

Detailed Information and Preliminary Planning Analysis

Owner: City Park Homes

1381 Lakeshore Road East

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1. Site History

- September 14, 1987 – Site Plan application is approved for the subject site to permit a convenience plaza under the file SP 86/007 W1.
- October 14, 2015 – The Lakeview Local Area Plan came into force and effect and is applicable to the subject property, which maintained the property's Mixed Use designation and 4 storey height limit.
- November 8, 2018 – City Park Homes makes a submission to the Development Application Review Committee (DARC) process for a 12 storey apartment building with ground floor retail.

2. Site and Neighbourhood Context

Site Information

The property is located on the northeast corner of Lakeshore Road East (Arterial) and Dixie Road (Regional Major Collector road) within the Lakeview Neighbourhood Character Area. The site currently contains a commercial plaza called "Dixielake Plaza" which has vehicular access to Lakeshore Road East, Dixie Road and Cherriebell Road.

The site is currently serviced by MiWay transit Routes 23 – Lakeshore and 5 – Dixie, with both routes terminating approximately one kilometre east of the site in the City of

Toronto boundary at the Long Branch GO Station. The routes also provides service to the Dixie GO Station.

Approximately 500 m (1,640.4 ft.) east of the site is a local neighbourhood park named Orchard Hill Park. In addition, approximately 2 km (6,561.7 ft.) south east of the site is the Lakefront Promenade Park, which is a large waterfront park with trails, baseball diamonds, volleyball courts, spray pads and a marina.



Image of existing conditions along Dixie Road looking east
(Source: Google Maps)

Property Size and Use	
Frontages:	
Lakeshore Rd E.	24.0 m (78.7 ft.)
Cherriebell Rd	41.1 m (134.8 ft.)
Dixie Rd	43.5 m (142.3 ft.)
Depth:	50.0 m (162.3 ft.)
Gross Lot Area:	0.43 ha (1.07 ac.)
Existing Uses:	1 storey commercial plaza containing a tattoo parlour, restaurant, take out restaurant and a health centre, among other uses.

Surrounding Land Uses

At the northwest corner of Dixie Road and Lakeshore Road East is a parcel that recently underwent Official Plan and Rezoning applications to permit a 12 storey apartment building with non-residential space facing Lakeshore Road East. On the western portion of this site is Applewood Creek, which flows through a recently constructed culvert under Lakeshore Road East. Lands west of the Applewood Creek along the north side of Lakeshore Road East are characterized by apartment buildings ranging from 7-10 storeys and the Green Acres Motel. To the east of the subject site are lands pending redevelopment for two blocks of 4 storey stacked townhouses with commercial uses on the ground floor. Opposite this property, on the south side of Lakeshore Road East, is the Small Arms Inspection Building on lands that are commonly known as the "Arsenal Lands".

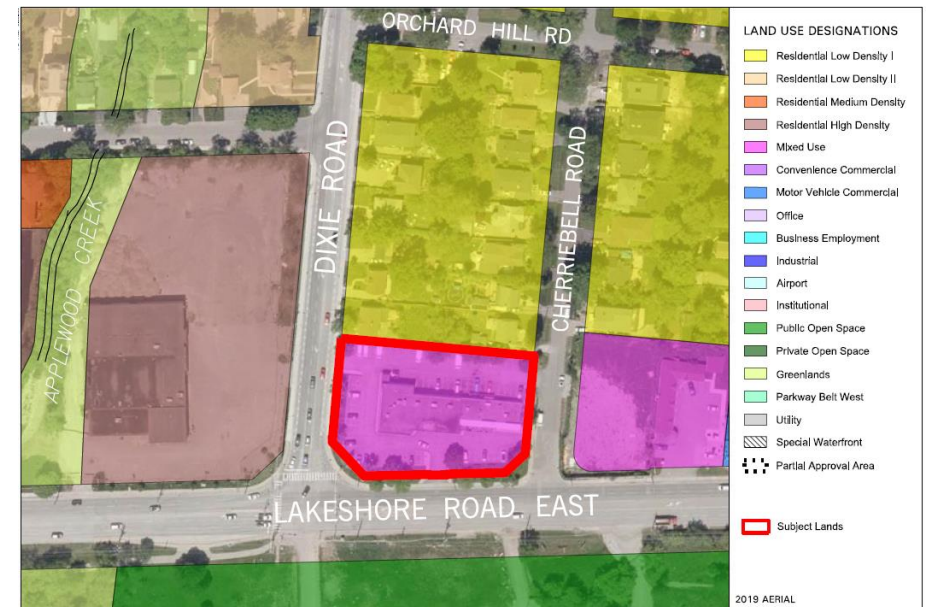
The surrounding land uses are:

North: detached homes, railway tracks

East: lands pending townhouse redevelopment

South: Arsenal Lands, Small Arms Building

West: apartment site, Applewood Creek, Green Acres Motel



Aerial Photo of 1345 Lakeshore Road East

The Neighbourhood Context

The surrounding residential neighbourhood was originally developed in the 1920s and 1930s with the majority of the residential built form being detached bungalows. The apartment building to the west was built in the 1990s.

The Lakeview Neighbourhood Character Area has been subject to development activity in various forms of infill intensification occurring in different parts of the neighbourhood, including the replacement of bungalows with two storey detached homes. The former Lakeview Power Generating Station lands are currently subject to a development application that looks to realize the Lakeview Village Master Plan vision which proposes approximately 8,000 new residential units and non-residential uses.

Demographics

Based on the 2016 census, the existing population of the Lakeview Neighbourhood Character Area is 21,520 with a median age of this area being 45 (compared to the City's median age of 40). The neighbourhood population is mostly of working age; 67% are 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 node is 6,395 units (72%) owned and 2,440 units (28%) rented with a vacancy rate of approximately 0.8%*. In addition, the number of jobs within this is character area is 3,010.

*Please note that vacancy rate data does not come from the census. This information comes from CMHC which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). This specific CA is located within the South geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Other Development Applications

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

- H-OZ 20/006 W1 (formerly OZ 18/009 W1) – 1345 Lakeshore Road East – Lifting of the H holding provision application currently in process for a 4-12 storey apartment building with commercial space and 397 residential units. The associated Official Plan Amendment and Rezoning applications to permit the proposal were approved by Council.
- SP 11/174 W1 – 1407 Lakeshore Road East – Site Plan currently in process for 24 stacked townhomes and ground floor commercial.

The former Lakeview Power Generating Station lands are currently subject to a development application that look to permit a mixed-use, multi-phase development with townhouses, mid-rise and high-rise buildings, retail, employment, cultural and parkland uses on the 71.5 hectare (177 ac.) property formerly occupied by the Lakeview Power Generating Station.

Community and Transportation Services

The proposal is served by major City of Mississauga facilities such as Carmen Corbasson Community Centre (within 2 km [6262 ft.]), Lakeview Golf Course (within 400 m) and Lakeview Library (within 1 km[3281 ft.]). The site is also served by nearby Orchard Hill Park, Douglas Kennedy Park and

Lakefront Promenade Park. In addition, there is planning for future parks and community facilities as part of the future major development located on the former Lakeview Power Generating Station lands. Additional comments from Community Services regarding City parks and facilities can be reviewed within Section 9 of this Appendix.

The site is within 800 m (2,624.8 ft.) of the Long Branch GO station, which provides two-way, all day service, every 30 minutes.

The City completed a study called "Lakeshore Connecting Communities" which contemplates the future planning along the Lakeshore Road corridor from 2020 to 2041. The intent of the study was to ensure that all modes of transportation could be accommodated and considers the future of the corridor. The study indicates that a future Bus Rapid Transit (BRT) stop has been proposed at the Dixie Road and Lakeshore Road East intersection. City staff are in the process of implementing the recommendations of this study as part of the ongoing Official Plan review.

The following major MiWay bus routes currently service the site:

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

3. Project Details

The applications are to permit an 8-15 storey apartment building with 242 units and ground floor commercial space.

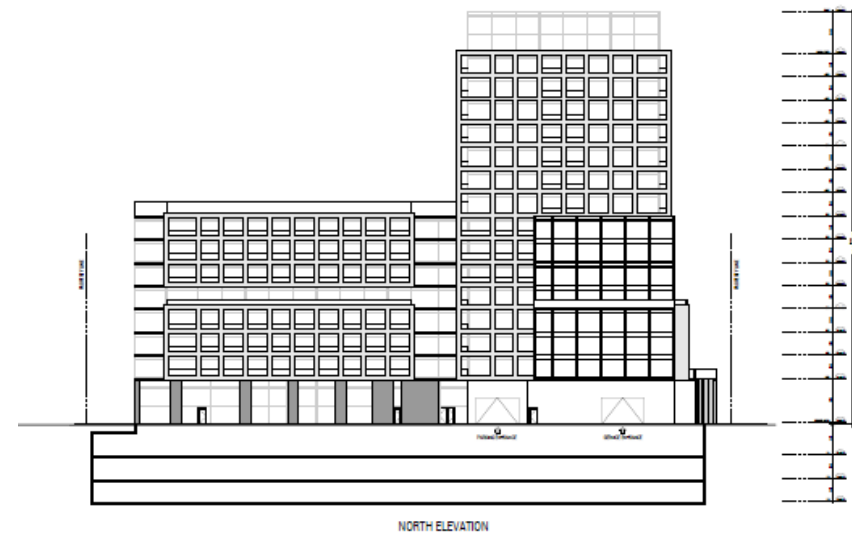
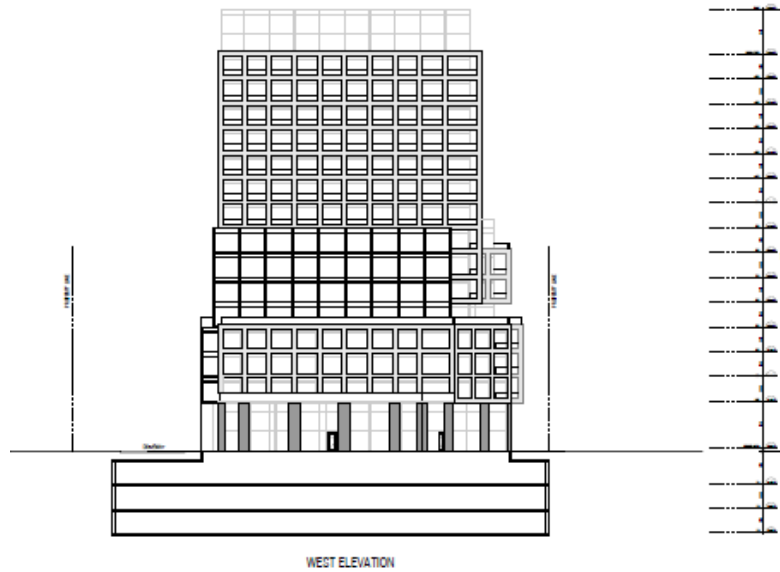
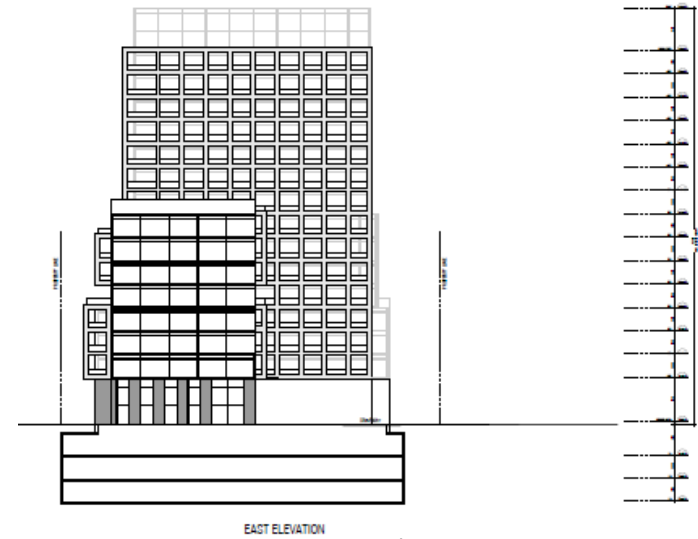
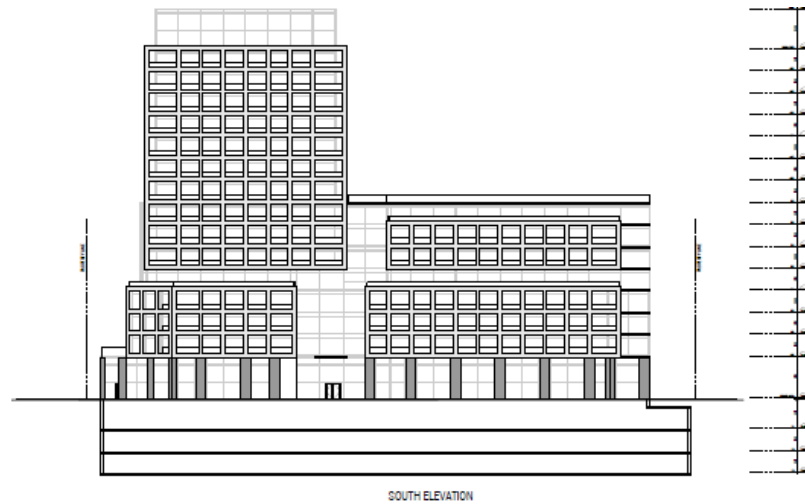
Development Proposal		
Applications submitted:	Received: October 9, 2020 Deemed complete: October 22, 2020	
Developer/ Owner:	City Park Homes	
Applicant:	Jim Levac, Glen Scharr & Associates	
Number of units:	242 units	
Proposed Gross Floor Area:	17 589.2 m ² (189,328 ft ²)	
Height:	8-15 storeys	
Lot Coverage:	47 %	
Floor Space Index:	4.31	
Landscaped Area:	31 %	
Anticipated Population:	530* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	317	279
visitor spaces	48	36
non-res spaces	12	9
Total	377	324

Supporting Studies and Plans

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

- Planning Justification Report
- Concept Plan and Elevations
- Acoustic Study
- Sun/shadow Study
- Archaeological Assessment
- Draft Official Plan and Zoning By-law Amendments
- Functional Servicing Report
- Phase I & II Environmental Report
- Wind Study
- Grading and Servicing Plans
- Landscape Plans
- Grading Plans
- Traffic Impact Study
- Functional Servicing Report
- Arborist Report
- Servicing Plans

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Elevations

Applicant's Rendering

Mississauga Official Plan

The site is designated **Mixed Use**. The **Mixed Use** designation permits a combination of non-residential and residential uses.

The applicant is proposing to change the designation of the site from **Mixed Use** to **Residential High Density** in order to permit an apartment building with ground floor commercial space.

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

Note: Detailed information regarding relevant Official Plan policies are found in Section 5.

LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Airport
- Industrial
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Utility
- Special Waterfront
- Pending Approval Area

BASE MAP INFORMATION

- Heritage Conservation District
- 1996 NEP/2000 NEP
- Comprehensive Policy
- MPA Operating Area Boundary
- See Aerial Photos
- Area Exempt from MPA Operating Area
- Natural Hazards
- City Centre (City Hall)
- City Centre Transit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

City Structure

- Downtown
- Major Node
- Community Node
- Neighbourhood
- Corporate Centre
- Employment Area
- Special Purpose Area

FROM: MIXED USE

TO: RESIDENTIAL HIGH DENSITY

MAP

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan

MISSISSAUGA

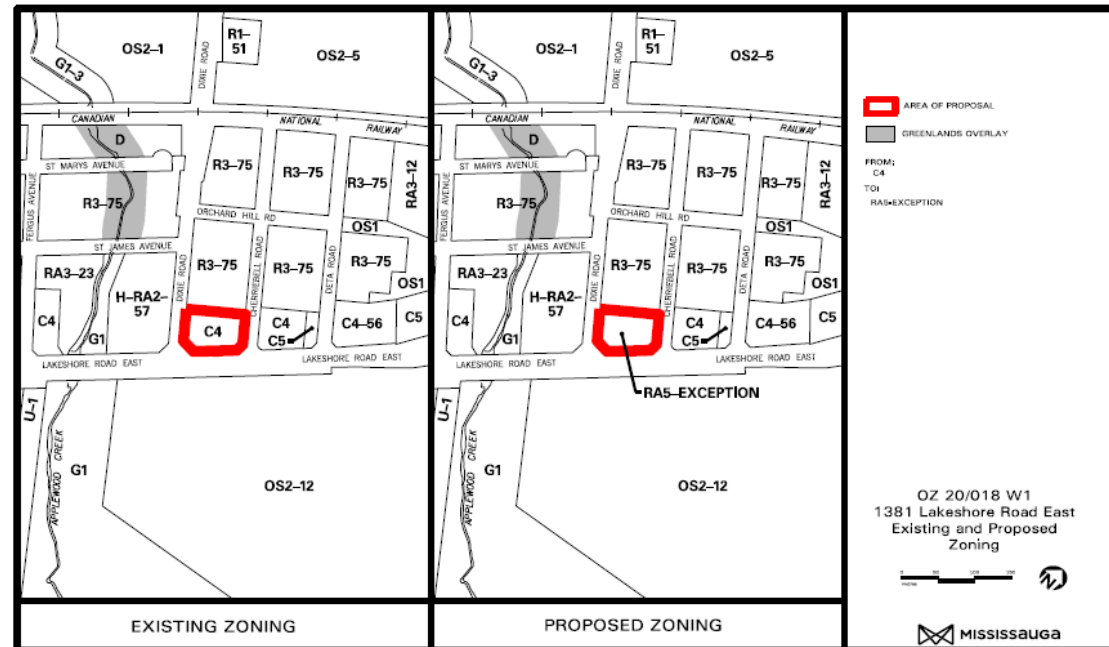
Mississauga Zoning By-law

Existing Zoning

The site is currently zoned **C4** (Mainstreet Commercial), which allows building heights up to 3 storeys and permits a wide range of commercial uses including restaurants, take out restaurants and retail, as well as dwelling units above the first storey of a commercial building. This zone also permits an apartment building.

Proposed Zoning

The applicant is proposing to rezone the property to **RA5-Exception** (Apartments) to accommodate the proposed 15 storey apartment building, with an FSI of 4.31. The proposed zoning will also allow for commercial uses on the ground floor.

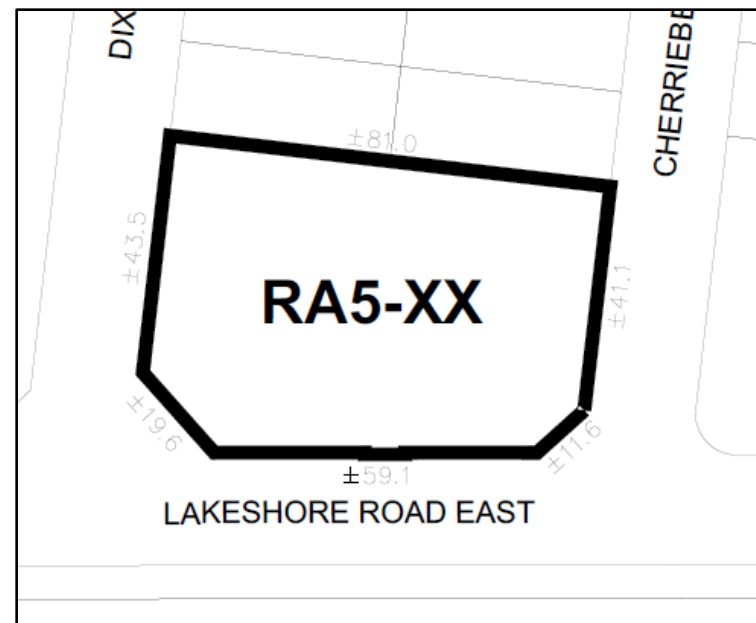
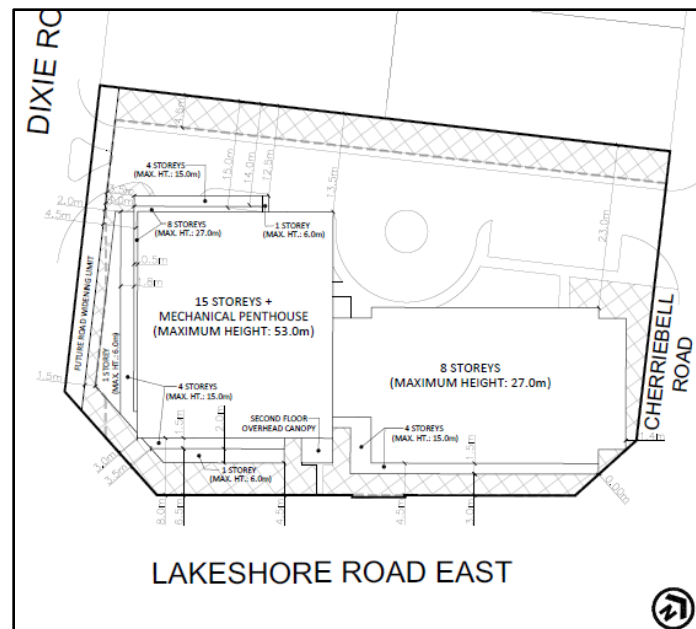


Proposed Zoning Regulations

Zone Regulations	C4 Zone Regulations	Base RA5 Zone Regulations	Proposed RA5 Amended Zone Regulations
Maximum Floor Space Index (FSI)	-	1.9 – 2.9	4.31
Maximum gross floor area	-	1 000 m ² (10,763.9 ft ²) for each storey above 12 storeys	17 317.2 m ² (186,400.8 ft ²) for total apartment building
Minimum gross floor area – non-residential	-	-	272 m ² (2,972.8 ft ²)
Maximum height above established grade where the distance from the rear lot line is:	Sloped Roof: 16.0 m (52.5 ft.) and 3 storeys Flat Roof: 12.5 m (41.0 ft.) and 3 storeys	77.0 m (252.6 ft.) and 25 storeys	53.0 m (173.9 ft.) and 15 storeys
Minimum Rear Yard	4.5 m (14.8 ft.)	For portion of building that is between 13 m (42.7 ft.) and 20 m (65.6 ft.) in height: 10.0 m (34.4 ft.) For portion of building that is between 20 m (65.6 ft.) and 26 m (85.3 ft.) in height: 12.5 m (41.0 ft.) For portion of building that is above 26 m (85.3 ft.) in height: 15.0 m (49.2 ft.)	For entire building up to the maximum height of 53 m (173.9 ft.): 12.5 m (41.0 ft.)
Minimum setback of a below grade parking structure	4.5 m (14.8 ft.) *required in landscape buffer setback	3.0 m (9.84 ft.)	0.00 m (0.00 ft.)

Zone Regulations	C4 Zone Regulations	Base RA5 Zone Regulations	Proposed RA5 Amended Zone Regulations
Non-residential uses on the ground floor	permitted	accessory uses permitted	permitted
Minimum Parking Spaces per unit	<p>1.25 spaces per unit</p> <p>4.0 spaces per 100 m² GFA – non-residential for retail uses and repair and personal service establishments</p> <p>9.0 spaces per 100 m² GFA – non-residential for restaurant uses</p>	<p>1 resident space per studio unit</p> <p>1.25 resident spaces per one bedroom unit</p> <p>1.40 resident spaces per two bedroom unit</p> <p>1.75 resident spaces per three bedroom unit</p> <p>0.20 visitor spaces per unit</p>	<p>1.15 parking spaces per dwelling unit</p> <p>0.15 visitor parking spaces per unit</p> <p>4.3 parking spaces per 100 m² GFA – non residential</p>
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.			

The applicant has submitted the below site exception schedule:



5. Summary of Applicable Policies

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>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</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>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 builtup area (Growth Plan 2.2.2.3);</p> <p>For each applicable delineated area, the minimum density targets in this Plan are to be implemented through: a) upper-tier official plan policies that identify the minimum density targets and require lower-tier municipalities to undertake planning, such as secondary plans, to establish permitted uses and identify densities, heights, and other elements of site design; b) single-tier official plan policies that identify the minimum density targets and, through secondary planning or other initiatives, establish permitted uses within the delineated area and identify densities, heights, and other elements of site design; c) zoning all lands in a manner that would implement the official plan policies; and d) the use of any applicable legislative and regulatory tools that may establish area or site-specific minimum densities, heights, and other elements of site design. (Growth Plan 5.2.5.5.)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p> <p>The lands are located within 800 m (2624.7 ft.) of the Long Branch GO Station which is considered to be located within the Growth Plan's Priority Transit Corridors.</p>
Region of Peel Official Plan (ROP)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state,	<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</p>

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>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>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, support Crime Prevention Through Environmental Design Principles (ROP 5.3.2.6)</p>

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

The subject property is located within a future Major Transit Station Area (MTSA), attributed to the proposed BRT station at Dixie Road and Lakeshore Road East intersection as part of the Lakeshore Connecting Communities study.

The lands are located within the Lakeview Local Area Plan and are designated **Mixed Use**. The **Mixed Use** designation permits retail and commercial uses, and permits these uses in combination with residential. The **Mixed Use** policies state that residential uses with only ground floor non-residential uses is not considered to be within the **Mixed Use** designation and an

Official Plan Amendment will be required.

The Lakeview Local Area Plan also contains a height schedule which allows a maximum height of four storeys for the subject site.

The applicant is proposing to change the designation to **Residential High Density** and amend the height schedule to permit a 15 storey apartment building with only ground floor commercial space. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

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

	Specific Policies	General Intent
Chapter 5 Direct Growth	Section 5.1.6 Section 5.1.7 Section 5.2.1 Section 5.3.5.1 Section 5.3.5.3 Section 5.3.5.5 Section 5.3.5.6 Section 5.4.4 Section 5.4.5 Section 5.4.8 Section 5.4.10	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. Mississauga will establish strategies that protect, enhance and expand the Green System. Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved. Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.

	Specific Policies	General Intent
		<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>Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas.</p> <p>Local area reviews will consider the appropriateness of transit supportive uses at the intersection of two Corridors. Local area policies may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.</p>
Chapter 7 Complete Communities	Section 7.1.6 Section 7.2.1 Section 7.2.2 Section 7.2.3	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> 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>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.</p>

	Specific Policies	General Intent
Chapter 9 Build A Desirable Urban Form	Section 9.1 Section 9.1.3 Section 9.1.5. Section 9.1.10 Section 9.2.2.1 Section 9.2.2.2 Section 9.2.2.3 Section 9.2.2.6 Section 9.5.1.9 Section 9.2.2.6	<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> <p>The city vision will be supported by site development that: a. respects the urban hierarchy;</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:</p> <ul style="list-style-type: none"> 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>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> 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 nonresidential 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 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. <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>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>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 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.</p>
Chapter 11 General Land Use Designations	11.2.6 11.2.5.6 11.2.6.2 11.2.6.3 11.2.6.4	<p>In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses</p> <p>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; k. restaurant; l. retail store; and m. secondary office; and</p> <p>The following uses are not permitted:</p> <p>a. self-storage facility; and b. detached and semi-detached dwellings.</p> <p>Mixed Use development will be encouraged through infilling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas.</p> <p>Residential uses will be combined on the same lot or same building with another permitted use.</p> <p>Lands designated Residential High Density 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>
Chapter 16	Section 16.1.1.1	For lands within a Neighbourhood, a maximum building height of four storeys will apply unless

	Specific Policies	General Intent
Neighbourhoods	Section 16.1.1.2	<p>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>
Chapter 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

Relevant Lakeview Local Area Plan Policies

	Specific Policies	General Intent
Chapter 5 Vision	Section 5.2.2 Section 5.2.3	<p>The focus of the policies in this Area Plan is to strengthen and revitalize the Lakeshore corridor for mainstreet commercial development, to preserve the character of the existing residential areas while allowing for modest infilling, and to enhance the transportation system.</p> <p>Infill and redevelopment in Neighbourhoods will be facilitated and be encouraged in a manner consistent with existing land uses in the surrounding area. Neighbourhoods are considered to be primarily stable residential areas that may include a commercial centre to serve the surrounding area.</p> <p>The principal document identifies Lakeshore Road East, Cawthra Road, and Dixie Road as corridors. These corridors link together the neighbourhoods of Lakeview. Corridors that run through the Neighbourhood Character Area should develop with mixed uses oriented towards the corridor. 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.</p>
Chapter 6.0 Direct	Section 6.2.1	The principal document identifies Lakeshore Road East through Lakeview as a Higher Order Transit

	Specific Policies	General Intent
Growth	Section 6.2.2 Section 6.2.3	<p>Corridor. This corridor will accommodate multimodal transportation facilities and a mix of commercial, office, residential and cultural uses. The Lakeshore Corridor crosses through the Neighbourhood Character Areas. It generally includes the properties that front onto Lakeshore Road East. Development in the Lakeshore Corridor Precinct should have regard for the character of the Neighbourhoods, providing appropriate transitions in height, built form, and density.</p> <p>Intensification will occur through infilling or redevelopment.</p> <p>Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses.</p> <p>Intensification will address matters such as: a. contribution to a complete community; b. contribution to the mainstreet character; c. respecting heritage; and d. protecting views to the waterfront.</p>
Chapter 8.0 Complete Communities	Section 8.4.1 Section 8.4.2	<p>Development within the Lakeshore Corridor will be encouraged to create a unique identity by providing distinctive architecture, high quality public art, streetscape, and cultural heritage resources and cultural infrastructure.</p> <p>The distinct identity of the existing Neighbourhoods will be maintained by preserving the scale and character of the built environment.</p>
Chapter 9.0 Multi-Modal City	Section 9.1.3	The City will, through the review of development applications, eliminate and/or consolidate vehicular turning movements to and from Lakeshore Road East and direct traffic towards signalized intersections, where appropriate. Vehicle access to redevelopment opportunities should be considered from existing north-south side streets or existing or proposed laneways parallel to Lakeshore Road East.
Chapter 10 Desirable Urban Form	Section 10.2.3 Section 10.2.4 Section 10.2.5 Section 10.2.6 Section 10.2.7 Section 10.2.8 Section 10.2.9 Section 10.3.5	<p>Development will be encouraged to locate parking to the rear of buildings or underground.</p> <p>Development along Lakeshore Road East is encouraged to be two to four storeys in height; however, some sites will be permitted building heights greater than four storeys as shown on Map 3.</p> <p>Appropriate transition to adjacent low density residential will be required.</p> <p>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:</p> <ul style="list-style-type: none"> 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.

	Specific Policies	General Intent
		<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>Development will be encouraged to provide place making opportunities, such as public squares, plazas, and open spaces, including among other locations, at Cooksville Creek, Cawthra Road, East Avenue, Alexandra Avenue, Ogden Avenue, Hydro Road, Dixie Road, and Etobicoke Creek.</p> <p>The assembly of adjacent low density residential land to enlarge properties fronting Lakeshore Road East is discouraged. Should assembly occur, however, the primary purpose of these lands will be an enhanced landscape buffer to the adjacent residential uses and for amenity space and/or parking if required through the development.</p> <p>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>

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the

proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028 <https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>21 Kindergarten to Grade 5 6 Grade 6 to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Janet I. McDougal P.S.</p> <p>Enrolment: 481 Capacity: 552 Portables: 0</p> <p>Allan A. Martin Sr. P.S.</p> <p>Enrolment: 498 Capacity: 524 Portables: 2</p> <p>Cawthra Park S.S.</p> <p>Enrolment: 1,309 Capacity: 1,044 Portables: 5</p>	<p>Student Yield:</p> <p>5 Kindergarten to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Queen of Heaven Elementary School</p> <p>Enrolment: 360 Capacity: 579 Portables: 0</p> <p>St. Paul Catholic Secondary School</p> <p>Enrolment: 489 Capacity: 807 Portables: 0</p>

7. Community Comments

A community meeting was held by Ward One Councillor, Stephen Dasko, on December 10, 2020. Approximately 50 residents attended the meeting and 9 submissions were 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.

- 15 storeys is too high for the site
- There will be massing impacts on the adjacent existing low rise neighbourhood
- There is insufficient distinction between the podium and tower portion of the building
- This proposal will increase traffic within the surrounding vicinity
- The density proposed as part of this application is contributing to an overwhelming increase in density neighbourhood wide
- The proposed development should compliment the Lakeshore Road corridor
- The access point arrangements into the site should be reconsidered
- How will this proposal satisfy servicing and capacity requirements?
- This development should ensure that sidewalks and any other right-of-way infrastructure components are improved and fixed

- This proposal should adequately address the City's affordable housing issues

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (November 24, 2020)	<p>The proposal requires a water connection into a watermain size of 300 mm (0.98 ft.).</p> <p>Additional information with respect to the Functional Servicing Report is required to determine the adequacy of the existing services.</p> <p>The Region of Peel will be providing front end collection of waste and recyclable materials.</p>
Economic Development Office (December 13, 2020)	<p>The 2019 Economic Development Strategy was approved by Council on December 11, 2019 (GC-0652-2019) and has three Core Economic Priorities. "Develop Distinctive Places" and "Deliver Durable Infrastructure" are two of three core priorities for the City of Mississauga. The focus of these pillars is to provide Human Centred Development and People Centred Spaces.</p> <p>With this in mind, the Economic Development Office encourages the applicant to increase the amount of replacement employment on the subject property from what is currently proposed. The current building situated on this site provides employment opportunities that will be lost through any redevelopment of this property. It is important to continue to provide access to employment opportunities within the local community to ensure inclusive growth for residents.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (October 29, 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>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 (October 23, 2020)	<p>The subject site is located within 35 m (115 ft.) of Not Yet Named Park (P-358). The park is zoned "OS2-12" and includes the Small Arms Inspection Building which permits a range of uses including banquet hall to retail types uses within the existing building. The site is also located 116 m (380 ft.) from Appledale Park (P-329) which contains a woodland and greenbelt as part of the park and is zoned "G1" (Greenland).</p> <p>Prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>

Agency / Comment Date	Comments
<p>City Transportation and Works Department (November 30, 2020)</p>	<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>Stormwater A Functional Servicing Report (FSR), prepared by Skira & Associates and dated August 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, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to connect the site storm sewer to the existing 450 mm (1.5 ft.) diameter storm sewer system located Lakeshore Road East.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • demonstrate the feasibility of the storm sewer outlet • develop an acceptable strategy to capture the external flow from the adjacent property to ensure that it does not enter into the site's private storm sewer system nor that it impacts the City's existing drainage system • demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site • demonstrate that the soil condition meets MECP requirements <p>Environmental Compliance Phase One Environmental Site Assessment (ESA) ESA (17*4483), dated January 8, 2020, and Phase Two (17*4483), dated January 31, 2020, both prepared Brown Associates Limited were submitted in support of the proposed development. The results of the ESA reports indicate that further investigation is required.</p> <p>The applicant is required to submit further documents prior to recommendation report:</p> <ul style="list-style-type: none"> • A reliance letter for both ESA reports • A Remedial Action Plan (RAP) • A complete Record of Site Condition (RSC), including all supporting documents • A Temporary Discharge to Storm Sewer Commitment Letter • A written document confirming well decommissioning <p>Traffic A traffic impact study (TIS), prepared by Cole Engineering Group Ltd. and dated August 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 is not satisfied with the study and require further clarification on the information provided.</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"> • Provide an updated TIS addressing all staff comments; • Review the driveway access to ensure both municipal road and the internal driveway can operate efficiently; • Provide the future property lines due to the road allowance widening towards the ultimate 44.5 m (146 ft.) right-of-way of Lakeshore Road East as identified in the Official Plan and associated sight triangles; • Address any traffic concerns from the community related to the proposed development. <p>Noise A Noise Report prepared by Jade Acoustics, dated August 18, 2020, was submitted for review. The study evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road and rail traffic.</p> <p>Engineering Plans/Drawings The applicant has also 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 will be required to implement any outstanding technical matters, including the requirement for a satisfactory Development Agreement.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Enbridge - Alectra - Canada Post - Forestry - Culture Planning
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Rogers - GO Transit - CN Rail - City of Toronto - Lakeview Ratepayers Association - GTAA - Enbridge

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 height, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- Does the proposal address concerns relating to traffic?

Development Requirements

There are engineering matters including: grading, environmental, engineering, servicing traffic and stormwater management that will require the applicant to enter into agreements with the City.

9. Section 37 Community Benefits (Bonus Zoning)

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