensification Areas policies of the Plan will apply to the subject site, given the property is located within a Neighbourhood element of the City Structure (where intensification is not to be the focus) these policies have been</b></i>	Section 9.2.2 Section 9.2.2.1 Section 9.2.2.2 Section 9.2.2.3 Section 9.2.2.6	<p>Where increases in density are considered in Neighbourhoods they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.</p> <p>Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.</p> <p>Tall buildings will generally not be permitted.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will: a. respect existing lotting patterns; b. respect the continuity of front, rear and side yard setbacks; c. respect the scale and character of the surrounding area; d. minimize overshadowing and overlook on adjacent neighbours; e. incorporate stormwater best management practices; f. preserve mature high quality trees and ensure replacement of the tree canopy; and g. be designed to respect the existing scale, massing, character and grades of the surrounding area.</p> <p>Development on Corridors will be encouraged to: a. assemble small land parcels to create efficient development parcels; b. face the street, except where predominate development patterns dictate otherwise; c. not locate parking between the building and the street; d. site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall; e. provide entrances and transparent windows facing the street for non-residential uses; f. support transit and</p>

	Specific Policies	General Intent
<i>noted in order to provide general policy context</i>		active transportation modes; g. consolidate access points and encourage shared parking, service areas and driveway entrances; and h. provide concept plans that show how the site can be developed with surrounding lands.
<b>Chapter 9 Build A Desirable Urban Form – Additional Policies</b>	Section 9.2.3.2 Section 9.3.1.4 Section 9.3.1.7 Section 9.3.1.8 Section 9.3.1.9 Section 9.4.1.3 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.3 Section 9.5.1.5 Section 9.5.1.9 Section 9.5.1.11 Section 9.5.1.12 Section 9.5.2.2 Section 9.5.2.4 Section 9.5.2.5 Section 9.5.2.11 Section 9.5.2.12 Section 9.5.3.2 Section 9.5.3.3 Section 9.5.3.4 Section 9.5.3.6 Section 9.5.3.7 Section 9.5.3.8 Section 9.5.3.17 Section 9.5.4.4 Section 9.5.4.5 Section 9.5.5.1 Section 9.5.6.1	<p>All development will utilize sustainable design practices</p> <p>Development will be designed to achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible</p> <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. The design of developments at intersections and along major streets should be of a highly attractive urban quality, recognizing that streets are important civic spaces and linkages.</p> <p>Development and elements within the public realm will be designed to provide continuity of the streetscape and minimize visual clutter.</p> <p>Development will support transit and active transportation by: a. locating buildings at the street edge, where appropriate; b. requiring front doors that open to the public street; c. ensuring active/animated building façades and high quality architecture; d. ensuring buildings respect the scale of the street; e. ensuring appropriate massing for the context; f. providing pedestrian safety and comfort; and g. providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: d. street and block patterns; e. the size and configuration of properties along a street, including lot frontages and areas; f. continuity and enhancement of streetscapes; g. the size and distribution of building mass and height; h. front, side and rear yards; i. the orientation of buildings, structures and landscapes on a property; j. views, sunlight and wind conditions; k. the local vernacular and architectural character as represented by the rhythm, textures and building materials; l. privacy and overlook; and m. the function and use of buildings, structures and landscapes</p> <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses</p>

	Specific Policies	General Intent
		<p>and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare.</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by: a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe; b. fronting walkways and sidewalks with doors and windows and having visible active uses inside; c. avoiding blank walls facing pedestrian areas; and d. providing opportunities for weather protection, including awnings and trees.</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.</p> <p>Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces by providing: a. street trees and landscaping, and relocating utilities, if required; b. lighting; c. weather protection elements; d. screening of parking areas; e. bicycle parking; f. public art; and g. street furniture.</p> <p>Site development will be required to: a. incorporate stormwater best management practices; b. provide enhanced streetscape; c. provide landscaping that complements the public realm; d. include the use of native non-invasive plant material; e. protect and enhance habitat; f. preserve significant trees on public and private lands; g. incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; and h. provide landscaping that beautifies the site and complements the building form.</p> <p>Heating, venting and air conditioning equipment and mechanical/utility functions will be located away from the public realm and not be visible from public view.</p> <p>Buildings must clearly address the street with principal doors and fenestrations facing the street in order to: a. ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk; b. provide strong pedestrian connections and landscape treatments that link the buildings to the street; and c. ensure public safety.</p> <p>Building façades should be articulated to include changes in materials, or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief. Principal building entrances should be covered with a canopy, awning, recess or similar</p>

	Specific Policies	General Intent
		<p>device to provide visual prominence and pedestrian weather protection.</p> <p>Street facing façades should have the highest design quality. Materials used for the front façade should be carried around the building where any façades are exposed to the public view at the side or rear. Buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.</p> <p>Buildings should avoid blank street wall conditions. Blank walls resulting from phased development, will require upgraded architectural treatment. Mechanical equipment vents and metering devices will be integrated into the building design.</p> <p>Along Corridors where an urban character is appropriate, buildings should be located close to and aligned with the street to enclose the street. Built form will relate to the width of the street right-of-way. Parking should be located underground, internal to the building or to the rear of buildings.</p> <p>Site layout, buildings and landscaping will be designed to promote natural surveillance and personal safety.</p>
<b>Chapter 10</b>	Section 10.4.3	Retail uses may be permitted within Neighbourhoods to provide retail uses convenient to the local residents. Character Area policies or local area plans will identify appropriate locations and types of uses.
<b>Chapter 11 General Land Use Designations</b>	Section 11.2.5.6 Section 11.2.6.1 Section 11.2.6.2 Section 11.2.6.3 Section 11.2.6.4 Section 11.2.6.5 Section 11.2.6.6	<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.</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 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.</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.</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.</p>



	Specific Policies	General Intent
		<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.</p> <p>Residential uses permitted within the Mixed Use designation will not include detached, semi-detached or duplex dwellings.</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.</p>
<b>Chapter 16 Neighbourhoods</b>	Section 16.1.1.1 Section 16.1.1.2	<p>For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.</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.</p>
<b>Chapter 19 Implementation</b>	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"> <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>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.</li> </ul>

**Relevant Lakeview Local Area Plan Policies**

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Chapter 1.0 How To Read The Plan</b>	Section 1.0	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.
<b>Chapter 5 Vision</b>	Section 5.1.2 Section 5.1.3 Section 5.2.2 Section 5.2.3	<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.</p>
<b>Chapter 6 Direct Growth</b>	Section 6.1.1 Section 6.1.2 Section 6.1.3 Section 6.2.1 Section 6.2.2 Section 6.2.3	Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites. Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types. Intensification will be sensitive to the existing character of the residential areas and planned context. Intensification will occur through infilling or redevelopment. Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses. 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.
<b>Chapter 7</b>	Section 7.2.2 Section 7.2.3	The City may require streetscape improvements along corridors to expand and enhance the urban forest canopy along the public right-of-ways. Improvements to the tree canopy along Lakeshore Road East will be a priority when undertaking streetscape improvements.
<b>Chapter 8 Complete Communities</b>	Section 8.1.2 Section 8.1.3	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.
<b>Chapter 9 Multi- Modal City</b>	Section 9.0 Section 9.2.2 Section 9.2.3 Section 9.2.5 Section 9.4.1	Future multi-modal connections may accommodate, where feasible, pedestrian and cycling routes, and/or vehicular routes. Improved connections to the network may be considered at some locations, including but are not limited to the following: a. Byngmount Avenue, east to Rangeview Road. When reviewing the appropriateness of potential road connections, the City will consider the volume and type of traffic that will be accommodated on the road.

	<b>Specific Policies</b>	<b>General Intent</b>
	Section 9.4.5 Section 9.4.7	<p>Development applications will be accompanied by transportation and traffic studies that will address, among other things, strategies for limiting impacts on the transportation network, where appropriate, including measures such as: • reduced parking standards; • transportation demand management; • transit oriented development; • pedestrian/cycling connections; and • access management plan.</p> <p>For development in the Lakeshore Corridor, parking is encouraged to locate below-grade, or at the rear of the site. Reduced parking requirements and maximum parking standards may be considered within the Lakeshore Corridor. The City will encourage Transportation Demand Management measures, where appropriate, in the Lakeshore Corridor and as a part of any significant redevelopment projects outside of the corridor.</p>
<b>Chapter 10 Desirable Urban Form</b>	Section 10.0 Section 10.2 Section 10.2.4 Section 10.2.5 Section 10.2.6 Section 10.2.7 Section 10.2.10 Section 10.3.5	<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. 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.</p> <p>Development will provide an appropriate streetscape treatment of the public realm that supports pedestrian activity and provides an attractive character to the street. This may include, among other things: a. landscaping and planting; b. street furnishings; c. public art; d. quality building materials; and e. building design elements and features including articulated rooflines such as parapets and towers.</p> <p>The Intensification Areas policies of the Plan will apply to development within the Core area. Criteria for apartment development will include, among other things: a. a minimum separation distance to ensure light and permeability; b. a maximum floor plate to ensure minimal impact on residential areas; and c. transition to adjacent lower built forms.</p>
<b>Chapter 12 Land Use Designations</b>	Section 12.3.1	Notwithstanding the Mixed Use policies of the Plan, the following policies apply to the Lakeshore Corridor Precinct – Core area: a. motor vehicle rental and motor vehicle sales is not permitted; and b. commercial uses will be required at grade.
<b>Maps</b>	Map 1 (Precincts) Map 2 (Road Network) Map 3 (Height Limits)	<p>Subject property is within the Lakeshore Corridor - Core area</p> <p>Byngmount Road potential extension identified as a Future Multi-modal Connection</p> <p>Subject property is identified as having a height limit of 2-4 storeys</p>
<b>Built Form Standards</b>	Introduction	The Built Form Standards are to be used during the design and review of development applications. This Standards demonstrates how the urban form policies in the Area Plan can be achieved. The Standards is not considered a part of

	Specific Policies	General Intent
		the Area Plan; The Standards are intended to provide further guidance of the policies in the Mississauga Official Plan and the Lakeview Local Area Plan. The Standards establish and illustrate general requirements to achieve a high quality urban form, site development and public realm.
<b>Built Form Standards – Lakeview Character Areas: Built Form Types</b>	Section 2.2.5.1 Section 2.2.5.2 Section 2.2.5.3 Section 2.2.5.4 Section 2.2.5.5	<p><b>Building Heights:</b> The maximum building height for any new high rise residential building in the Lakeview neighbourhood areas will be 14 storeys or 44.8 m.</p> <p><b>Building Separation Distances:</b> There are a number of higher built form apartments existing in the Lakeview area. They are characterized by large landscape areas and significant separation distances to ensure light and permeability. This concept should be continued for new developments. A building over 6 storeys or 20 m should have a minimum separation distance of 35 m to a building equivalent to, or greater than 6 storeys or 20 m</p> <p><b>Floor Plates:</b> A building between 7 storeys (23 m) and 14 storeys (38.6 m) will have a maximum floor plate of 1000 m<sup>2</sup>, including the balconies, to ensure minimal impact on adjacent low rise residential and to maintain sky views.</p> <p><b>Transition to Lower Forms:</b> Taller buildings should be sited and organized in a way that provides desirable transition to adjacent lower form buildings and open space to ensure appropriate spatial separation between buildings. Where a significant difference in scale exists between building heights, developments will be required to deploy transition strategies through massing and built-form to achieve a harmonious relationship between proposed and existing development, and/or adjacent open space.</p> <p>Appropriate transition can be achieved through various design methods. The larger the difference in scale the greater the need for transition. These may include:</p> <ol style="list-style-type: none"> <li>The use of an angular plane of 45 degrees from the closest property line of sites with lower scaled building or open space will be used to determine the minimum setback and height of a building within a development;</li> <li>To increase the building setback from a low rise development to ensure that the impact of the larger development is minimal; and</li> <li>The use of building step backs to ensure minimal impact from overshadowing and from a new building overwhelming the site.</li> </ol> <p>Each of these controls can vary according to the size of the development area, the planned intensity of the use, the context of the low scale development, and the street width.</p> <p>Impacts to sunlight, shade and sky views will also be considered and will adhere to the City's Urban Design Terms of Reference for Standards for Shadow Studies, June 2014. Shadow studies and wind studies will be required.</p>
<b>Built Form Standards – Lakeview Character Areas: Lakeshore Corridor Precinct</b>	Section 3.1 Section 3.2 Section 3.3 Section 3.4 Section 3.5 Section 3.6 Section 3.7 Section 3.8	<p>The principles of built form along Lakeshore Road East will include: i. A pedestrian oriented environment; ii. Closely spaced buildings fronting onto Lakeshore Road East; iii. Minimize access points; iv. No parking between the building and the street; v. Design that enhances a mainstreet retail environment; and vi. On-street parking along Lakeshore Road East where appropriate.</p> <p>The Core, which is described as the area from Seneca Avenue to Hydro Road. Retail will be required at grade fronting onto Lakeshore Road East. Buildings should be set back 0.6 m to 3.0 m</p> <p><b>Building Heights:</b> The corridor will be the focus of activity for Lakeview, combining a mix of uses including residential uses,</p>

	Specific Policies	General Intent
	Section 3.10	<p>cultural activities, shopping, dining, commerce and recreation. Development along Lakeshore Road East will be linear and maintain lower building forms to ensure that developments transition appropriately to the neighbourhood lands both north and south of Lakeshore Road East.</p> <p>The following criteria will apply to development in the Lakeshore Corridor Precinct: a. The minimum building height along Lakeshore Road East highlighted in blue will be 2 storeys and the maximum building height permitted is 4 storeys, however some sites will be permitted to have building heights of more than 4 storeys as shown on Schedule 2 of the Area Plan; b. Development along Lakeshore Road East will be close to the street and have a minimum setback of 0.6 m and a maximum setback of 3.0 m from the property line. The appropriate setback will be determined through an analysis of the public realm and streetscape treatments. Additional setbacks may be required to ensure an appropriate pedestrian realm can be accommodated due to the location of the utilities and right-of-way widths; c. Buildings fronting onto Lakeshore Road East should have a minimum of 90% of the building wall within 0.6 m to 3.0_m from the front property line; d. Building entrances will be located along Lakeshore Road East; e. Canopies, overhangs and signage will be designed so that they are located within the private property limits; f. Where residential buildings are permitted a minimum setback of 7.5 m from Lakeshore Road East will be required to ensure appropriate transition to Lakeshore Road East; and g. Buildings will transition down to stable residential areas (see Section 3.3 for details).</p> <p>Transition to Lower Built Form and Open Space: To ensure that residential properties have adequate light, view and privacy, a 45 degree angular plane will be required</p> <p>Rear Yard Landscape Buffer: A minimum of 4.5 m wide unobstructed landscape buffer will be required when a mixed use zone abuts a residential zone to screen buildings from adjacent residential properties. Utilities, walkways, amenity space and garbage areas will not be permitted in the 4.5 m landscape buffer.</p> <p>Pedestrian Realm/Streetscape: Building setbacks along Lakeshore Road East are to provide a consistent street edge.</p> <p>At Grade Commercial Requirements: To promote a pedestrian friendly mainstreet environment, street related retail commercial uses will be located along, and front onto Lakeshore Road East</p> <p>Access Points Consolidation: of vehicle access points for properties fronting along Lakeshore Road East will be encouraged to minimize the requirement for mid-block access points from Lakeshore Road East. Vehicle access for redevelopment should be considered from existing north/south side streets.</p> <p>Parking, Loading and Service Areas: The design of parking, servicing and loading areas for nonresidential uses is a key component in the development of sites. These areas serve a functional need, but should be designed in a manner that screens these areas and provides high quality treatment of exposed areas while addressing safe and efficient movement of pedestrians and vehicles.</p> <p>Place Making: Place making is the process that fosters the creation of vibrant public destinations; the kind of places where people feel a strong stake in their communities and a commitment to making things better. 3. East Avenue and Lakeshore Road East</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), *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 federal and provincial funding programs supporting the development of this project require rents to be set on average, at 80% of the Canada Mortgage and Housing Corporation (CMHC) average market rent for the area. Rents for any one unit cannot exceed 100% of the CMHC average market rent.

Peel Housing Corporation is proposing to redevelop their site (which currently contains 30 townhouse units that are at the end of their lifespan) with an apartment building that will contain 151 rental units. The development will have rents for 60% of the units set at 100% of the CMHC average market rent, while the remaining 40% of the units will have rents set at 60% of the CMHC average market rent. The federal and provincial funding is secured by twenty year agreements registered on title. The Region and Peel Housing Corporation are responsible for program compliance through ongoing monitoring and annual reporting to the Province for the life of these agreements.

The most recent CMHC average market rents available (i.e. October 2019) provide an indication of the rents that the proposed units would pay, and are summarized in the table below.

CMHC Average Market Rent For Mississauga South (Zone 19) For October 2019			
	One Bedroom	Two Bedroom	Three Bedroom
Average Market Rent (Zone 19)	\$1,243	\$1,418	\$1,499
60% of the Average Market Rent	\$746	\$851	\$899

The target tenant population is a mix of singles, seniors and families but specific tenants for the units have not yet been confirmed. The unit mix will include units for middle-income households as well as subsidized units for households on or eligible to be on the centralized waitlist.

Unit Breakdown			
Type	Number Of Units	Average Size	Comments
1 Bedroom	65	57 m <sup>2</sup> (614 ft <sup>2</sup> )	All are modifiable <sup>1</sup> units and some will be fully modified (e.g. roll-in shower)
2 Bedroom	74	80 m <sup>2</sup> (861 ft <sup>2</sup> )	All or majority being modifiable
3 Bedroom	12	122 m <sup>2</sup> (1,313 ft <sup>2</sup> )	All or majority being modifiable
Total	151		
<sup>1</sup> Modifiable means that there is a wheelchair turning radius in the kitchen, bathroom and bedroom			



**6. School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>16 Kindergarten to Grade 5 6 Grade 6 to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Janet I. McDougald P.S. Enrolment: 481 Capacity: 552 Portables: 0</p> <p>Allan A. Martin Sr. P.S. Enrolment: 498 Capacity: 524 Portables: 2</p> <p>Cawthra Park S.S. Enrolment: 1,309 Capacity: 1,044 Portables: 5</p>	<p>Student Yield:</p> <p>3 Kindergarten to Grade 8 2 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Queen of Heaven Enrolment: 360 Capacity: 579 Portables: 0</p> <p>Saint Paul S.S. Enrolment: 489 Capacity: 807 Portables: 0</p>

## 7. Community Comments

A virtual community meeting was held by Ward 1 Councillor, Stephen Dasko on December 2, 2020 with approximately 50 people in attendance. As of the date of this report, over 45 emails and letters from residents have been received.

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.

- Support for rental housing, particularly one that accommodates a variety of income levels was expressed.
- Concern that the proposed building will set an unacceptable height precedent. The developer should abide by the Lakeview Local Area Plan and not contribute to a canyon of tall buildings along Lakeshore Road East.
- The building at 7 storeys is too high. The building should be kept low and terraced at the back in order to not cut off natural light. Anything above 4 storeys on Lakeshore Road East should have a significant stepback so as to protect skyviews.
- The height of the building has a negative impact on the Lakeshore Road East pedestrian experience.
- Surface parking should be reduced and replaced with open space. Reduced parking standards are supported by transit.
- The proposed development should include ground floor commercial or community uses which could improve the relationship between the building and surrounding neighbourhood. Without commercial and community uses, the building will be an insular block that stands apart from the area and will break-up the commercial strip.
- Development at ground floor along Lakeshore Road East requires a better relationship with the public realm. Changes to the soft interface between the building and street is required.
- The building should include balconies which can provide private outdoor space for residents.
- Concern that Byngmount Avenue could extend to East Avenue.
- Lakeshore Road is a transit corridor and should be allowed to develop and provide residents with easy access to transit.
- More community input is required and a fulsome public engagement process should be undertaken.

## 8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (June 19, 2020)	<p>In its current state, the application meets the requirements for exemption from Regional approval and a Regional Official Plan Amendment is not required. There is sufficient servicing capacity to accommodate the proposed development.</p> <p>Region will provide front-end collection of garbage and recyclable materials subject to conditions being met prior to approval of the applications. At the site plan stage all requirements listed in Section 2.0 and 4.0 of the Waste Collection Design Standards must be included. Public Health has no objections to the application.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (May 26, 2020 and May 25, 2020)	<p>The Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied to this development application.</p> <p>The Peel District School Board has advised that Council Resolution 152-98 applies and that prior to final approval of a servicing and or development agreement the City shall be advised by the school board that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board for this plan.</p> <p>In addition, if approved the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to applicable Development Agreement and sales agreement</p>
City Community Services Department – Park Planning Section (May 26, 2020)	<p>Community Services notes that the subject site is located 243 m (797 ft.) southwest of A.E. Crooks Park (P-023) which contains a parking lot, ice rink, picnic area, spray pad, washrooms, softball diamond lit, wading pool and a play site. The park is zoned "OS2" (Open Space - City Park). The site is also located 380m (1246 ft.) southeast of Douglas Kennedy Park (P-021) which contains a baseball diamond lit, concession stand, parking lot and washroom. The Park is zoned "OS2 - City Park".</p> <p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions: 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 accordance with City's Policies and By-laws.</p>
City Community Services Department – Fire and Emergency Services Division (July 10, 2020)	<p>Fire has requested the concept plan include all dimensions, fire department connections, fire hydrants and confirmation that the building only faces one street in order to confirm compliance with OBC and by-law 1036-81. At the site plan stage a variance will be required to permit the hydrant feed to run under a building to service the fire hydrant in the rear of the building.</p>

Agency / Comment Date	Comments
City Community Services Department – Arborist	Tree removal permission is required to injure or remove trees on private property. The approval of the Tree Permission application is required prior to the earliest of the demolition permit/erosions and sediment control permit/site plan approval. An upgrade streetscape is not required.
Economic Development Office (July 15, 2020)	The Economic Development Office encourages the applicant to consider incorporating employment on the ground floor, thereby providing ground floor related mixed uses (office, retail, etc.) within 25 metres (82 feet) of Lakeshore Road East as part of the Lakeshore Corridor Precinct - Core Area.
City Transportation and Works Department (September 23, 2020)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><b><u>Stormwater</u></b></p> <p>A Functional Servicing Report (FSR), prepared by Fabian Papa &amp; Partners., dated March 18, 2020, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, 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. The applicant is proposing to extend the storm sewer on Byngmount Ave. through the adjacent Region of Peel lands to service the development lands, as well as on-site stormwater management controls for the post development discharge.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> <li>• demonstrate the feasibility of the storm sewer outlet;</li> <li>• develop an acceptable strategy to accommodate external drainage from the adjacent property, if any;</li> <li>• demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site, and</li> <li>• demonstrate that the soil conditions meet the MECP requirements</li> </ul> <p><b><u>Traffic</u></b></p> <p>A Traffic Impact Study (TIS), prepared by Trans-Plan Transportation Engineering and dated March 2020, 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 at this time. The TIS requires to be revised and resubmitted addressing grammatical errors found within the report and the site circulation review that is currently being proposed. At this time the report recommends a flag person anytime someone uses the vehicle loading area, which is not a feasible solution to address vehicle circulation.</p>

Agency / Comment Date	Comments
	<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>• Revised Traffic Impact Study addressing all staff comments;</li> <li>• Revisions to the Site Plan addressing Traffic comments;</li> <li>• Draft R-Plan for the conveyance of lands;</li> <li>• Establish an easement with the property located to the south for a shared access</li> </ul> <p><b><u>Environmental Compliance</u></b></p> <p>The following reports have been received:</p> <p>Phase One ESA (project # 181-11306-00), dated October 2018; Phase Two ESA (project # 181-11306-00), dated December 2018, both prepared by WSP;</p> <p>The applicant is required to provide further technical information prior to recommendation report to:</p> <ul style="list-style-type: none"> <li>• Reliance letter for both reports;</li> <li>• Clarification regarding further assessment of the extent of EC/SAR impact;</li> <li>• Clarification regarding land transfer to PHC from Region of Peel. These lands were not covered by environmental site assessment. If these lands form a part of this development application, an addendum to the existing Phase One ESA must be prepared to include assessment of these lands;</li> <li>• Temporary Discharge to Storm Sewer Commitment Letter;</li> </ul> <p><b><u>Noise</u></b></p> <p>The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic, rail traffic and stationary sources from adjacent buildings and facilities. Noise mitigation will be required. The applicant is required to update the report with additional information to further evaluate the feasibility of any proposed mitigation measures to address noise and in accordance with City and MOECC Standards.</p> <p><b><u>Engineering Plans/Drawings</u></b></p> <p>The applicant has submitted a number of technical plans/drawings (i.e. Grading and Servicing Plans), which need to be revised in accordance with City Standards and as part of subsequent submissions. It should be noted that an 'H' Holding provision and related Development Agreement will be required to capture any municipal infrastructure works such as municipal storm sewer extension and municipal easement through the adjacent Region of Peel lands to service this site. In addition, the applicant is to make the appropriate arrangements to acquire a portion of lands at the south east corner of the property from The Region of Peel in order to complete the proposal. A Draft reference plan is also to be provided</p>

Agency / Comment Date	Comments
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Enbridge</li> <li>- Greater Toronto Airport Authority</li> <li>- Alectra Utilities</li> <li>- Conseil scolaire Viamonde</li> <li>- Canada Post</li> <li>- Rogers Communications</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>- Conseil Scolaire de District Catholique Centre-Sud</li> <li>- Bell Canada</li> <li>- Trillium Health Partners</li> </ul>

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 this project?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks, and built form?
- Are the proposed zoning by-law exception standards appropriate?
- Can modifications be made to the proposal so that the use of an "H" holding provision is not required?
- What are the expected traffic and parking impacts?

### Development Requirements

There are engineering matters including: noise, 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. In addition, the need for an "H" holding provision and related Development Agreement may be required.

## 9. Section 37 Community Benefits (Bonus Zoning)

Staff recommend that Council exempt the application from a Section 37 Community Benefits contribution as the proposed development will help achieve the City's strategic objective to address housing affordability for low and moderate income households.