

Detailed Information and Preliminary Planning Analysis**Owner: Starbank Group of Companies**

(originally submitted as Stellarcorp Developments 420 Inc. & Plazacorp)

420 Lakeshore Road East**Table of Contents**

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1. Site History

- 1950s – Based on available aerial photography, the site has been developed with a building and associated surface parking since at least 1954.
- June 20, 2007 – Zoning by-law came into force. The subject lands were zoned **C4** (Mainstreet Commercial) which permits a range of uses including retail, service, office, apartment, and dwelling unit located above the first storey of a commercial building.
- November 14, 2012 – Mississauga Official Plan came into force which designated the lands **Mixed Use** in the Lakeview Neighbourhood Character Area.
- October 14, 2015 – Lakeview Local Area Plan (LAP) came into force, and replaced the previous LAP with updated policies. The LAP included new policies applicable to the site pertaining to urban form. The LAP also included built form standards as an appendix.

2. Site and Neighbourhood Context

Site Information

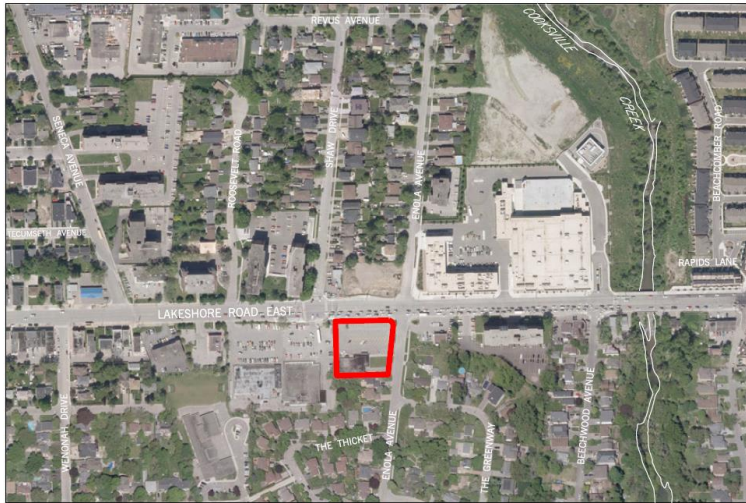
The property is located at the southwest corner of Lakeshore Road East and Enola Avenue, and is within the Lakeview Neighbourhood Character Area. The site is relatively flat and is currently occupied by a single storey commercial building

("The Beer Store") with surface parking located between the street and the store. The property has right-in and right-out access from Lakeshore Road East and 2 one-way access points from Enola Avenue (one in and one out).



Existing Conditions – facing southwest from the corner of Lakeshore Road East and Enola Avenue

Property Size and Use	
Frontage on Lakeshore Road East (excludes daylight triangle):	58.4 m (192 ft.)
Depth:	60.8 m (200 ft.)
Gross Lot Area:	0.37 ha (0.91 ac.)
Existing Uses:	Single storey commercial building tenanted by "The Beer Store"



Aerial Photo of 420 Lakeshore Road East

Surrounding Land Uses

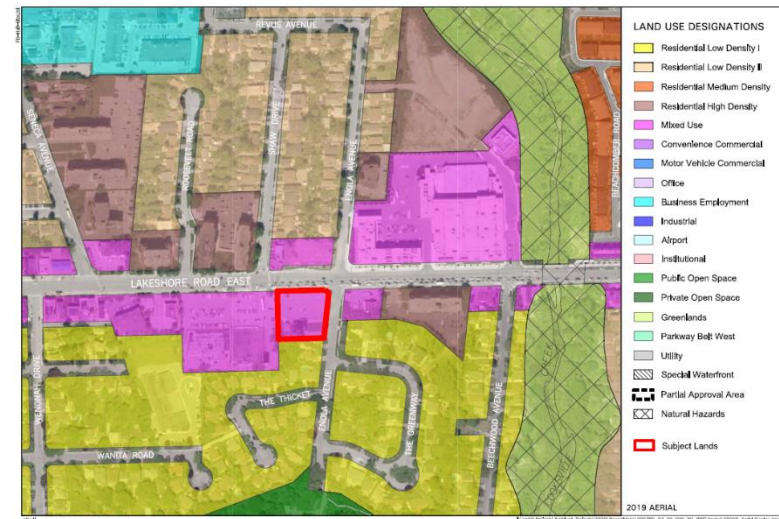
The surrounding area contains a range of land uses, including: commercial plazas (one to two storeys), apartment buildings (six to eight storeys), auto-related commercial uses (single storey) and low density residential neighbourhoods (bungalow and two storey detached homes).

The surrounding land uses are:

- North: A vacant lot where a four storey mixed-use building is proposed as well as an existing automotive service shop. Further north are detached homes.
- East: A Petro-Canada gas station and a seven storey apartment building on the south side of Lakeshore Road East. A two storey commercial plaza constructed in 2016 is located on the north side of

Lakeshore Road East. Behind this development there is an existing six storey apartment building as well as a site plan application for stacked back-to-back townhouses and a 13 storey apartment building.

- South: Detached homes, Adamson Estate / public park and waterfront trail.
- West: A Metro supermarket, commercial plaza and retail strip commercial uses on the south side of Lakeshore Road East. There are 3 eight storey apartment buildings on the north side of the road, as well as 3 seven storey apartment buildings along Seneca Avenue.

Aerial Photo of 420 Lakeshore Road East with current
Official Plan designation overlay

The Neighbourhood Context

The subject property is located along the northern edge of an established residential neighbourhood characterized by detached dwellings the majority of which were developed either in the 1980s (e.g. homes on The Thicket) or in the 1950s (e.g. many of the homes on The Greenway).

The subject lands are located within the Lakeshore Corridor as identified in the local area plan. The corridor area is transitioning from strip commercial and industrial uses to an area planned and envisioned as a pedestrian oriented environment. In the vicinity of the site, the intensity of existing and proposed development ranges from:

- Single storey commercial plazas and strip commercial uses (e.g. gas station, plazas, drive-thrus) with buildings setback from the street and large surface parking lots in front;
- Midrise apartment buildings (five to eight storeys) where the footprint occupies a large portion of the site, with some surface parking and landscaping. Midrise buildings along Lakeshore Road generally incorporate a setback from the street right-of-way.



Looking east along Lakeshore Road East
(mid-rise apartment on north side and strip commercial uses on south side)

- Low rise typically mixed-use buildings (up to four storeys) which in many cases have ground floor commercial with residential uses above. These buildings are often constructed with limited setbacks from the street and are on smaller lots.



Four storey mixed-use building fronting Lakeshore Road East at Lagoon Street,
(constructed within last 5 years)

- Low rise commercial buildings (two storeys) at the northeast corner of Lakeshore Road East and Enola Avenue were recently constructed on the former Inglis factory site and were part of a development approved by the Ontario Municipal Board in 2013. The commercial buildings were developed close to the street with townhouses and a 13 storey condominium proposed at the rear of the property.

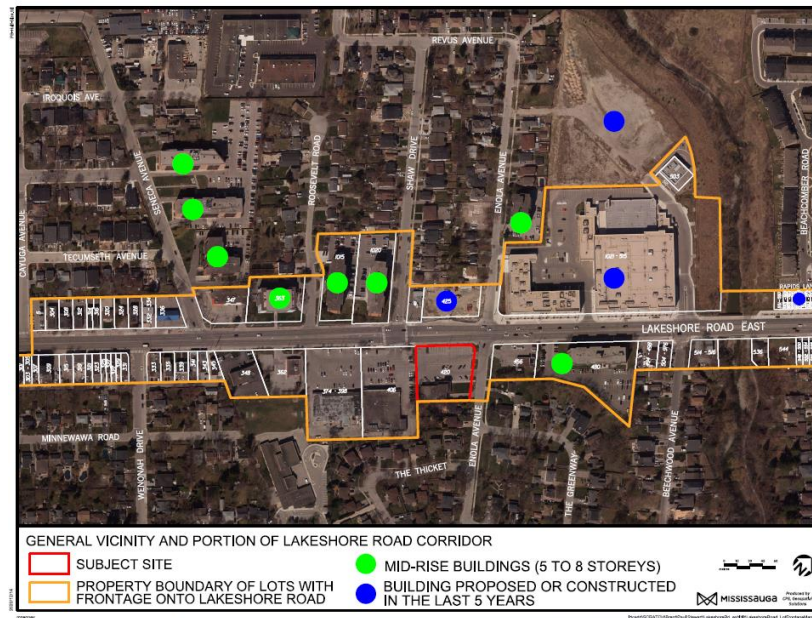


Looking east along Lakeshore Road East
(2 storey commercial building on north side and 7 storey mid-rise on south side)

- Low density residential uses are located in the neighbourhoods adjacent to the Lakeshore Corridor. These areas are predominately developed with two storey detached homes that are situated on mature tree lined



Looking south on Enola Avenue
(detached homes on mature tree lined streets)



streets.

- Property depths along the Lakeshore Corridor range from approximately 35 m (115 ft.) (e.g. west of Seneca Avenue)

to 140 m (460 ft.) (portion of the former Inglis industrial building to the northeast of the site).

Within the immediate vicinity there is some redevelopment potential given existing uses and property depth (e.g. older commercial plazas), that could be influenced by what is approved on the subject property.

Other Development Applications

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

- SP 19/068 – northwest corner of Lakeshore Road East and Enola Avenue (directly across from the subject site). A site plan application is under review for a four storey rental apartment building consisting of 68 residential units with 586 m² (6,300 ft²) of commercial space at grade. This site is not as large (0.2 ha (0.49 ac.)) or deep (35 m (115 ft.)) as the subject site.
- SP 18/071 - 1060-1115 Douglas McCurdy Common (east of Enola Avenue south of railway). A site plan application is under review for a 13-storey apartment building with 131 units (original: 132 units) and 7 blocks of stacked back-to-back townhouses with 124 units. These lands are over 150 m (492 ft.) from Lakeshore Road West on a property that is much larger than the subject site (net area of 2.6 ha (6.4 ac.)).

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

- OZ 20/005 – southwest corner of Lakeshore Road East and East Avenue. Official Plan amendment and rezoning applications are under review to permit a seven storey rental apartment building containing 151 residential units.
- 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 four storeys along Lakeshore Road West with ground floor commercial uses to 12 storeys located within the central portion of the property.
- 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 residential units with 3 levels of underground parking and ground floor retail space. The City has identified compatibility with the character of the area as an issue for analysis, given the project's height, massing, density, setbacks and building configuration.
- SP 18/110 - northeast corner of Lakeshore Road East and Westmount Avenue. A site plan application is under review for a four storey building with ground floor commercial uses and 12 residential units.

- Lakeview Waterfront Major Node: Lands around the Ontario Power Generation site and Rangeview Employment Area were redesignated in 2018 to permit a new mixed use community with a range of heights and uses. Directly along Lakeshore Road West, official plan policies permit building heights up to a maximum of eight storeys with taller buildings of 15 storeys located behind them. The Lakeview Waterfront Major Node is intended to accommodate greater height and density than the Neighbourhood element where the subject property is located.
- Port Credit Community Node: In the past two years the City has approved applications for residential developments to permit a nine storey condominium building at 55 Port Street; a 15 storey condominium building at 21-29 Park Street; a 22 storey condominium building across from the Port Credit GO Station at 78 Park St. E. and 22-28 Ann St. The City is also processing an application for a 22 storey condominium building at the northeast corner of Park Street and Elizabeth Street. The Port Credit Community Node is intended to generally accommodate greater height and density than the Neighbourhood where the subject property is located.

Community and Transportation Services

The area is well served by City of Mississauga parks such as Adamson Estate, Helen Molasy Park and RK McMillian Park, all of which are within three quarters of a kilometre (2,493 ft.) radius of the subject property. The following MiWay bus route services the subject property:

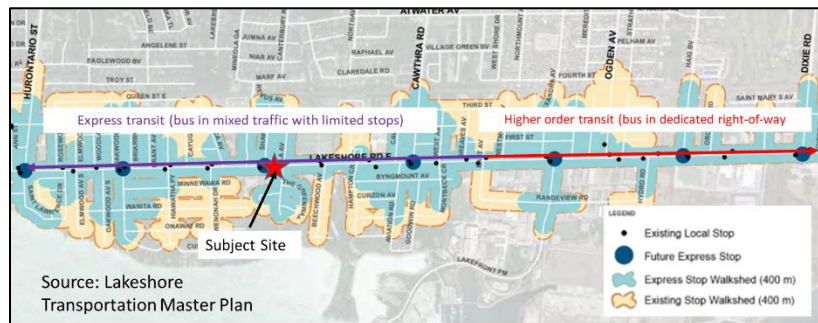
- Route 23 – running east/west along Lakeshore Road East, in front of the subject property, this route provides access to the Long Branch GO station and the Port Credit GO Station and future Hurontario LRT.

Existing bus stops are located on the north and south side of Lakeshore Road East near Shaw Drive, which is in close proximity to the subject property.

Lakeshore Road Transportation Corridor

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

The Lakeshore Connecting Communities Transportation Master Plan (Master Plan), was endorsed by Council in June 2019. The purpose of this study included determining the long term transportation needs and the associated timing of any

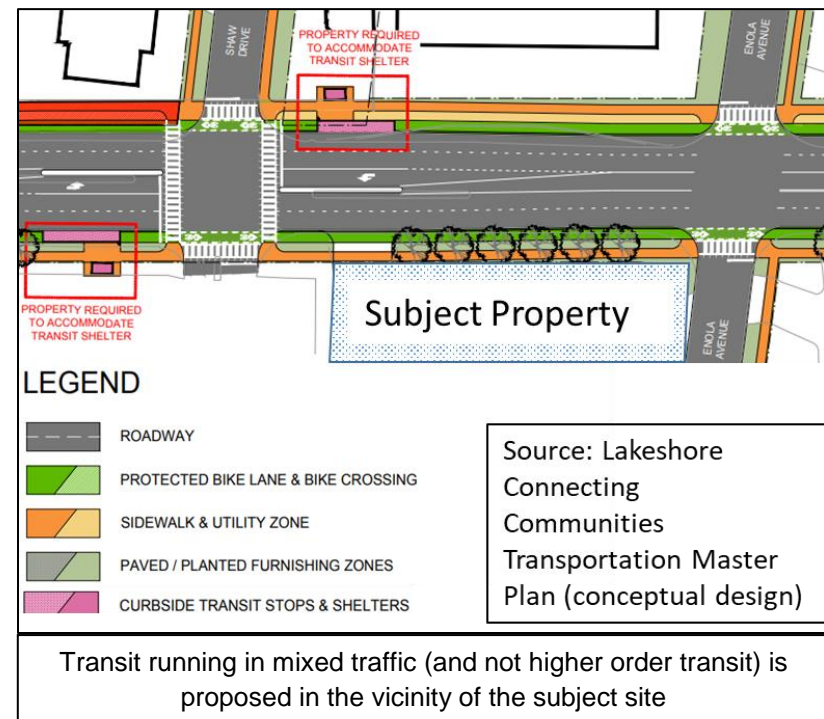


Implementation strategy recommended higher order transit for the eastern portion of the corridor and transit in mixed traffic along the remainder of Lakeshore Road East

infrastructure improvements.

The Master Plan recommended as part of the implementation strategy, Higher Order Transit (HOT) consisting of buses running in a dedicated transit lane for the eastern portion of the corridor with express bus service running in mixed transit for the remainder of the corridor.

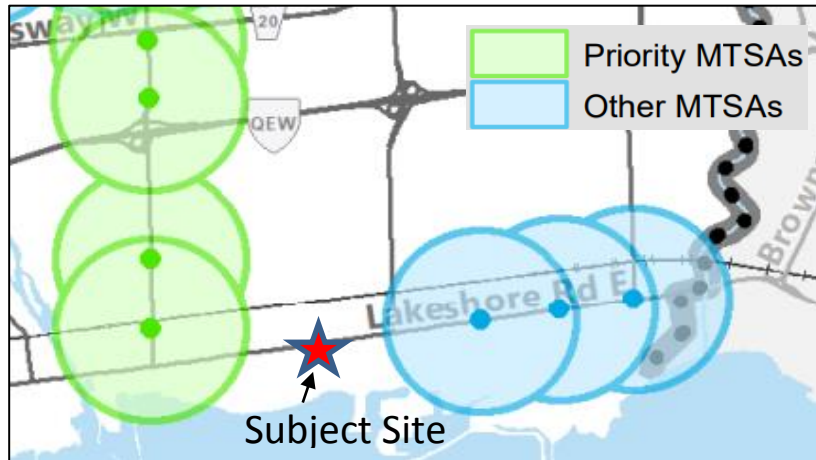
In the immediate vicinity of the subject property, the Master Plan recommended a separated bicycle lane, landscaping and sidewalk, along with more frequent express bus service. An express bus stop was conceptually identified adjacent to the property at Shaw Drive. The City is currently initiating the next step in the process of implementing the Master Plan and is



undertaking a Transit Project Assessment Process / Environmental Assessment Study and Preliminary Design.

On January 21, 2021, federal and provincial funding was announced for transit infrastructure in Mississauga, including construction of a new Bus Rapid Transit (BRT) Corridor along Lakeshore Road in Mississauga, with three new stations between East Avenue and Deta Road.

The Provincial Growth Plan introduced new direction to align transit investment and land use planning by directing growth to locations with existing or planned transit, with a priority on higher order transit, as well as ensuring transit-supportive densities are developed around Major Transit Station Areas (MTSA), particularly those on transit priority corridors.



Subject property is located between but not within an Major Transit Station Area

It should be noted that the proposed public transportation in

front of the subject site is transit in mixed traffic. The *Growth Plan* definition of HOT is “transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed transit” (definition section).

As transit will run in mixed traffic, the proposed development is not considered adjacent to HOT and is not located within a MTSA. The subject site, however, will benefit from the proposed express bus service on Lakeshore Road which will connect directly to the proposed dedicated bus lanes which is approximately 1 km (0.6 miles) to the east.

East Lakeshore Road Corridor Planning Review

The City has initiated a planning review of Lakeshore Road East to evaluate the appropriateness of permitted building heights, density and built form. This review will be undertaken in 2021.

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).

3. Project Details

The applications are to amend the official plan and zoning by-law to permit a 12 storey condominium apartment building containing 195 residential units with at grade non-residential uses and two levels of underground parking.

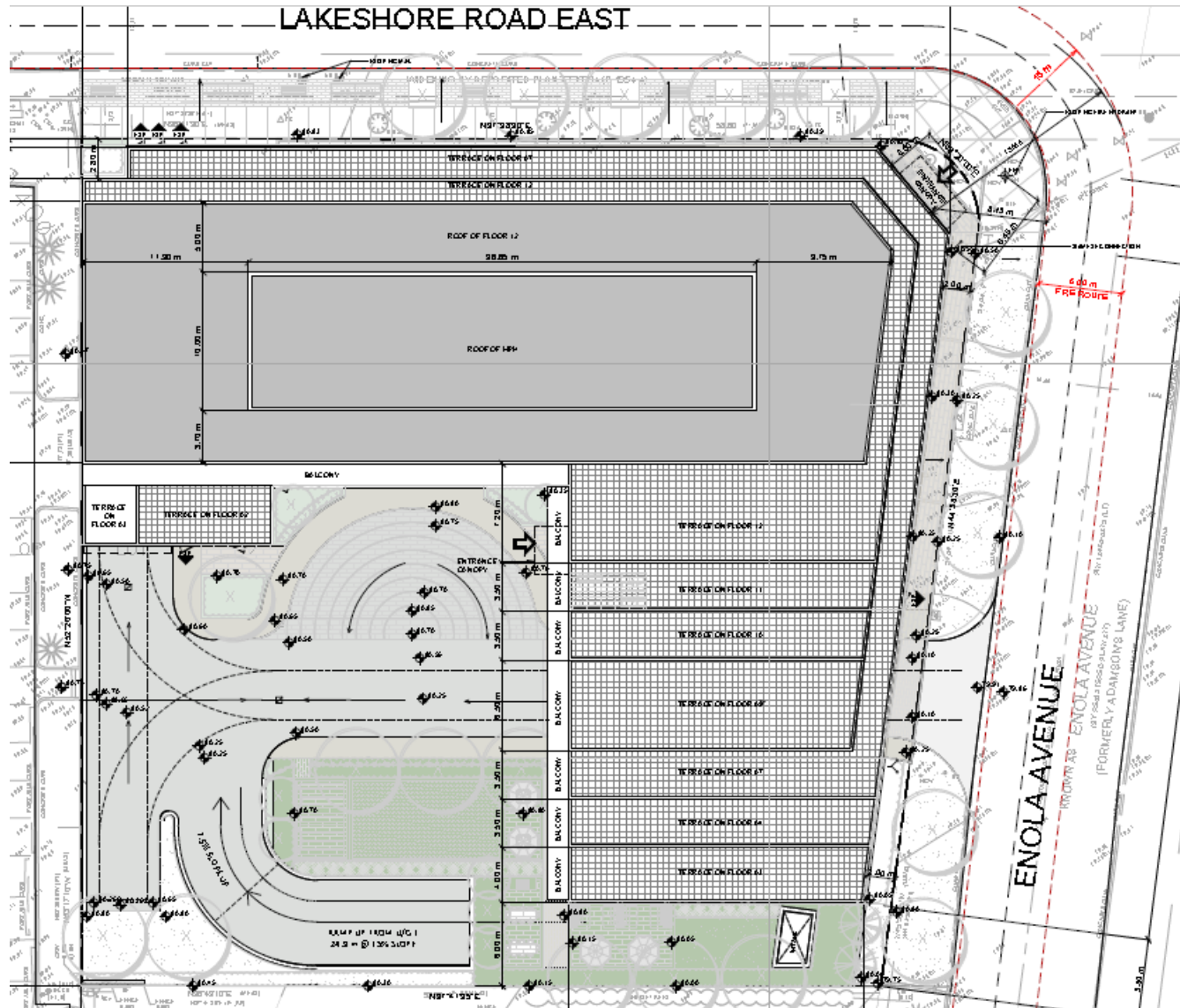
Development Proposal		
Applications submitted:	Received: June 24, 2020 Deemed complete: July 9, 2020	
Developer/ Owner:	Starbank Group of Companies (originally submitted as Stellarcorp Developments 420 Inc. & Plazacorp)	
Applicant:	Glen Schnarr & Associates	
Number of units:	195 units	
Proposed Gross Floor Area:	Residential: 18 061 m ² (194,409 ft ²) Commercial* 538 m ² (5,791 ft ²) Total: 18 599 m ² (200,200 ft ²) *represents "work" space associated with proposed live/work units	
Height:	12 storeys	
Floor Space Index:	5.0	
Lot Coverage	52.8%	
Landscaped Area:	23.4%	
Anticipated Population:	427* *Average household sizes for all units (by type) based on the 2016 Census	
Parking*: resident spaces visitor spaces commercial Total *May vary depending on type of commercial space	Required 273 40 21 334	Provided 167 20 0 187

Development Proposal		
and unit mix		
Green Initiatives:	<ul style="list-style-type: none"> • Green roof • Native vegetation • Tri-sorter recycling system 	

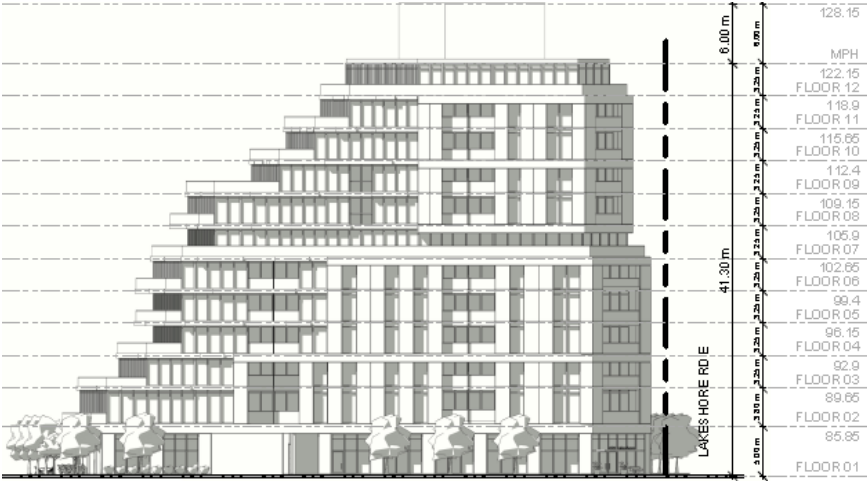
Supporting Studies and Plans

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
- 3D Mass Model and 3D Perspectives
- Site Plan and Statistics
- Floor and Roof Plans
- Building Elevations and Underground Parking
- Cross Sections
- Landscape Plans
- Site Servicing and Grading
- Utility Plan
- List of Low Impact Design Features
- Shadow Study and Analysis
- Streetscape Feasibility Study
- Wind Study
- Acoustical Feasibility Study
- Tree Inventory and Preservation Plan
- Arborist Report
- Planning Justification Report
- Parking Utilization Letter
- Transportation Impact Study
- Residential Solid Waste Management Plan
- Functional Servicing and Stormwater Management Report
- Phase 1 Environmental Site Assessment (ESA)
- Housing Report
- Parcel Abstract Document
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment



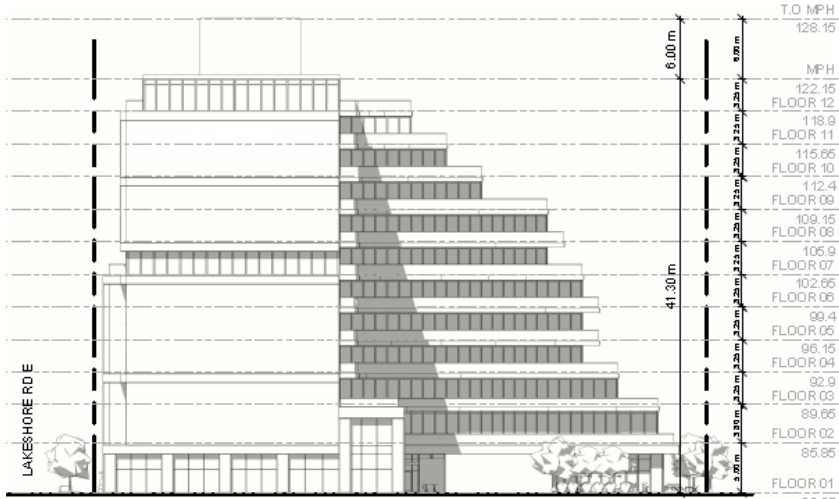
Concept Site Plan



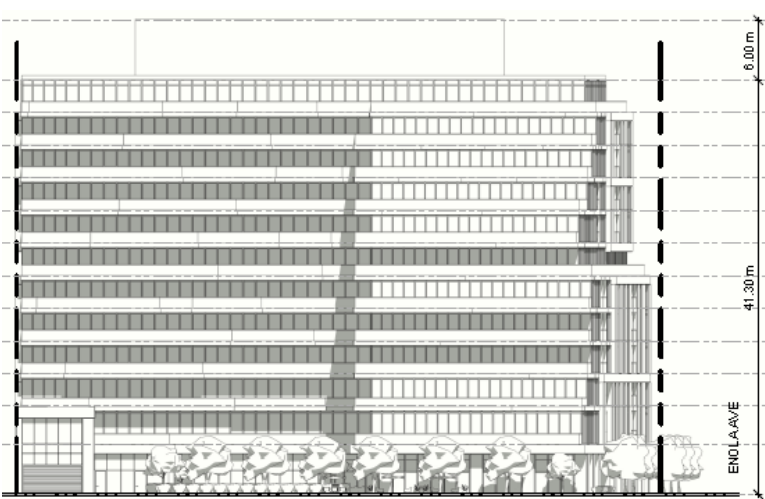
East Elevation



North Elevation



West Elevation



South Elevation

Elevations



STREET LEVEL PERSPECTIVE FROM LAKESHORE + ELM AVE
LOOKING SOUTH-WEST



AERIAL PERSPECTIVE FROM ELM AVE
LOOKING NORTH-WEST



STREET LEVEL PERSPECTIVE FROM LAKESHORE
+ ELM AVE LOOKING SOUTH-EAST



AERIAL PERSPECTIVE FROM SOUTH
LOOKING NORTH

Applicant's Renderings

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

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

The Lakeview Local Area Plan also contains a height schedule that allows a maximum height of 4 storeys on the site.

Proposed Designation

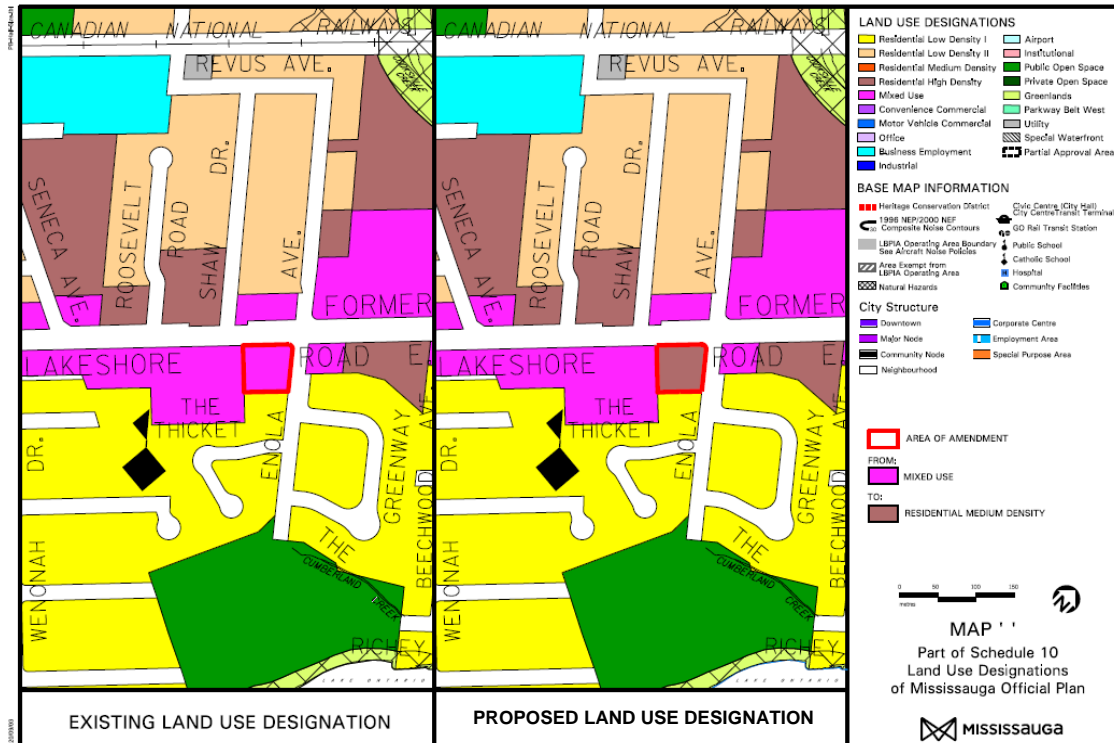
The applicant is proposing to change the designation of the site from **Mixed Use** to **Residential High Density** in order to permit an apartment building with ground floor commercial space associated with live/work units.

The applicant is also proposing to amend the Lakeview Local Area Plan Height Schedule to permit a maximum height of 12 storeys on the site.

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.

Excerpt of Lakeview Neighbourhood Character Area Land Use



Mississauga Zoning By-law

Existing Zoning

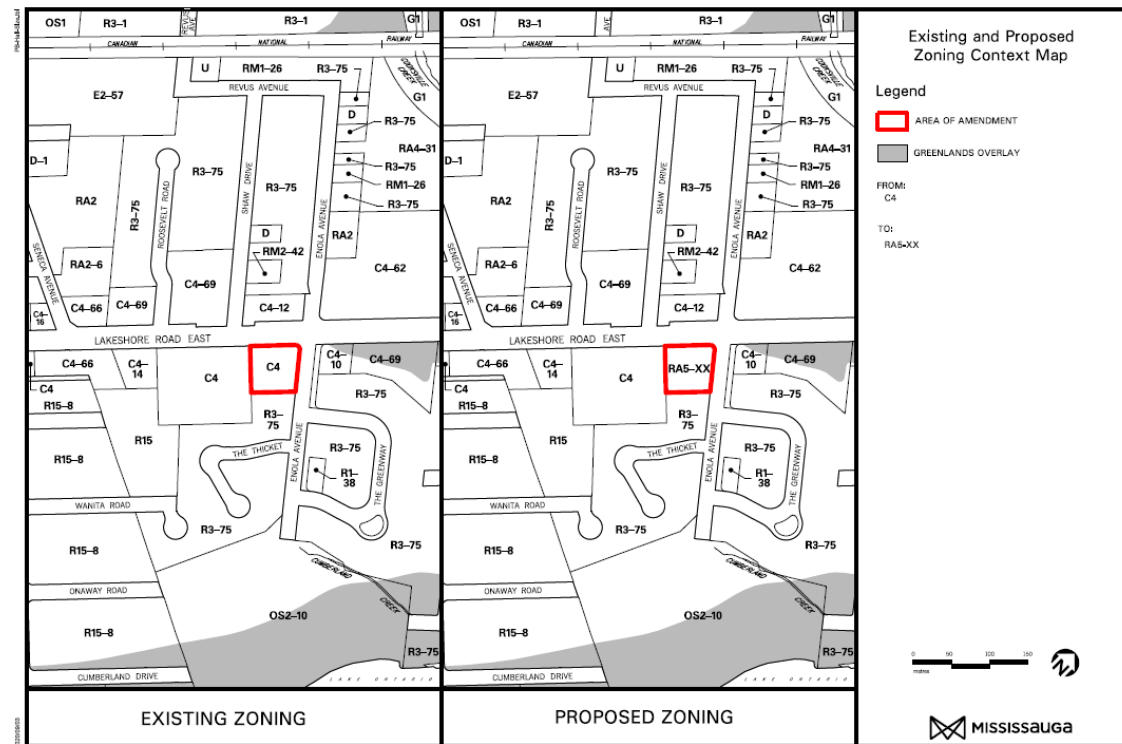
The site is currently zoned **C4** (Mainstreet Commercial), which allows building heights up to 3 storeys and permits a wide range of commercial uses including restaurants, take out restaurants and retail, as well as dwelling units above the first storey of a commercial building. This zone also permits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

Proposed Zoning

The applicant is proposing to rezone the property to **RA5-Exception** (Apartments - Exception) to accommodate the proposed 12 storey apartment building, with an FSI of 5.0

The proposed zoning will also allow for "Live/Work Units" on the ground floor.

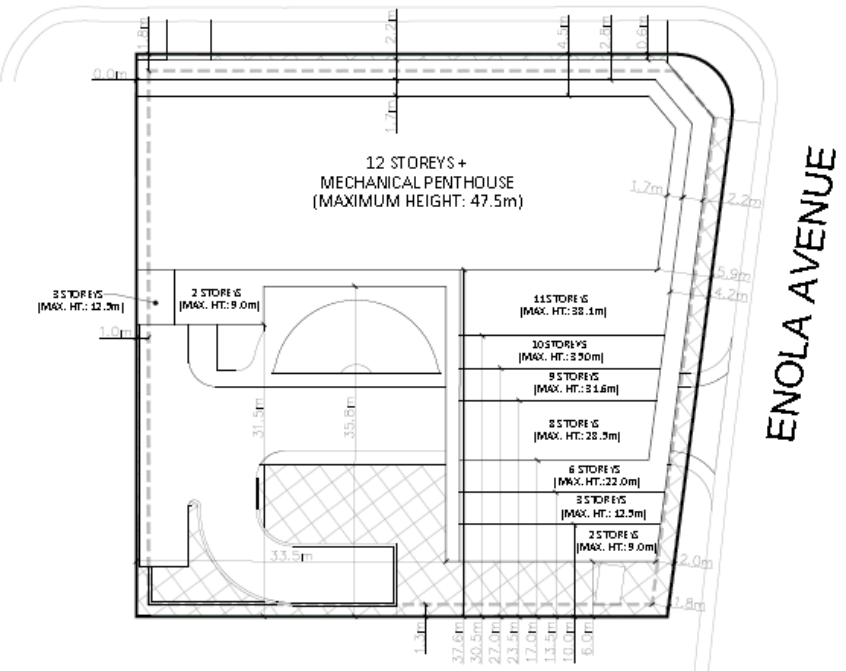
"Live/Work Unit" means a dwelling unit used partly for residential purposes and partly for **office, medical office, retail store, personal service establishment, artist studio or art gallery/museum.**



Proposed Zoning Regulations

Zone Regulations	RA-5 Zone Regulations	Proposed RA-5 Amended Zone Regulations ¹
Additional Permitted Use	-	Live/Work Unit ² A maximum of one office, medical office, retail store, personal service establishment, art studio or art gallery/museum shall be permitted in each Live/Work Unit and shall only be located within the first floor of a dwelling unit abutting Lakeshore Road East and shall have a maximum GFA of 540 m ² (5,813 ft ²)
Maximum Floor Space Index (FSI)	2.9	5.0
Minimum Front and Exterior Side Yards ³	Depending on building height, setbacks range from 7.5 m (24.6 ft.) to 10.5 m (34.4 ft.)	Depending on building height, setbacks range from 0.6 m (2 ft.) to 4.5 m (14.8 ft.)
Minimum Interior Side Yards ⁴	Setbacks increase with building height and include: - 7.5 m (24.6 ft.) for first 10 m (32.8 ft.) of building height Plus - 1.0 m (3.3 ft.) for each additional 1.0 m (3.3 ft.) of dwelling height exceeding 10.0 m (32.8 ft.) to a maximum setback of 25.5 m (83.7 ft.)	Setbacks increase with building height and include: - 6.0 m (20) for first 9.0 m (30 ft.) of building height - 10.0 m (33 ft.) for building height between 9.1 m (30 ft.) and 12.5 m (41 ft.) - 13.5 m (44 ft.) for building height between 12.6 m (41 ft.) and 22.0 m (72 ft.) - 17.0 m (56 ft.) for building height between 22.1 m (73 ft.) and 28.5 m (94 ft.) - 23.5 m (77 ft.) for building height between 28.6 m (94 ft.) and 31.6 m (104 ft.) - 27 m (89 ft.) for building height between 31.7 m (104 ft.) and 35 m (115 ft.) - 30.5 m (100 ft.) for building height between 35.1 m (115 ft.) and 38.1 m (125 ft.) - 37.6 m (123 ft.) for building height between 38.2 m (125 ft.) and 47.5 m (156 ft.)
Minimum Rear Yard	4.5 m (14.7 ft.)	0.0 m (0.0 ft.)
Maximum projection of a balcony	1.0 m (3.3 ft.)	1.8 m (5.9 ft.)

Zone Regulations	RA-5 Zone Regulations	Proposed RA-5 Amended Zone Regulations ¹
located above the first storey measured from the outermost face or faces of the building from which the balcony projects		
Resident parking space ratio (condominium apartment)	1.00 resident space per studio unit 1.25 resident spaces per one-bedroom unit 1.40 resident spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit	0.85 spaces per unit
Visitor parking space ratio (condominium apartment)	0.20 visitor spaces per unit	0.10 visitor parking spaces per unit
Non-residential parking space ratio (i.e. ground floor commercial)	Varies depending on use but can range from: - 3.2 spaces per 100 m ² (1,076 ft ²) GFA for office - 5.4 spaces per 100 m ² (1,076 ft ²) GFA for personal service establishment or retail store - 6.5 spaces per 100 m ² (1,076 ft ²) GFA for medical office	0 (shared parking formula shall be used to calculate visitor / non-residential parking)
Minimum distance required between the nearest part of any building or structure to the centre line of the right-of-way	15.0 m (49.2 ft.) + required setback which ranges between 7.5 m (24.6 ft.) and 10.5 m (34 ft.) depending on building height	15.0 m (49.2 ft.) + required setback which ranges between 0.6 m (2 ft.) and 4.5 m (14.8 ft.) depending on building height
Rooftop balcony set back from all exterior edges of a building or structure.	1.2 m (3.9 ft.)	0 m (0 ft.)
The applicant has submitted the below site exception schedule:		

Zone Regulations	RA-5 Zone Regulations	Proposed RA-5 Amended Zone Regulations ¹
	<p style="text-align: center;">LAKESHORE ROAD EAST</p>  <p style="text-align: center;">ENOLA AVENUE</p>	
<p>¹ The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. Only RA5 zoning regulations that the applicant has proposed amending have been identified.</p> <p>² "Live/Work Unit" means a dwelling unit used partly for residential purposes and partly for office, medical office, retail store, personal service establishment, art studio or art gallery/museum</p> <p>³ For the purpose of this table, Enola Avenue is considered the front of the building, as the zoning by-law defines the Front Lot Line - Corner Lot as the shorter of the two lot lines that divide the lot from the street</p> <p>⁴ For the purposes of this table, the southern property line is considered the interior side yard, based on zoning definitions. Regulations related to an interior lot line abutting a zone permitting detached dwellings.</p>		

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), 2020	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>The majority of relevant policies are found in Sections 1. Building Strong Healthy Communities, including but not limited to the following:</p> <p>Healthy communities are sustained by</p> <ul style="list-style-type: none"> • 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); • promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investment (PPS 1.1.1e) <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</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>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 all types of residential intensification by directing it to locations and promoting densities which efficiently use infrastructure as well as support active transportation and transit along corridors and at stations with compact form. (PPS 1.4.3 b, c, d, e, f)</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><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan), August 2020</i></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 develop a strategy to achieve minimum intensification targets which will encourage intensification generally throughout the delineated built-</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>up area (Growth Plan 2.2.2.3 c)</p> <p>The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other uses to support the achievement of complete communities (Growth Plan 2.2.5.15)</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>
Region of Peel Official Plan (ROP) (Office Consolidation December 2018)	<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, to recognize the integrity and physical characteristics of existing communities, provide for the needs of Peel's changing age structure and allow opportunities to live in their own communities as they age, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p> <p>The majority of relevant policies are found in Section 5 The Urban System including but not limited to the following:</p> <p>Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plan that: support the Urban System objectives and policies, support pedestrian-friendly and transit supportive urban development, provide transit-supportive opportunities for redevelopment, intensification and mixed land use, and support Crime Prevention Through Environmental Design Principles (ROP 5.3.2.6)</p> <p>Direct a significant portion of growth to the built-up areas through intensification (ROP 5.5.2.2)</p>

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, 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 not located within a Major Transit Station Area (MTSA). 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** and amend the height schedule in the Local Area Plan to permit a 12 storey apartment building with ground floor commercial space (associated with live/work units) fronting Lakeshore Road East.

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 4 Vision	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.
Chapter 5 Direct Growth	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

	Specific Policies	General Intent
	<p>Section 5.3.5.3</p> <p>Section 5.3.5.4</p> <p>Section 5.3.5.5</p> <p>Section 5.3.5.6</p> <p>Section 5.4.4</p> <p>Section 5.4.5</p> <p>Section 5.4.7</p>	<p>employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p> <p>Neighbourhoods are characterized as physically stable areas with a character that is to be protected. Therefore Mississauga's Neighbourhoods are not appropriate areas for significant intensification. This does not mean that they will remain static or that new development must imitate previous development patterns, but rather that when development does occur it should be sensitive to the Neighbourhood's existing and planned character.</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>NOTE: MOP defines compatible as "development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area" (Chapter 1 – Policy 1.1.4)</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>

	Specific Policies	General Intent
Chapter 6 Value The Environment	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.
Chapter 7 Complete Communities	Section 7.1.1 Section 7.1.3 a Section 7.1.6 Section 7.2 Section 7.2.2 Section 7.2.3	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga. In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. Mississauga will provide opportunities for: a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters.</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</p>
Chapter 8 Create a Multi-Modal City	8.4.3 8.5	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.
Chapter 9 Build A Desirable Urban Form - Introduction	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. 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. 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</p>

	Specific Policies	General Intent
		<p>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>
<p>Chapter 9 Build A Desirable Urban Form – Intensification Areas</p> <p><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></p>	<p>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 9.2.1.23 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 Section 9.2.1.36 Section 9.2.1.37</p>	<p>Development will create distinctive places and locales. Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.</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>The preferred location for tall buildings will be in proximity to Major Transit Station Areas, and will be appropriately spaced to provide privacy and permit light and sky views. In appropriate locations tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm. Tall buildings will address pedestrian scale through building articulation, massing and materials, and will minimize adverse microclimatic impacts on the public realm and private amenity areas. NOTE: The definition of a tall building in MOP is “a building having a height greater than the width of the street on which they front”</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. 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 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</p>

	Specific Policies	General Intent
		<p>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>
<p>Chapter 9 Build A Desirable Urban Form – Non-Intensification Areas</p> <p><i>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 noted in order to provide general policy context</i></p>	<p>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>	<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. 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 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>

	Specific Policies	General Intent
Chapter 9 Build A Desirable Urban Form – Additional Policies	Section 9.2.3.2	All development will utilize sustainable design practices
	Section 9.3.1.7	
	Section 9.3.1.8	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.
	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	Development and elements within the public realm will be designed to provide continuity of the streetscape and minimize visual clutter.
	Section 9.5.1.5	
	Section 9.5.1.9	
	Section 9.5.1.11	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.
	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 9.5.3.1	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.
	Section 9.5.3.2	
	Section 9.5.3.3	
	Section 9.5.3.4	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
	Section 9.5.3.6	
	Section 9.5.3.7	
	Section 9.5.3.8	
	Section 9.5.3.9	
	Section 9.5.3.10	
	Section 9.5.3.17	
	Section 9.5.4.4	
	Section 9.5.4.5	
	Section 9.5.5.1	Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.
	Section 9.5.6.1	
		Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.
		Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.
		New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare.
		Noise will be mitigated through appropriate built form and site design. Mitigation techniques such

	Specific Policies	General Intent
		<p>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>Buildings will be designed to create a sense of identity through the site layout, massing, forms, orientation, scale, architectural features, landscaping and signage. 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 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</p>

	Specific Policies	General Intent
		<p>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>
Chapter 10	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.
Chapter 11 General Land Use Designations	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> <p>The Mixed Use designation will permit residential uses in the same building with another permitted use but dwelling units will not be permitted on the ground floor. Residential uses permitted within the Mixed Use designation will not include detached, semi-detached or duplex dwellings.</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>

	Specific Policies	General Intent
Chapter 16 Neighbourhoods	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>
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 1.0 How To Read The Plan	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.
Chapter 5 Vision	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"> Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development. Support complete communities through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities. <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</p>

	Specific Policies	General Intent
		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.
Chapter 6 Direct Growth	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.
Chapter 7 Value the Environment	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.
Chapter 8 Complete Communities	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.
Chapter 9 Multi-Modal City	Section 9.2.5 Section 9.4.1 Section 9.4.5 Section 9.4.7	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. 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.
Chapter 10 Desirable Urban Form	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	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. 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.

	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>The Intensification Areas policies of the Plan will apply to development within the Core area.</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>
Chapter 12 Land Use Designations	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.
Maps	Map 1 (Precincts) Map 3 (Height Limits)	<p>Subject property is within the Lakeshore Corridor - Core area</p> <p>Subject property is identified as having a height limit of 2-4 storeys</p>
Built Form Standards	Introduction	The Built Form Standards are to be used during the design and review of development applications. These Standards demonstrate how the urban form policies in the Area Plan can be achieved. The Standards are not considered a part of 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.
Built Form Standards – Lakeview Character Areas: Built Form Types	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>Building Heights: 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>Building Separation Distances: 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>Floor Plates: A building between 7 storeys (23 m) and 14 storeys (38.6 m) will have a maximum floor plate of 1000 m², including balconies, to ensure minimal impact on adjacent low rise residential and to maintain sky views.</p> <p>Transition to Lower Forms: 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"> 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; To increase the building setback from a low rise development to ensure that the impact of the larger

	Specific Policies	General Intent
		<p>development is minimal; and</p> <p>c. The use of building step backs to ensure minimal impact from overshadowing and from a new building overwhelming the site.</p> <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>
Built Form Standards – Lakeview Character Areas: Lakeshore Corridor Precinct	<p>Section 3.1</p> <p>Section 3.2</p> <p>Section 3.3</p> <p>Section 3.4</p> <p>Section 3.5</p> <p>Section 3.6</p> <p>Section 3.7</p> <p>Section 3.8</p> <p>Section 3.10</p>	<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>Building Heights: The corridor will be the focus of activity for Lakeview, combining a mix of uses including residential uses, 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>

	Specific Policies	General Intent
		<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) and Amendment No. 1 (2020), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

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

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

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

The applicant submitted a Housing Report which concluded that the proposed residential development on the subject lands meets provincial, regional and municipal policies and housing objectives as it represents intensification of an underutilized property where new market-based ownership residential housing will be provided at a location where existing transit, infrastructure, commercial facilities, schools and community services and facilities can be efficiently utilized.

While other sites with different locational attributes and demographics will be developed throughout Mississauga at sizes and selling thresholds that will attract medium income buyers, this development has been planned and designed for the local demographic to allow existing and new Lakeview residents to age in place, commute or raise families in an area where they wish to remain.

The City of Mississauga has not undertaken the statutory process required to implement inclusionary zoning policies and bylaws, nor have the proper assessments been completed to determine whether inclusionary zoning is even warranted. The proposal conforms with the current provincial, regional and municipal housing policies and represents good planning.

Staff in the City Planning Strategies Division have reviewed the Housing Report. Their comments are summarized in Section 8 – Development Issues.

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 8 Grade 6 to Grade 8 12 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Janet I McDougald Public School</p> <p>Enrolment: 481 Capacity: 552 Portables: 0</p> <p>Allan A Martin Senior Public School</p> <p>Enrolment: 498 Capacity: 524 Portables: 2</p> <p>Cawthra Park Secondary School</p> <p>Enrolment: 1,309 Capacity: 1,044 Portables: 5</p>	<p>Student Yield:</p> <p>4 Kindergarten to Grade 8 3 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St. James</p> <p>Enrolment: 319 Capacity: 271 Portables: 5</p> <p>St. Paul Secondary School</p> <p>Enrolment: 489 Capacity: 807 Portables: 0</p>

7. Community Comments

A virtual community meeting was held by Ward 1 Councillor Stephen Dasko on November 17, 2020 with approximately 50 people in attendance. As of the date of this report, over 70 emails with letters identifying issues of concern 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:

- The proposed development does not respect the planning and urban design vision for height and built form as outlined in the Local Area Plan.
- Concern was raised that the proposed height and built form will create an unacceptable precedent changing the urban design of the area and transforming it into a corridor of high rises. The proposal does not respect the 45 degree angular plan from adjacent low rise properties.
- The proposed density is better suited for transportation hubs and this section of Lakeshore Road East is not intended to accommodate significant density.
- Traffic from the proposal in conjunction with other developments will have a detrimental impact on the area, including the intersection of Enola Avenue and Lakeshore Road East as well as overall volume on Lakeshore Road.
- There is insufficient proposed parking which will impact the surrounding neighbourhood.
- Stormwater infrastructure will be strained beyond its capacity and the area has a history of flooded basements.
- The proposed development will cast significant shadows across residential and commercial lots.
- Adjacent homes will lose their privacy as residents in the proposed development will be able to look into backyards.
- The proposed development will create unacceptable noise and lighting impacts.
- The bulk of the building should be reduced so it does not look like a big block slab.
- The proposed development will result in a devaluation of property values in the area.
- Construction activity will have a negative impact on the community.
- The proposed building does not contribute to the streetscape and public realm along Lakeshore Road East.
- The proposed building will become a series of short-term rental units owned by non-local residents.
- The redevelopment of the Beer Store will result in reduced recycling options.
- The ground floor should be commercial; it is unclear how live/work units will operate.
- There are too many one bedroom units. In order to reduce the number of people overlooking into neighbourhood rear yards, smaller units should face north.

Concern was also raised that the application did not follow due process. It should be noted that the development application followed the City's standard process and the *Planning Act* requirements.

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (August 18, 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.</p> <p>Prior to approval of the amendment the consultant is required to complete single-use demand table and fulfil modelling requirements. More comments may be forthcoming based on modeling results.</p> <p>The Region will provide front-end collection of garbage and recyclable materials. A Waste Management Plan is required at the rezoning stage that satisfies regional requirements.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (August 18, 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 prior to final approval, the City shall be advised that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the applicant and the School Board. 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 (July 22, 2020)	<p>The subject site is located within: a) 170 m (557 ft.) of the Adamson Estate (P-169) which contains a heritage house, parking lot, bridge, washroom and photography site. The park is zoned OS2-10 (Open Space - City Park - Exception) which permits an Office, Academy of Performing Arts and a Banquet Hall/Conference Centre; b) 271m (889 ft.) of Helen Molasy Memorial Park (P-261) which contains a bridge, woodland and greenbelt. The park is zoned G1 (Greenlands); and c) 759 m (2490 ft.) of R.K McMillan Park (P-226) which contains a washroom and greenbelt. The park is zoned OS2 (Open Space - City Park).</p> <p>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 Planning Act and in accordance with the City's policies and By-laws.</p>

Agency / Comment Date	Comments
City Community Services Department – Fire and Emergency Services (August 24, 2020)	The site plan should indicate the location of the entrance that will be the primary fire fighter response point. All fire hydrant locations are to comply with city requirements. The roadway tunnel leading under the second floor will not be considered as a fire access route which could affect the layout of certain ground floor rooms.
City Community Services Department – Arborist & Public Art (August 20 and 24, September 10, 2020)	<p>Tree removal permission is required to injure or remove trees and the applicant is to submit a Tree Removal application. A Streetscape Plan for the frontage onto Lakeshore Road East is required, including cost estimates and schedule for improvements.</p> <p>The developer is strongly encouraged to include public art as part of their development and/or contribute an agreed upon amount to the City's Public Art Program.</p>
Economic Development Office (September 9, 2020)	It is important to continue to provide access to employment opportunities within the local community. Language in the zoning by-law should be modified to require that all units fronting onto Lakeshore Road East on the ground floor can only be used for non-residential purposes as permitted in the Mixed Use official plan designation.
City Planning Strategies – Parking (August 24, 2020)	<p>Staff cannot support the parking reduction as requested by the applicant and further supporting justification is required to consider reduced parking rates requested for the uses on the subject site. This may include conducting parking utilization surveys on proxy sites comparable to the proposed uses and locational context of the subject site.</p> <p>Staff do not consider the proposed development at 22-28 Ann Street and 78 Park Street to be comparable to the subject property given differences in location and transit context, and therefore the approved parking rates cannot be used as justification.</p> <p>Detailed TTS information including average vehicle ownership rate per apartment household should be provided by each TTS zone. Additional information on the live-work units is required to determine applicable parking rates including the number . of bedrooms per unit and functionality of the live-work spaces.</p> <p>Staff may consider a shared parking arrangement by taking into account the greater of amount of parking required for the non-residential uses (excluding uses such as restaurants) and visitor parking for residential uses, subject to further detailed information regarding type(s) of non-residential uses proposed as a part of the development.</p>
City Planning Strategies – Affordable Housing (August 31, 2020)	<p>Generally, the Housing Report did not provide sufficient information to evaluate how the proposal meets housing objectives, and in particular, affordability objectives. The applicant has not demonstrated how a housing mix / housing choices will be achieved through this project.</p> <p>The provision of a variety of unit types is not sufficient justification that a true housing mix is provided. To implement the Official Plan policies, the proposal should offer a variety of housing affordability options. The Housing Report indicated that all of the units will be sold at market prices, which is unlikely to meet the affordable purchase price threshold. As it stands, units in this development will be affordable to high income households and investors only. The applicant is also encouraged to consider alternative options to address affordability, including financial contributions and/or innovative home ownership</p>

Agency / Comment Date	Comments
	<p>models that allow for middle income households to enter the market at or below the affordable price threshold of \$420,000.</p> <p>It is possible that the affordable housing provision can be captured as a S.37 contribution.</p>
<p>City Transportation and Works Department (November 9, 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><u>Stormwater</u></p> <p>A Functional Servicing Report (FSR), prepared by Skira and Associates Ltd., dated May 27, 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 Enola Ave. 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"> • demonstrate the feasibility of the storm sewer outlet; • develop an acceptable strategy to accommodate external drainage from the adjacent property, if any; • demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site <p><u>Traffic</u></p> <p>A traffic impact study (TIS), prepared by NexTrans Consulting Engineers and dated June 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 TIS study at this time and requires revision. Traffic Planning have concerns regarding the analysis that was done for the intersection of Lakeshore Road East at Enola Avenue. Based on the findings presented in the TIS, this section requires further clarification regarding the future operations of the intersection as well as turning templates to demonstrate all vehicles can maneuver within the proposed development.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • Revised Traffic Impact Study addressing all comments;

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> • Additional turning templates to demonstrate vehicle maneuvers; • Revisions to the proposed site plan based on traffic planning comments <p><u>Environmental Compliance</u> The Phase One Environmental site Assessment Report (ESA) (E2892), dated June, 2020, prepared by MCR has been received. The report indicated potential for contamination, therefore, further assessment is required.</p> <p>A Record of Site Condition is required to be filed for the property in accordance with MECP regulations.</p> <p>In addition, the applicant is required to provide further technical information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • Reliance letter for the Phase One ESA; • Phase Two ESA and Reliance letter' • Clarification regarding land dedication; • Temporary Discharge to Storm Sewer Commitment Letter <p><u>Noise</u> 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 in accordance with City and MOECC Standards.</p> <p><u>Engineering Plans/Drawings</u> 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 Symbol removal application and related Development Agreement will be required to capture any municipal infrastructure works.</p>
Canada Post	Centralized mail delivery will be provided to all units in this building. A rear-loading mailroom is required for buildings over 100 units. A mailroom is indicated on A200 provided for this file, but does not seem to be rear-loading. A mailroom must be shown on the drawings to obtain approval at the SP stage. New postal code will be issued for redevelopment of any property
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 - - Rogers Cable - - Greater Toronto Airport Authority - - Trillium Health Partners
	The following City Departments and external agencies were circulated the applications but provided no comments:

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> - Alectra - Conseil Scolaire - Bell

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 traffic and parking impacts?
- Is it appropriate to permit on the ground floor "Live/Work Units" or should commercial uses be required at grade?
- Are there opportunities for the proposed development to contribute towards the City's affordable housing initiatives?

Development Requirements

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

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.

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