



**DECLARATION**

Section 17 of the Planning Act

**Applicant:** Vandyk Group of Companies

**Municipality:** City of Mississauga

**Our File:** OPA 102

I, Sacha Smith, Deputy Clerk, solemnly declare,

1. That the decision in respect of the above-noted matter was made on January 22, 2020 when By-law Number 0006-2020 was enacted and that notice as required by Section 17 of the Planning Act was given on January 30, 2020.
2. That no appeal to the Local Planning Appeal Tribunal of the decision in respect of the above-noted matter was received under Section 17 of the Planning Act within the time specified for submitting an appeal.

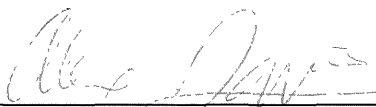
And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

Declared before me

at the City of Mississauga

in the Regional Municipality of Peel

This 20<sup>th</sup> day of February, 2020.

  
\_\_\_\_\_  
Commissioner of Oaths

  
\_\_\_\_\_  
Declarant  
Sacha Smith

Alexander John Steigele Davies, a Commissioner, etc.,  
Province of Ontario  
Corporation of Mississauga.  
Expires March 2, 2021.



# MISSISSAUGA

## NOTICE OF THE PASSING OF AN OFFICIAL PLAN AMENDMENT AND A ZONING BY-LAW

DATE OF NOTICE	January 30, 2020	
OPA NUMBER	OPA 102 (By-law 0006-2020)	
ZONING BY-LAW NUMBER	0007-2020	
DATE PASSED BY COUNCIL	January 22, 2020	
LAST DATE TO FILE APPEAL	<b>February 19, 2020</b>	
FILE NUMBER	OZ 18/009	Ward #1
APPLICANT	Vandyk Group of Companies, 1944 Fowler Dr., Mississauga, Ontario, L5K 0A1	
PROPERTY LOCATION	Northwest corner of Lakeshore Road East and Dixie Road, in the City of Mississauga	

**TAKE NOTICE** that on January 22, 2020 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA 102 and Zoning By-law, under Section 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13, as amended.

**THE PURPOSE AND EFFECT** of the Official Plan Amendment is to change the land use designation of the subject lands from Mixed Use and Greenlands to Residential High Density.

The purpose of the Zoning By-law is to permit two apartments up to 12 storeys, commercial uses at grade facing Lakeshore Road East and Dixie Road and to protect the Applewood Creek buffer lands with a "G1" zone. This By-law amends the zoning of the property outlined on the attached Schedule "A" from "C4-13" (Mainstreet Commercial – Exception) to "H-RA2-57" (Apartments – Exception with a Holding Provision) and "G1" (Greenlands – Natural Hazards). "C4-13" permits a combination of commercial uses and residential above grade and a car dealership. "G1" permits flood control, stormwater management, erosion management and natural heritage features and areas conservation. Upon removal of the "H" provision, the "RA2-57" zone will permit two apartments up to 12 storeys with a retail at grade on the Lakeshore Road East and Dixie Road frontages.

**The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 102 is in full force and effect.**

**The decision of Council is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.**

**IF YOU WISH TO APPEAL** to the Local Planning Appeal Tribunal a copy of an appeal form is available from the LPAT website at [elto.gov.on.ca](http://elto.gov.on.ca). An appeal must be filed with the Clerk of the City of Mississauga, Attention: Diana Rusnov, 300 City Centre Drive, Mississauga, Ontario L5B 3C1 no later than **February 19, 2020**.

Only individuals, corporations and public bodies may appeal a by-law to the Local Planning Appeal Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment and/or by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the City of Mississauga Council or, in the opinion of the Local Planning Appeal Tribunal, there are reasonable grounds to add the person or public body as a party

The Notice of Appeal must:

- 1) set out reasons for the appeal;
- 2) be accompanied by the fee in the amount of \$300.00 payable to the Minister of Finance, and
- 3) be accompanied by a fee of \$300 00, payable City of Mississauga.
- 4) Four (4) copies of the appeal package.

**MORE INFORMATION:** A copy of the Official Plan Amendment and Zoning By-law in their entirety can be found at [www.mississauga.ca/portal/cityhall/publicnotices](http://www.mississauga.ca/portal/cityhall/publicnotices) or from **David Ferro** of the City of Mississauga, Planning and Building Department at (905) 615-3200 X 4554, or in person at the Office of the City Clerk, 300 City Centre Drive, 2nd Floor, Mississauga, Ontario.

Sacha Smith, Manager & Deputy Clerk  
Legislative Services,  
Corporate Services Department  
905-615-3200 X 4516

**Amendment No. 102**

**to**

**Mississauga Official Plan**

By-law No. 0006-2020

A by-law to Adopt Mississauga Official Plan Amendment No. 102

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

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

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

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 102, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a change in land use designation on the subject lands from Mixed Use and Greenlands to Residential High Density within the Lakeview Neighbourhood Character Area;

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

1. The document attached hereto, constituting Amendment No. 102 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 22<sup>nd</sup> day of January, 2020.

Signed Bonnie Crombie  
MAYOR

Signed [Signature]  
CLERK

**Amendment No. 102**  
**to**  
**Mississauga Official Plan**

The following text and Maps "A" to "F" attached constitutes Amendment No. 102.

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

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

Appendix II is a copy of the Planning and Building Department report dated November 8, 2019, pertaining to this Amendment.

## **PURPOSE**

The purpose of this Amendment is to change the land use designation of the subject lands from Mixed Use and Greenlands to Residential High Density.

## **LOCATION**

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

## **BASIS**

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Local Planning Appeal Tribunal.

The subject lands are designated Mixed Use and Greenlands which permit a combination of commercial and residential uses. The site is also subject to Special Site 7 which permits townhouses along St. James Avenue.

The Official Plan Amendment is required to redesignate a portion of the Greenlands and the Mixed Use areas to Residential High Density to permit apartments with grade related commercial uses.

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

1. The proposed development is compatible with the surrounding land uses and appropriate given the larger context. It represents an infill intensification development within a Neighbourhood Character Area that has been designed at a scale that respects and relates to the immediate area.
2. The proposed development will contribute to the goal of complete communities by providing commercial space along a corridor and a major arterial road.
3. The proposed development will contribute to providing a mix of units and more housing choice within the surrounding neighbourhood.

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

1. Schedule 1, Urban System, of Mississauga Official Plan, is hereby amended by removing lands from the Green System, as shown on Map "A" of this amendment.
2. Schedule 1a, Urban System - Green System, of Mississauga Official Plan, is hereby amended by removing lands from the Green System, as shown on Map "B" of this amendment.
3. Schedule 3, Natural System, of Mississauga Official Plan, is hereby amended by removing lands from Natural Hazards, as shown on Map "C" of this amendment.
4. Schedule 4, Parks and Open Spaces, of Mississauga Official Plan, is hereby amended by removing lands from Public and Private Open Spaces, as shown on Map "D" of this amendment.
5. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designation of the subject lands from Mixed Use and Greenlands to Residential High Density, as shown on Map "E" of this Amendment.
6. Section 13.1, Special Site Policies of the Lakeview Local Area Plan, within Mississauga Official Plan, is hereby amended by deleting Special Site 7.
7. Map 3, Lakeview Local Area Plan Height Limits of the Lakeview Local Area Plan, within Mississauga Official Plan, is hereby amended by changing the height permission for the subject site from 10 storeys to 12 storeys as shown on Map "F".

## **IMPLEMENTATION**

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

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan March 13, 2019.

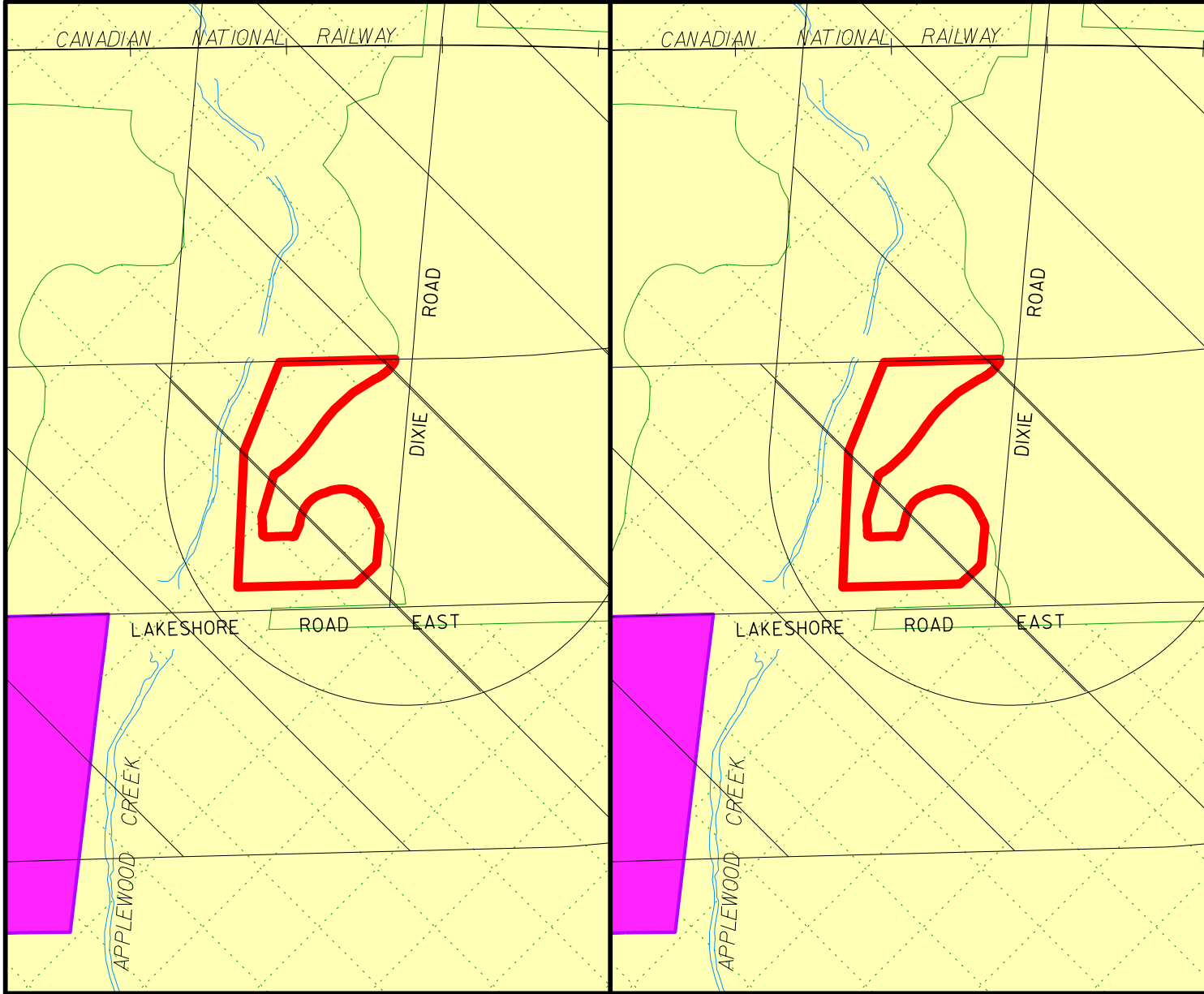
## **INTERPRETATION**

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

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

[http://teamsites.mississauga.ca/sites/18/MOPA/OZ\\_18\\_009\\_W1.MOPA\\_102.df.jmcc.docx](http://teamsites.mississauga.ca/sites/18/MOPA/OZ_18_009_W1.MOPA_102.df.jmcc.docx)





EXISTING

AMENDED

### LEGEND

#### GREEN SYSTEM

 Green System

#### CITY STRUCTURE

 Downtown


 Major Node

 Community Node

 Neighbourhood


 Corporate Centre


 Employment Area

 Special Purpose Area

#### CORRIDORS

 Corridor

 Intensification Corridor

 Area of Amendment

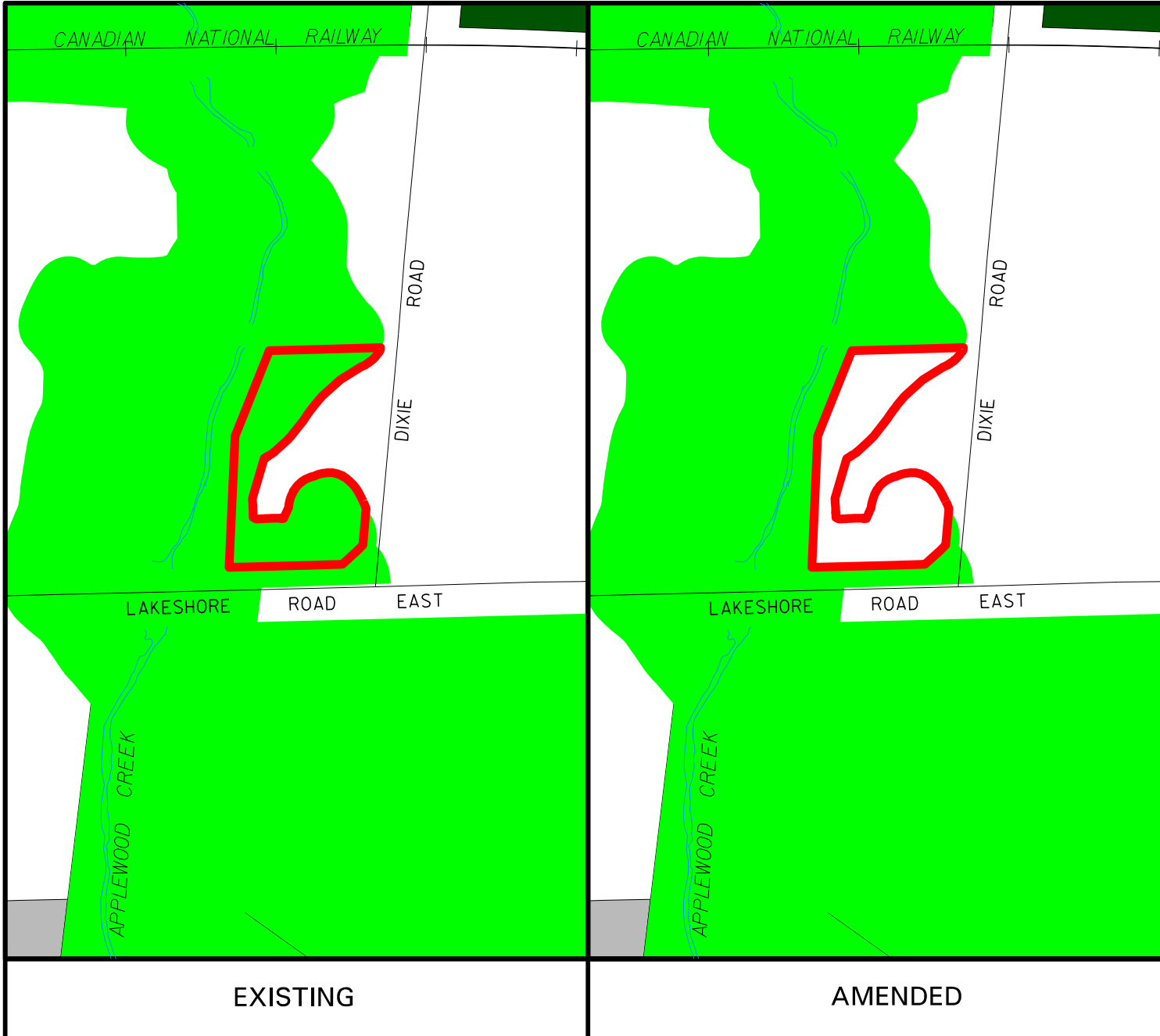
**Note:**

Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.




MAP 'A'  
 Part of  
 Schedule 1-Urban System  
 of Mississauga Official Plan





### LEGEND

 Area of Amendment

Note:  
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



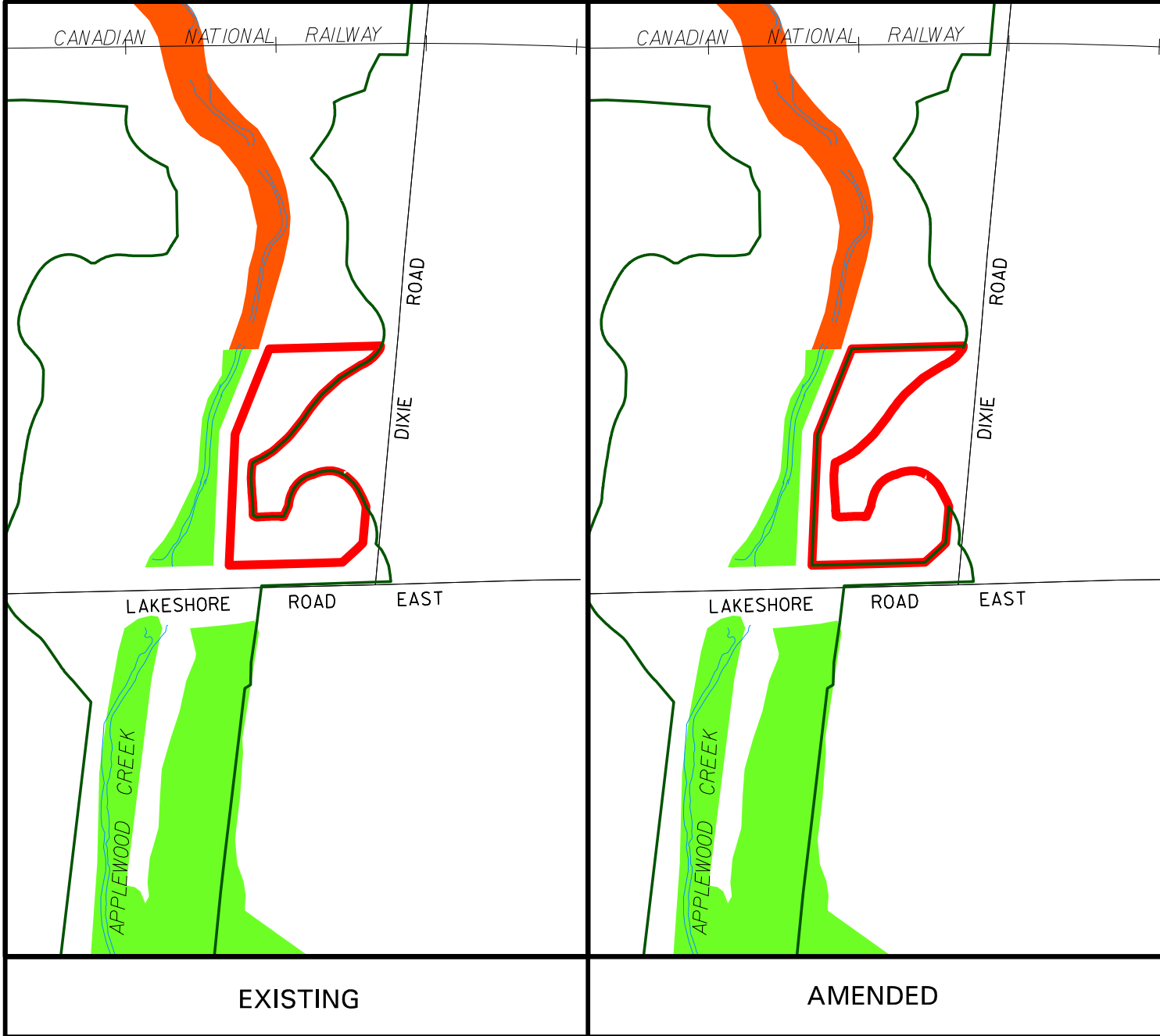
### MAP 'B'

Part of Schedule 1a  
Urban System - Green System  
of Mississauga Official Plan



EXISTING

AMENDED



### LEGEND

**Natural Heritage System:**

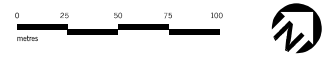
- Significant Natural Areas and Natural Green Spaces
- Special Management Areas
- Linkages
- Residential Woodlands
- Provincially Significant Wetlands
- Other Wetlands
- Areas of Natural and Scientific Interest Provincial Significance
- Areas of Natural and Scientific Interest Regional Significance

**Natural Hazards:**

- Natural Hazards
- Two Zone Floodplain Regulations
- Special Policy Area Floodplain
- Area of Amendment

**Notes:**

1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The limits of the Natural Hazards shown on this Schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.

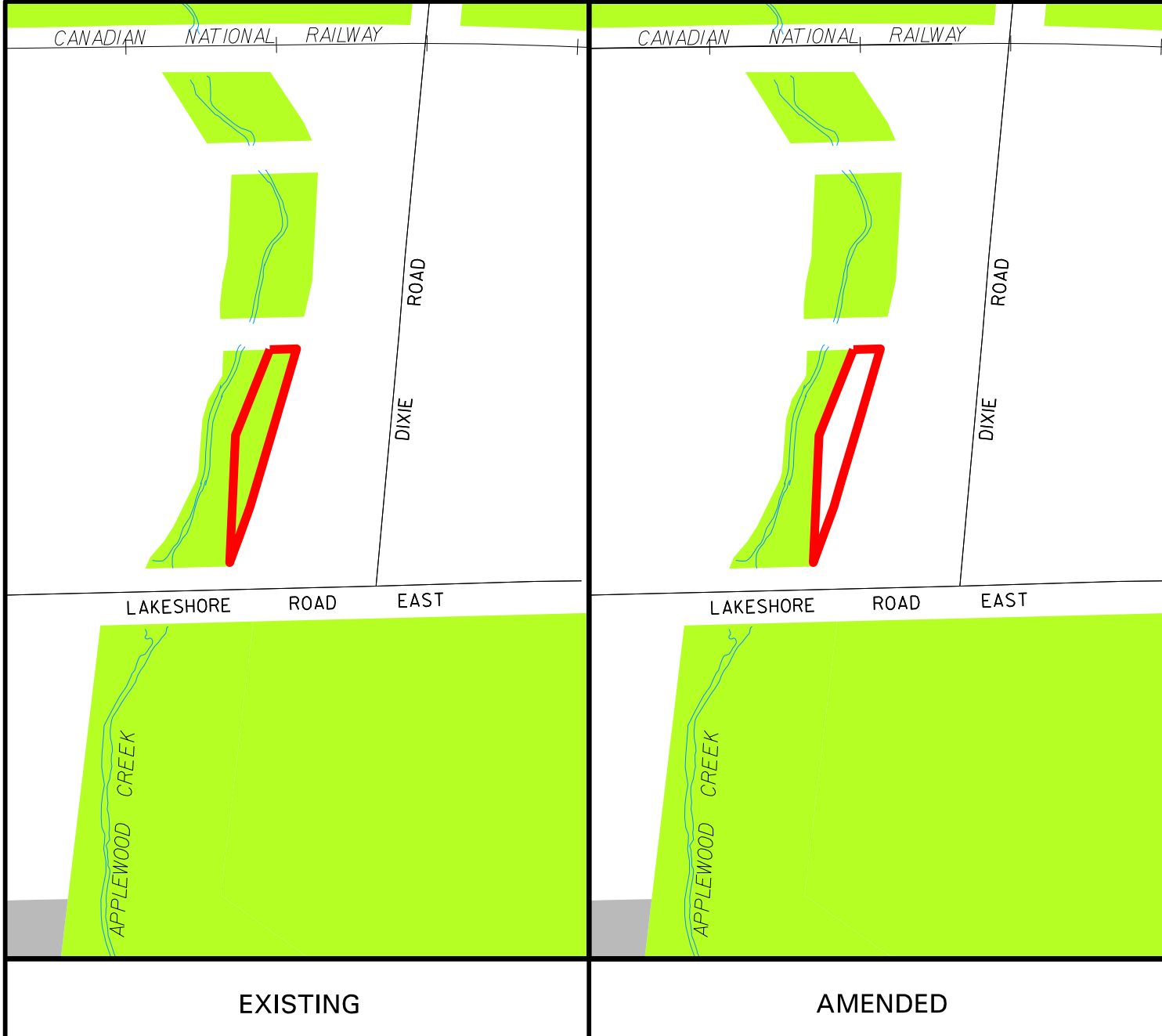


**MAP 'C'**  
 Part of Schedule 3  
 Natural System  
 of Mississauga Official Plan



EXISTING

AMENDED



### LEGEND

-  Public and Private Open Spaces
-  Parkway Belt West
-  Educational Facilities
-  Utilities
-  Area of Amendment

#### Notes:

1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenbelt as shown on Schedule 10.

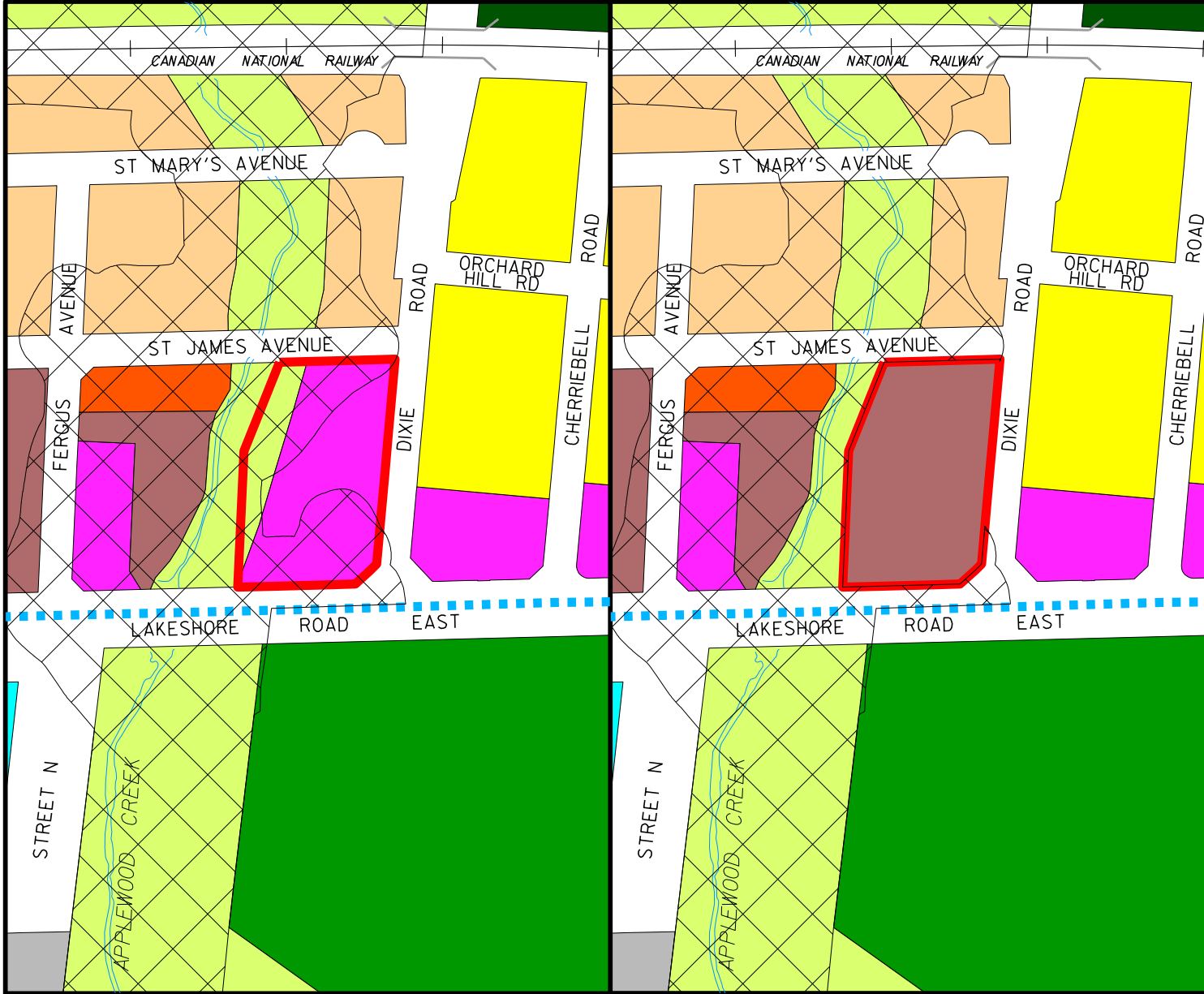


**MAP 'D'**  
 Part of Schedule 4  
 Parks and Open Spaces  
 of Mississauga Official Plan



EXISTING

AMENDED



EXISTING LAND USE DESIGNATION

AMENDED LAND USE DESIGNATION

LAND USE DESIGNATIONS

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

BASE MAP INFORMATION

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

City Structure

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

AREA OF AMENDMENT

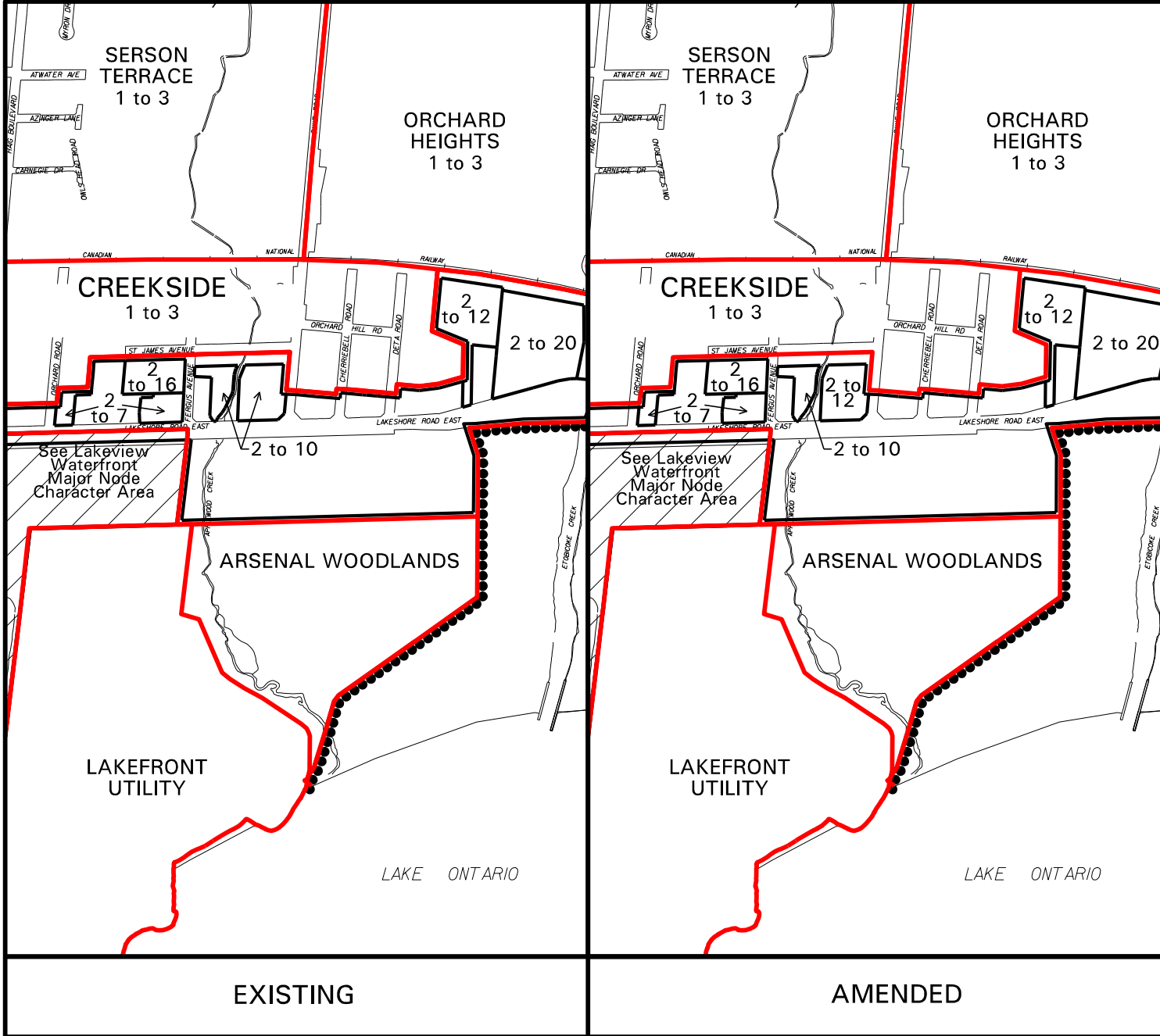
FROM:  
 MIXED USE  
 GREENLANDS

TO:  
 RESIDENTIAL HIGH DENSITY






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





**LEGEND:**

-  Sub-Area Boundary
-  To Be Determined
-  Local Area Plan Boundary

Note:  
 1. Height limits represent the minimum and maximum number of storeys permitted.



**MAP 'F'**  
 Part of Lakeview Local Area Plan  
 Height Limits



## **APPENDIX I**

### **PUBLIC MEETING**

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on March 4 and April 15, 2019 in connection with this proposed Amendment.

A number of area residents attended the public meetings and also provided written correspondence. Issues raised included traffic, parking, intensification and compatibility with the surrounding area, which have been addressed in the Planning and Building Report attached to this Amendment as Appendix II.

City of Mississauga  
**Corporate Report**



<p>Date: 2019/11/08</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building</p>	<p>Originator's file: OZ 18/009 W1</p>
	<p>Meeting date: 2019/12/02</p>

## Subject

### RECOMMENDATION REPORT (WARD 1)

**Official Plan amendment and rezoning applications to permit a 4 to 12 storey apartment building proposing 393 units and ground floor commercial facing Lakeshore Road East and Dixie Road**

**1345 Lakeshore Road East, northwest corner of Lakeshore Road East and Dixie Road**

**Owner: Vandyk Group of Companies**

**File: OZ 18/009 W1**

## Recommendation

1. That the applications under File OZ 18/009 W1, Vandyk Group of Companies, 1345 Lakeshore Road East, to amend Mississauga Official Plan to **Residential High Density** and **Greenlands**, and to change the zoning to **H-RA2-57**(Apartments) and **G1** (Greenlands – Natural Hazards) to permit a 4 to 12 storey apartment building with 393 units and ground floor commercial facing Lakeshore Road East and Dixie Road, be approved subject to the conditions referenced in the staff report dated November 8, 2019 from the Commissioner of Planning and Building.
2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.
4. That the "H" holding symbol is to be removed from **H-RA2-57** (Apartments) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated November 8, 2019, from the Commissioner of Planning and Building have been satisfactorily addressed.



5. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase.

## Report Highlights

- The applications are to amend the policies of the official plan and to change the zoning by-law to allow a 4 to 12 storey apartment building with 393 units and ground floor commercial facing Lakeshore Road East
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including an increase in commercial space to a total of 746 m<sup>2</sup> (8,030 ft<sup>2</sup>) and a decrease in residential units to 393 from 397
- It has been concluded that the proposed development addresses the PPS, the Growth Plan and Mississauga Official Plan with respect to intensification and is supported

## Background

A public meeting was held by the Planning and Development Committee on March 4, 2019 and April 15, 2019, at which time an Information Report was received. The following is a hyperlink to the information Report:

[https://www7.mississauga.ca/documents/committees/pdc/2019/2019\\_04\\_15\\_PDC\\_Evening\\_Agenda.pdf](https://www7.mississauga.ca/documents/committees/pdc/2019/2019_04_15_PDC_Evening_Agenda.pdf)

Recommendation PDC-0033-2019 was then adopted by Council on April 24, 2019.

1. That the report dated March 22, 2019, from the Commissioner of Planning and Building regarding the applications by Vandyk Group of Companies to permit a 4 to 12 storey apartment building proposing 397 units and ground floor commercial facing Lakeshore Road East, under File OZ 18/009 W1, 1345 Lakeshore Road East, be received for information.
2. That three oral submissions be received.

## Comments

### REVISED DEVELOPMENT PROPOSAL

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

- increase in total commercial gross floor area from 296 m<sup>2</sup> (3,186.12 ft<sup>2</sup>) to 746 m<sup>2</sup> (8,030 ft<sup>2</sup>)
- a decrease in total dwelling units from 397 units to 393 units

- an increase in the setback to 3.0 m (9.84 ft.) from the edge of the greenbelt lands to the westerly building façade and underground garage
- An increase in parking from 630 spaces to 652 spaces

Through the processing of this application, staff are recommending an alternate designation and zone for the subject property than what was originally applied for by the applicant. The **Residential High Density** designation and **RA2-57** (Apartments) zone is more appropriate to implement the proposal.

### COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on June 28, 2018. A community meeting was held by Ward 1 Councillor Dasko on February 21. Thirty people attended the meeting. Three written submissions were received. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

Public meetings were held on March 4 and April 15, 2019. Responses to the issues raised at the public meetings and from correspondence received can be found in Appendix 2.

### PLANNING ANALYSIS SUMMARY

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

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

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan.

The proposed official plan amendment and rezoning applications to permit a 4-12 storey apartment building with commercial on the ground level has been found to be acceptable. The

proposal adds apartment units to the area which contributes to housing choices along Lakeshore Road East. The retail uses on the ground floor will contribute to vibrancy of Lakeshore Boulevard. The project is designed in a manner that respects and relates to the surrounding neighbourhood. The additional two storeys above the ten storey current permission in the official plan is only for a portion of the building located at the centre of the site while other parts of the building are lower stepping down toward the street edges of the site. The applicant will be completing restoration works within the Applewood Creek floodplain lands and will also be dedicating the approximately 10.0 m (32.8 ft.) buffer lands to the City. The applicant has addressed staff comments regarding the proposed Applewood Creek works and is agreeable to the Holding Provision conditions proposed as part of the site specific Zoning By-law amendment.

## Strategic Plan

The applications are consistent with the Connect pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

## Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

## Conclusion

In summary, the proposed development has been designed to be sensitive to the existing and planned character of the neighbourhood and fits within the overall context of the Lakeview Neighbourhood Character Area. The proposed official plan amendment and rezoning applications are acceptable from a planning standpoint and should be approved.

Prior to the passage of the implementing official plan amendment and zoning by-law by Council, the applicant will be required to submit a lifting of the Holding Provision application, in which a condition to execute a Section 37 agreement, satisfactory to the City, is required.

## Attachments

- Appendix 1: Information Report
- Appendix 2: Detailed Planning Analysis
- Appendix 3: Updated Site Plan



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Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

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

City of Mississauga  
**Corporate Report**



Date: February 8, 2019

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
 OZ 18/009 W1

Meeting date:  
 2019/03/04

## Subject

### PUBLIC MEETING INFORMATION REPORT (WARD 1)

**Applications to permit a 4 to 12 storey apartment building proposing 397 units and ground floor commercial facing Lakeshore Road East**

**1345 Lakeshore Road East, northwest corner of Lakeshore Road East and Dixie Road**

**Owner: Vandyk Group of Companies**

**File: OZ 18/009 W1**

**Bill 139**

## Recommendation

That the report dated February 8, 2019, from the Commissioner of Planning and Building regarding the applications by Vandyk Group of Companies to permit a 4 to 12 storey apartment building proposing 397 units and ground floor commercial facing Lakeshore Road East, under File OZ 18/009 W1, 1345 Lakeshore Road East, be received for information.

## Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

## PROPOSAL

The official plan amendment and rezoning applications are required to permit a 4 to 12 storey apartment building proposing 397 units and ground floor commercial facing Lakeshore Road East. The proposal includes underground parking and has vehicular access points on Dixie Road and St. James Avenue. The applicant is proposing to amend the **Mixed Use – Special Site 7** policies and **Greenlands** designation to reflect the additional height being sought and the delineation of the lands designated **Greenlands** associated with the Applewood Creek. The zoning will also need to change from **C4-13** (Mainstreet Commercial) to **C4 – Exception** (Mainstreet Commercial) and **G1** (Greenlands – Natural Hazards) to implement the proposal.

During the ongoing review of the applications, staff may recommend a different land use designations and zoning categories to implement the proposal.

## Comments

The property is located on the northwest corner Dixie Road, (a Regional Major Collector road) and Lakeshore Road East, (an Arterial road) within the Lakeview Neighbourhood Character Area. The site is also subject to the Lakeview Local Area Plan and is considered within the Lakeshore Corridor Precinct – Outer Core Area. The site previously operated as the former Sheridan Ford Car Dealership. The building is currently vacant.

North of the subject property to the railway tracks are detached homes that are mostly bungalows. On the north side of the railway tracks is the Lakeview Golf Course. At the north east corner of the Lakeshore Road East and Dixie Road intersection is the Dixielake Plaza that has retail and commercial tenants. South of the site is the Small Arms Inspection Building on the former “Arsenal Lands”, which are currently owned by the City of Mississauga. West of the site contains the “Green Acres” motel and an apartment building. Applewood Creek is located just to the west of the site and is facilitated by a culvert under Lakeshore Road that has recently been expanded.

Aerial image of 1345 Lakeshore Road East



Applicant's rendering



### **LAND USE POLICIES AND REGULATIONS**

The relevant policies of Mississauga Official Plan are consistent with the *Provincial Policy Statement (PPS)*, *Growth Plan for the Golden Horseshoe (Growth Plan)* and *Regional of Peel Official Plan (ROP)*. No other provincial policies apply. The proposed development is generally consistent with the PPS and conforms to the Growth Plan and the ROP. The applicant is proposing to amend the special site policies that apply to the site. The request, and its conformity with the policies of Mississauga Official Plan, is under review.

Additional information and details are found in Appendix 1, Section 6.

### **AGENCY AND CITY DEPARTMENT COMMENTS**

Agency and department comments are summarized in Appendix 1, Section 9.

### **Financial Impact**

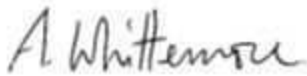
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

## Conclusion

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues, including the refinement of the access from Dixie Road and St. James Avenue and the delineation of the hazard lands associated with Applewood Creek, have been resolved.

## Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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Andrew Whittlemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: David Ferro, Development Planner



## Detailed Information and Preliminary Planning Analysis

### Owner: Vandyk Group of Companies

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## 1. Site History

- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands were designated **Mixed Use – Special Site 18** in the Lakeview Neighbourhood Character Area that allowed for a car dealership in addition to the uses permitted under the **Mixed Use** designation
- May 1, 2013 – Applications for Official Plan Amendment and Rezoning submitted for the subject property, under file OZ 13/008 W1, from the previous property owner Lago Terrace Inc., which proposed a 10 storey apartment building
- October 14, 2015 – Lakeview Local Area Plan came into force and is applicable to the subject property, which designated the subject property **Mixed Use – Special Site 7** maintaining the uses in the Mixed Use designation and adding townhouse dwellings as an additional permitted use
- October 3, 2017 – Lago Terrace Inc. communicates to City staff that the proposal under file OZ 13/008 W1 will not be pursued and the file is subsequently cancelled by the applicant and closed
- June 3, 2018 – Vandyk Group of Companies, new property owners of 1345 Lakeshore Road East, submit applications for Official Plan Amendment and Rezoning and is deemed complete

## 2. Site Context

The property is located on the northwest corner of Lakeshore Road East (a Major Collector road) and Dixie Road (a Regional Major Collector road) within the Lakeview Neighbourhood Character Area. Both roads traverse the City. The site was previously used for the Sheridan Ford Car Dealership. The building is currently vacant. At the northwest corner of the site there is a portion of the floodplain associated with Applewood Creek and regulated by Credit Valley Conservation. Lands west of Applewood Creek along the north side of Lakeshore Road East are characterized by apartment buildings ranging from 7 – 10 storeys and a motel. To the east, there is the Dixielake commercial plaza which has a tattoo parlour, spa and a discount store, among other tenants, Green Acres motel and lands are pending redevelopment for a 4 storey mixed use residential and commercial buildings. Opposite of the property, on the south side of Lakeshore Road East, is the Small Arms Inspection Building on lands that are currently owned by the Toronto Region Conservation Authority (TRCA), commonly known as the “Arsenal Lands”.

The site is currently serviced by MiWay transit Routes 23 – Lakeshore and 5 – Dixie, with both routes terminating approximately one kilometre east of the site in the City of Toronto boundary at the Long Branch GO Station. The routes also provides service to the Dixie GO Station.

Approximately 500 m (1,640.4 ft.) east of the site is a local neighbourhood park named Orchard Hill Park. In addition, approximately 2000 m (6, 561.7 ft.) south east of the site is Lakefront Promenade Park, which is a large waterfront park with trails, baseball diamonds, volleyball courts, spray pads and a marina.

### Aerial Photo



<b>Property Size and Use</b>	
Frontages:	
Lakeshore Rd. E.	81.61 m (267.75 ft.)
Dixie Road	125.04 m (410.02 ft.)
St. James Ave	81.33 m (266.83 ft.)
Gross Lot Area:	1.26 ha (3.12 ac.)
Existing Uses:	Former Sheridan Ford Car Dealership (now vacant)

The surrounding land uses are:

North: Detached homes, railway tracks and Lakeview Golf Course

East: Commercial plaza (Dixielake Plaza) and detached homes

South: Lands subject to Lakeview Village Masterplan, Small Arms Inspection Building

West: Applewood Creek, Green Acres Motel and apartment

Image of existing conditions facing north



### 3. Neighbourhood Context

Demographics – Lakeview Neighbourhood Character Area

The subject property is located within a neighbourhood that is undergoing transition and growth. The surrounding residential neighbourhood was originally developed in the 1920s and 1930s with the majority of the residential built form being detached bungalows. The apartment building to the west was built in the 1990s. The population for the area is two-thirds middle aged, while children and seniors make up one-third of the population. On average, the number of people per household is three, with over half of the population living in detached dwellings. By 2031 and 2041, the population for this character area is forecasted to be 26,600, and 27,900, respectively.

Other Development Applications

East of the subject property, the City has been processing Site Plan applications for residential

and commercial uses located at 1041 and 1407 Lakeshore Road East. West of the subject property and south of Lakeshore Road East are the former Ontario Power Generation lands that are currently undergoing a master planning exercise in anticipation of future development applications to accommodate a mixed use community of 6800 residential units and an innovation corridor.

The City is undertaking a study called “Lakeshore Connecting Communities” that is reviewing future planning along the Lakeshore Road corridor. The intent of the study is to ensure that all modes of transportation can be accommodated within the corridor and will consider future options for the corridor.

The Lakeview Neighbourhood Character Area has been subject to development activity in the form of infill intensification occurring in different parts of the neighbourhood and the construction of newer two storey detached homes replacing older detached bungalows.

#### Community Facilities and Services

The proposal is served by major City of Mississauga facilities such as Carmen Corbasson Community Centre (within 2 km), Lakeview Golf Course (within 300 m) and Lakeview Library (within 900 m). The site is also served by nearby Orchard Hill Park, Douglas Kennedy Park and Lakefront Promenade Park. In addition, there is planning for future parks and community facilities as part of the future major development located on the former Ontario Power Generation (OPG) lands. Additional comments from Community Services regarding City parks and facilities can be reviewed within Section 9 of this Appendix.

#### 4. Project Details

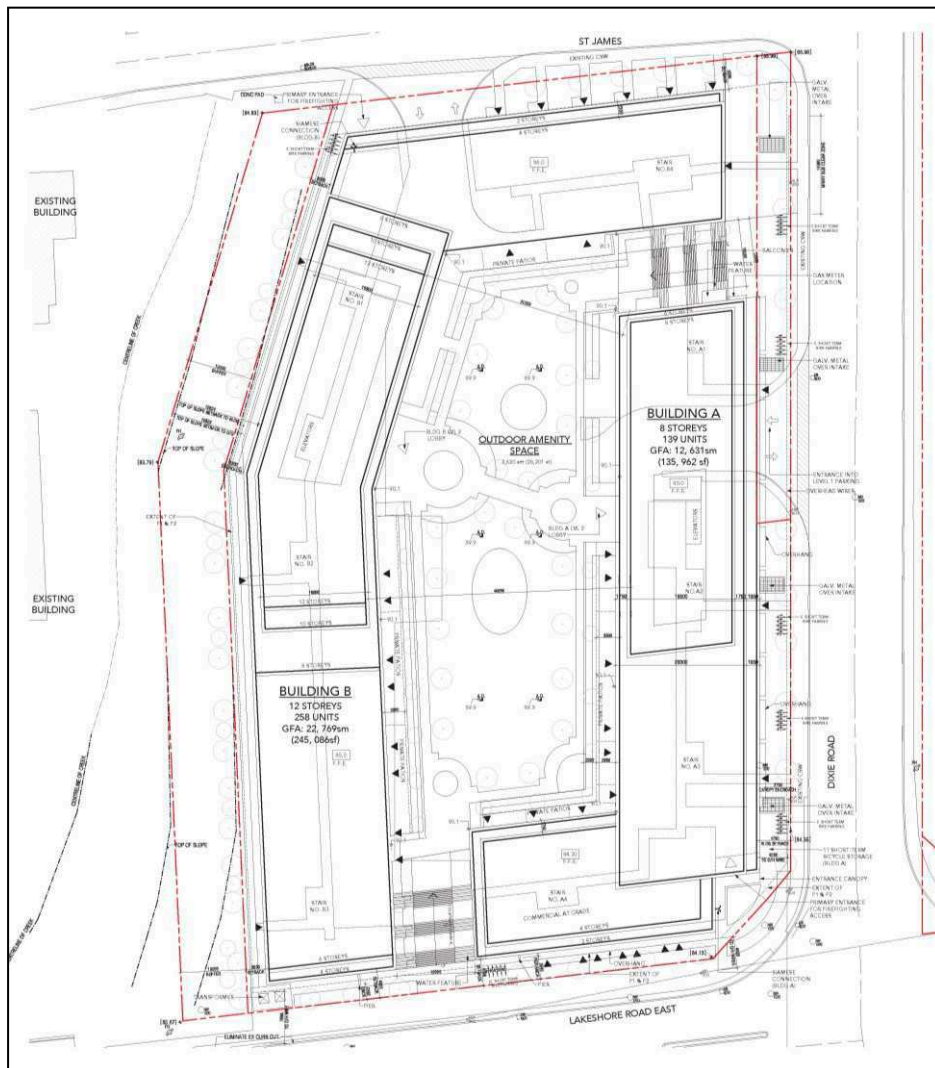
The applications are to permit a 4 to 12 storey apartment building proposing 397 units, including townhouse units fronting onto St. James Avenue, and ground floor commercial uses facing Lakeshore Road East. The proposal includes underground parking with access onto Dixie Road and St. James Avenue. Also the application is proposing to identify and prohibit any development on lands associated with the Applewood Creek

<b>Development Proposal</b>	
Applications submitted:	Received: May 14, 2018 Deemed Complete: June 13, 2018
Developer/ Owner:	Vandyk Group of Companies
Number of units:	397 units
Proposed Gross Floor Area: Residential Commercial	35 656 m <sup>2</sup> (383,797 ft <sup>2</sup> ) 296 m <sup>2</sup> (3,186.12 ft <sup>2</sup> )
Height:	4-12 storeys

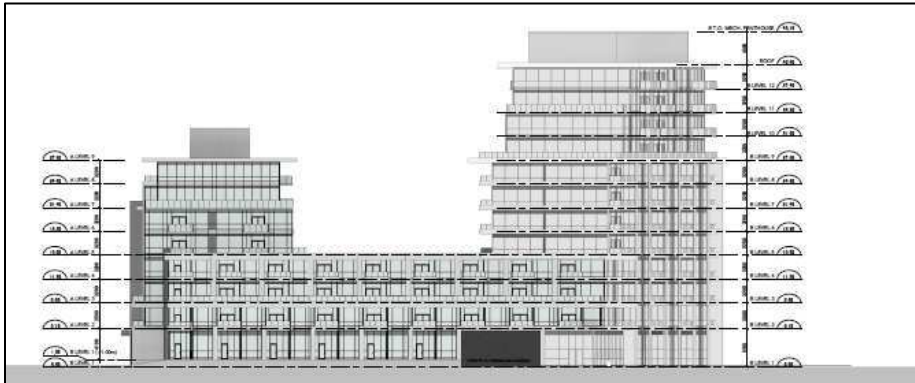
Development Proposal		
Lot Coverage:	73%	
Floor Space Index:	2.8	
Landscaped Area:	27%	
Anticipated Population:	870*	
	*Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Proposed
resident spaces	535	535
visitor spaces	79	79
commercial spaces	13	13
Total	627	627

Concept Plan and Elevations

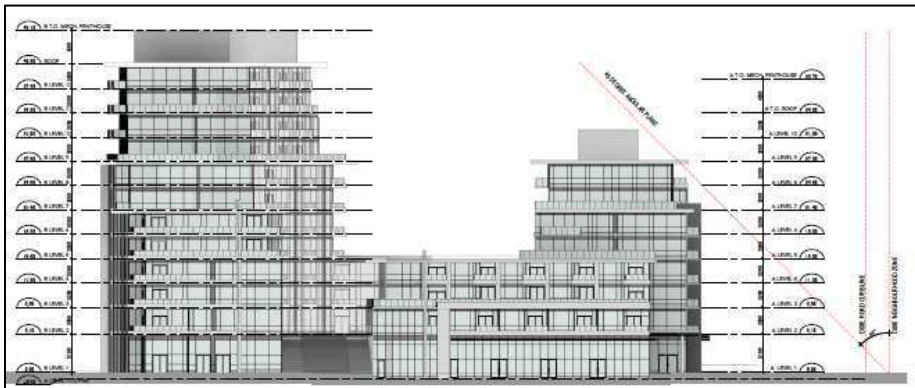
Site Plan



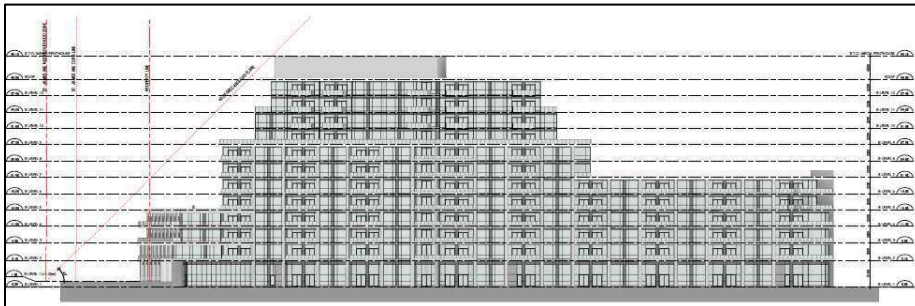
Elevations



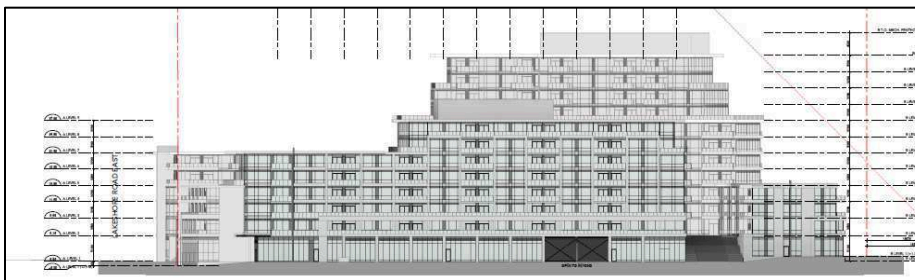
North Elevation



South Elevation



West Elevation



East Elevation

Applicant's rendering proposed apartment dwelling.



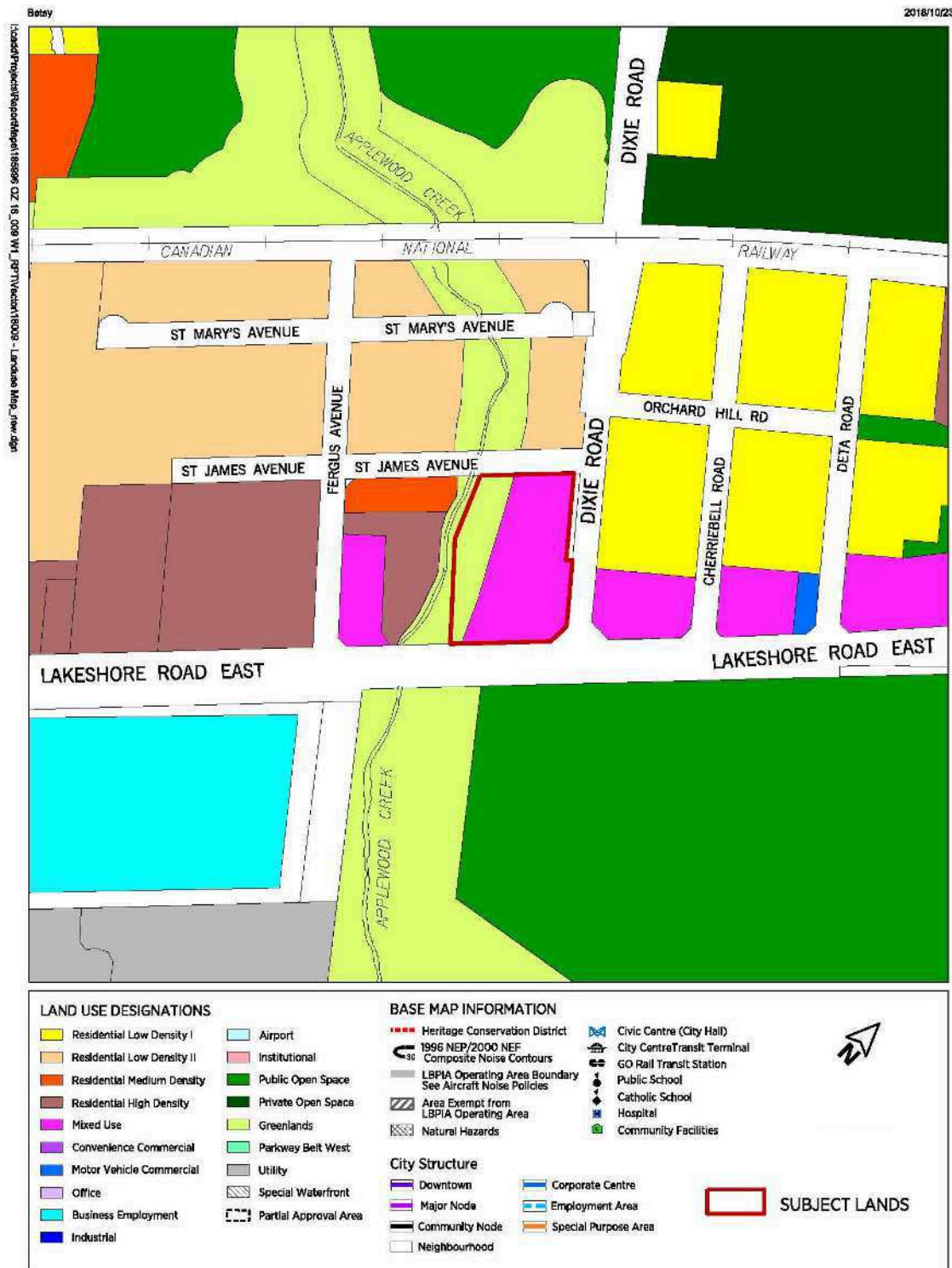
## 5. Community Comments

No community meeting was held at the time of preparing this report, yet staff anticipate a community meeting being held within the near future. Comments from area residents have been received by the Planning and Building Department and are summarized as follows:

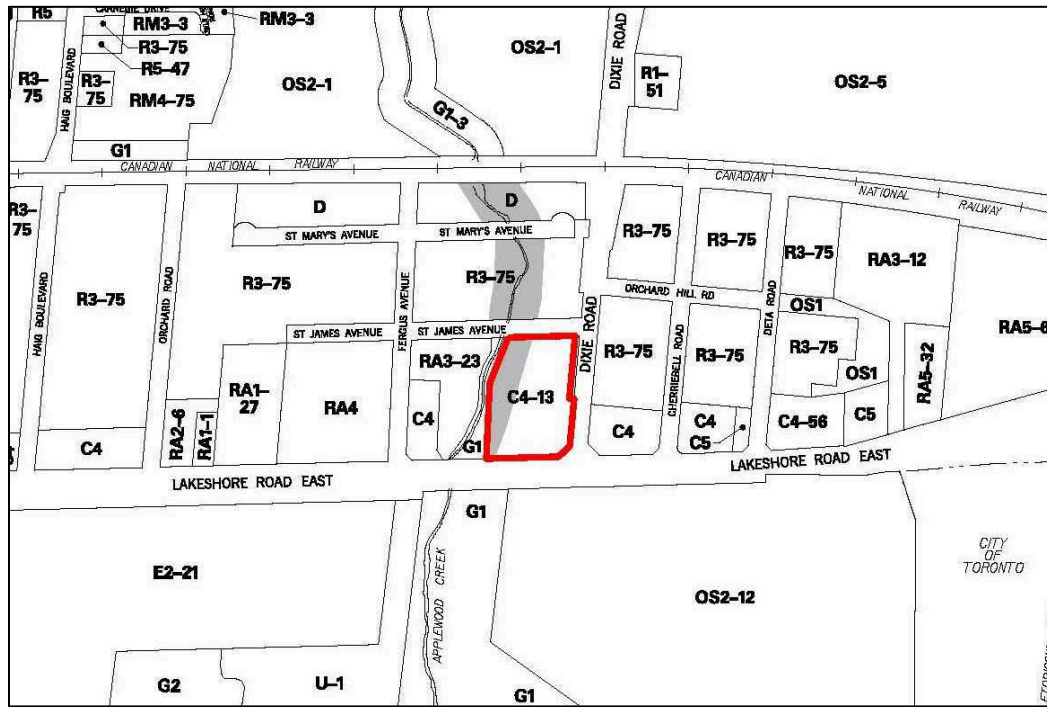
- The proposed development will impact the available parking supply within the surrounding area and in particular on St. James Avenue.
- The access point on St. James Avenue will negatively impact the existing traffic patterns surrounding the site.
- The addition of 397 units will negatively impact the neighbourhood.



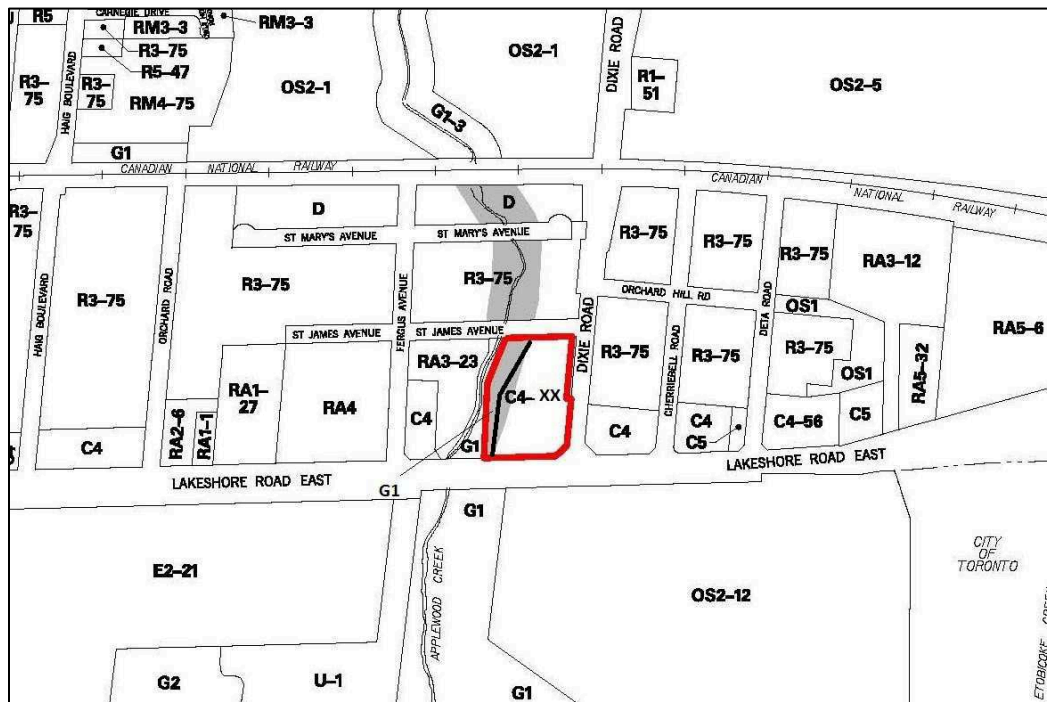
**6. Land Use Policies and Regulations**  
**Excerpt of Lakeview Neighbourhood Character Area**



### Existing Zoning and General Context



### Proposed Zoning and General Context



### Summary of Applicable Policies

The following table summarizes the applicable policy and regulation documents that affect these applications:

Policy	Mississauga Official Plan (MOP) Policies	Proposal
<b>Provincial Policy Statement (PPS)</b>	The existing policies of MOP are consistent with the PPS	The proposed development is generally consistent with the PPS
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	The existing policies of MOP are in conformity with the <i>Growth Plan</i> .  Mississauga Official Plan must conform with a hierarchy of policy and legislation at the federal, provincial, regional and municipal levels.	The proposed development is generally in conformity with the <i>Growth Plan</i>
<b>Greenbelt Plan</b>	n/a	n/a
<b>Parkway Belt Plan</b>	n/a	n/a
<b>Region of Peel Official Plan</b>	The existing policies of MOP are consistent with the ROP.	The proposed application is exempt from Regional approval.
<b>Mississauga Official Plan</b>	The lands are located within the Lakeview Neighbourhood Character Area and are designated <b>Mixed Use – Special Site 7</b> which permits commercial and residential uses. The Lakeview Local Area Plan allows building heights of 2-10 storeys for the site. In addition, the western portion of the site is designated <b>Greenlands</b> , which recognizes natural lands.	The applicant is proposing an amendment to the existing <b>Mixed Use – Special Site 7</b> to allow for an additional height permission of 12 storeys. The <b>Greenlands</b> designation will be amended to reflect the delineation of the valley lands associated with the Applewood Creek.
<b>Zoning By-law 225-2007</b>	The lands are currently zoned <b>C4 - 13</b> (Mainstreet Commercial) which permits residential and commercial uses, including a car dealership.  The Greenlands overlay is on the west side of the property.	A rezoning is proposed from <b>C4 - 13</b> (Mainstreet Commercial) to <b>C4-Exception</b> (Mainstreet Commercial) to permit a 4-12 storey apartment building proposing 397 units, including townhouse units fronting onto St. James Avenue, and ground floor commercial facing Lakeshore Road East. The western portion of the property contains a greenbelt overlay and will be rezoned to <b>G1</b> (Greenbelt – Natural Hazards).

## **Existing and Proposed Mississauga Official Plan Designation for the Subject Site**

### **Existing Designation**

**Mixed Use – Special Site 7 and Greenlands:** The **Mixed Use** portion of the site permits commercial and residential uses, with townhouses facing St. James Avenue. The **Greenlands** portion of the site permits conservation uses, stormwater management facilities, flood control and passive recreational activities, among other uses.

In addition, the site is subject to the Lakeview Local Area Plan policies in Mississauga Official Plan. These policies contain a schedule titled “Map 3 – Lakeview Local Area Plan Height Limits” which prescribes a height limit of 2 – 10 storeys for the site.

### **Proposed Designation**

**Mixed Use – Special Site:** to add an additional permission for a maximum height of 12 storeys to the existing special site policies. In addition, through the processing of the application, an amendment to the **Greenlands** portion of the site will be required to reflect the revised delineation of the floodplain that will be confirmed in consultation with the Credit Valley Conservation.

## ***Provincial Policy Statement (PPS) and Growth Plan Analysis***

### **Consistency with *Provincial Policy Statement 2014***

The *Provincial Policy Statement 2014* (PPS) is issued under Section 3 of the *Planning Act* and all decisions affecting land use planning matters "shall be consistent" with the *Provincial Policy Statement*.

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development is consistent with PPS and MOP policies (i.e. "OZ 18/009 W1 Consistency" column). Only key policies relevant to the application have been included, and the table should be considered a general summary of the intent of the policies.

Official Plan Amendment No. 47 to MOP added and amended policies in the Official Plan so that it is consistent with the PPS. This amendment came into force on May 18, 2016.

### Consistency Analysis

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/009 W1 Consistency</b>
<b>1.0 Building Strong Healthy Communities</b>		
<p><b>General Statement of Intent:</b> Promoting efficient land use and development patterns are important to sustainable, liveable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth.</p>	<p>The development of Neighbourhoods through infilling supports the general intent of the PPS.</p> <p>Neighbourhood Character Areas are stable residential areas, but they are not to remain static. Intensification may be considered where the proposed development is compatible in built form and scale to the surrounding context and is consistent with other MOP policies related to appropriate built form and design. (MOP policies 5.3.5.1, 5.3.5.2., 5.3.5.5.)</p>	<p>Infill development within Neighbourhoods that is context sensitive and designed to respect and relate to the adjacent low density character is consistent with the PPS and fulfills the general intent of the OP by facilitating better efficiency of land on appropriate sites in neighbourhoods and contributing to strong healthy communities.</p> <p>As part of the next staff report, the applications will be assessed with regard to whether the proposal represents appropriate infill.</p>
<p>1.1.3.2 Land use patterns within settlement areas shall be based on:</p> <p>a) Densities and a mix of land uses which:</p> <ol style="list-style-type: none"> <li>1. efficiently use land and resources</li> <li>2. are appropriate for and efficiently use infrastructure and public service facilities</li> <li>3. minimize negative impacts to air quality and climate change and promote energy efficiency</li> <li>4. support active transportation</li> <li>5. are transit supportive</li> </ol> <p>b) A range of uses and opportunities for intensification and redevelopment in</p>	<p>MOP policies establish the framework for planning policies that guide development in different areas of the City, including the locations for and level of intensification. Consistent with the PPS, available and planned infrastructure are key in determining where growth should occur.</p> <p>Lakeview Neighbourhood Character Area is identified as a Non-Intensification area. However, Neighbourhood policies in MOP make the provision for the allowance of intensification that is context appropriate. (MOP policies 5.1.9, 5.3.5.5.)</p>	<p>Development within Neighbourhoods can occur subject to meeting MOP policies with respect to appropriate design and sensitivity to the surrounding context.</p> <p>The proposed development provides for a range of units types, is located at the intersection of two corridors, is in proximity to surrounding community infrastructure and has access to adequate servicing.</p>

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/009 W1 Consistency</b>
<p>accordance with criteria in 1.1.3.3</p> <p>1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment where it can be accommodated taking into account building stock, brownfields, availability of infrastructure and public service facilities required to accommodate projected needs.</p>		
<p>1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.</p>	<p>The Built Form policies of MOP provide direction on appropriate standards to facilitate intensification with respect to transition, sun/shadow impacts, compact urban form and public realm. Policies also require development applications to provide appropriate height and built form transitions between sites and their surrounding area (MOP policy 9.2.1.10).</p>	<p>The proposal is being evaluated on its built-form and land use compatibility with the surrounding context, which includes an assessment relating to MOP policies.</p>
<p>1.4 Housing</p> <p>1.4.1 Planning Authorities shall provide for an appropriate range and mix of housing that is affordable</p>	<p>Neighbourhoods are not intended to be the focus of intensification and should be regarded as stable residential areas. However, Neighbourhoods are intended to receive intensification in an appropriate manner that is context sensitive. Envisioned in this is the accommodation of intensification that makes more efficient use of land and is compact in built form. (MOP policy 5.3.5.5)</p>	<p>The proposal provides a range and mix of unit types in a neighbourhood that has predominantly detached dwellings.</p>
<p>1.5 Public Spaces, Recreation, Parks, Trails and Open Space</p> <p>a. 1.5.1 Healthy, active communities should</p>	<p>Mississauga will promote and protect green infrastructures. Buffers, which are vegetated protected areas, will provide for an appropriate separation</p>	<p>The rezoning and designation of a portion of the property next to the Applewood Creek will ensure proper protection and conservation of valley lands.</p>

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/009 W1 Consistency</b>
<p>be promoted by: recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.</p>	<p>between development and the green system. (MOP Policy 6.3.7)</p>	
<b>2.0 Wise Use and Management of Resources</b>		
<p>2.1 Natural Heritage 2.1.1 Natural features and areas shall be protected for the long term. 2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.</p>	<p>A portion of the lands at the northwest corner of the site is identified as a Significant Natural Area (LV1) forms part of the Applewood Creek. MOP contains policies that require the protection, conservation and enhancement of the City's Natural Heritage System. (MOP Policies 6.3.24 – 6.3.38)</p>	<p>The applicant has submitted an Environmental Impact Study in support of the application. A portion of the subject property is located within the Natural Heritage System. The applicant is currently working with the Credit valley Conservation to determine the limits of development.</p>
<b>3.0 Protecting Public Health and Safety</b>		
<p>3.1 Natural Hazards 3.1.1 Development shall generally be directed to areas outside of:</p> <ul style="list-style-type: none"> <li>a. hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;</li> <li>b. hazardous lands adjacent to river, stream and small</li> </ul>	<p>Mississauga Official Plan requires new development to be located outside of floodplain areas. It also requires property owners to submit the necessary studies to ensure that the appropriate limits of development can be identified. (MOP Policy 6.3.47, 6.3.48)</p>	<p>The applicant has submitted an environmental impact study to delineate the floodplain boundaries and the exact limits of development.</p>

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/009 W1 Consistency</b>
inland lake systems which are impacted by flooding hazards and/or erosion hazards; and c. hazardous sites.		
3.2.2 Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.	Mississauga Official Plan requires applicants to address remediation issues on site and to submit the necessary information to determine the extent of contamination and suggested remediation actions. (MOP Policy 6.7.1.)	The applicant has submitted the required environmental reports which is currently under review and will be addressed.
<b>4.0 Implementation and Interpretation</b>		
<p><b>General Statement of Intent:</b> Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted.</p> <p>4.2 Decisions of the council of a municipality shall be consistent with the <i>Provincial Policy Statement</i></p> <p>4.7 The Official Plan is the most important vehicle for implementation of the <i>Provincial Policy Statement</i></p>	<p>As outlined in this table, the policies of Mississauga Official Plan are generally consistent with the relevant policies of the Provincial Policy Statement.</p> <p>As permitted by the <i>Planning Act</i>, land owners have the ability to submit applications to amend the Official Plan and Zoning By-law.</p> <p>MOP states that City Council will consider applications for site specific amendment to this Plan, and identifies the criteria for site specific official plan amendments (Section 19.5).</p>	<p>As outlined in this table, the policies of Mississauga Official Plan and the proposed applications by Vandyk Group of Companies are generally consistent with relevant policies of the <i>Provincial Policy Statement</i>.</p> <p>The proposal is being further evaluated on MOP policies with respect to access, traffic, servicing capacity and height and transition to surrounding land uses, among other facets.</p>

### **Conformity with Growth Plan 2017**

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) (2017) was issued under Section 7 of the *Places to Grow Act* and all decisions affecting lands within this area will conform with this Plan.

The following table has been prepared to demonstrate how MOP policies conform with the relevant Growth Plan policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development conforms with Growth Plan and MOP policies (i.e. "OZ 18/009 W1 Conformity" column). Only key policies relevant to the applications have been included, and that table should be considered a general



summary of the intent of the policies.

MOP was prepared and approved in accordance with the Growth Plan 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new Growth Plan 2017. The development application has been reviewed against Growth Plan 2017 policy direction to ensure conformity.

### Conformity Analysis

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/009 W1 Conformity</b>
<b>1.1 The Greater Golden Horseshoe</b>		
<p><b>General Statement of Intent:</b> The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, sprawl, healthy communities, climate change and healthy environment</p>	<p>MOP directs growth to Intensification Areas and contains direction on how intensification occurs based on the City's Urban Hierarchy. However, for areas identified as Non-Intensification areas, MOP provides policies that relate to limited intensification through sensitive and modest infilling.</p> <p>This direction helps in fulfilling the goals and objectives in MOP that guide Mississauga to develop in a manner that provides for complete communities that are healthy and efficient. (MOP policy 4.3)</p>	<p>The development applications represent intensification within the existing urban boundary.</p> <p>The subject property is located within Lakeview Neighbourhood Character Area. The proposal provides the surrounding neighbourhood with more choice in housing types and is conducive to a healthy and efficient type of development.</p> <p>However, any potential issues associated with accommodating growth on the subject site will be further evaluated.</p>
<b>1.2 The Growth Plan for the Greater Golden Horseshoe</b>		
<b>1.2.1 Guiding Principles</b>		
<p><b>General Statement of Intent for this Section:</b> The policies of this Plan are based on the following principles:</p> <ol style="list-style-type: none"> <li>a. Complete communities</li> <li>b. Prioritize intensification</li> <li>c. Provide flexibility to capitalize on new employment opportunities</li> <li>d. Support a range</li> </ol>	<p>MOP is based on an urban hierarchy that is accompanied by overarching policies that provide guidance of where growth is to occur. These policies go on to further ensure that growth is done in a manner that is compact, makes for efficient use of land, takes advantage of existing services, supports complete communities and is appropriate in built form and design.</p>	<p>The proposal makes efficient use of underutilized and serviced land by providing a mix of unit types within the development and is located at the intersection of two corridor roads. The applications are supportive of many Growth Plan principles, however, the manner in which the applications implement those principles will be evaluated against applicable official plan policies.</p>

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/009 W1 Conformity</b>
<p>and mix of housing options</p> <ul style="list-style-type: none"> <li>e. Integrate land use planning and investment in infrastructure</li> <li>f. Provide different approaches to manage growth that recognize diversity of communities</li> <li>g. Protect natural heritage, hydrologic, landforms</li> <li>h. Conserve and promote cultural heritage</li> <li>i. Integrate climate change considerations</li> </ul>	(MOP policies 4.5, 5.3.5, 7.2.1, LLAP 6.2)	
<b>1.2.2 Legislative Authority</b>		
<p><b>General Statement of Intent:</b> All decisions made on or after July 1, 2017 will conform to this plan.</p>	As illustrated through this table, MOP generally conforms to the growth plan.	The applications were deemed complete on February 12, 2018.
<b>1.2.3 How to Read This Plan</b>		
<p><b>General Statement of Intent for this Section:</b> Outlines the relationship between the Growth Plan and other planning documents, and how to read the plan</p>	MOP policies have been reviewed in relation to the Growth Plan and other applicable Provincial planning documents	The applications have been reviewed accordingly.
<b>2. Where and How to Grow</b>		
<b>2.1 Context</b>		
<p><b>General Statement of Intent:</b> This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete</p>	Mississauga will develop a city pattern that is more sustainable and supports complete communities by directing growth to Intensification Areas and managing growth in other areas (MOP, Section 9.2).	<p>The proposal makes efficient use of underutilized and serviced land by providing a mix of unit types within the development and is located at the corner of two corridors.</p> <p>It is important to ensure the manner in which these uses are</p>

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/009 W1 Conformity</b>
communities, and increasing the modal share for transit and active transportation.		planned and designed are appropriate and subject to further analysis.
<b>2.2 Policies For Where and How To Grow</b>		
<b>2.2.1 Managing Growth</b>		
<p><b>General Statement of Intent for this Section:</b> Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.</p>	<p>MOP directs growth to Intensification Areas. While the Lakeview Neighbourhood Character Area is not an Intensification Area, development is still anticipated through modest and sensitive infilling. (LLAP policy 6.2)</p> <p>Policies within MOP direct intensification in Neighbourhoods to develop on corridors to take advantage of existing services. (MOP policy 5.3.5)</p>	<p>The subject lands are within a Neighbourhood Character Area, which allows for limited intensification in accordance with applicable MOP design policies. The site is located on two corridors, where development is encouraged to be located.</p>
<p>Relevant Policies:</p> <ul style="list-style-type: none"> <li>a. Growth should be primarily directed to settlement areas that: <ul style="list-style-type: none"> <li>i. Are within the built boundary and have planned municipal water and wastewater systems and support complete communities (2.2.1.2 a i, ii, iii)</li> <li>ii. that are in delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities (2.2.1.2. c i, ii, iii, iv),</li> <li>iii. that is generally away from hazardous lands</li> </ul> </li> </ul>	<p>City Structure MOP policies establish the framework for planning policies that guide development in different areas of the City, including the locations for and level of intensification (MOP policy 5.3). Conforming to the Growth Plan, available and planned infrastructure as well as the existing context are key determinants in directing growth within MOP.</p> <ul style="list-style-type: none"> <li>a. The Lakeview Neighbourhood Character is an existing and established residential neighbourhood.</li> <li>b. While Neighbourhoods are not an area where intensification will be focused, appropriate infill redevelopment is</li> </ul>	<p>The subject lands are within a Neighbourhood and the proposed development will be evaluated against applicable official plan policies.</p>

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/009 W1 Conformity</b>
<p>(2.2.1.2. e)</p> <p>b. Integrated planning to manage forecasted growth will:</p> <ul style="list-style-type: none"> <li>i. Be supported by planning for infrastructure and public service facilities that consider the full life cycle cost and payment (2.2.1.3.b)</li> <li>ii. Provide direction for an urban form that will optimize infrastructure (2.2.1.3.c)</li> <li>iii. Support the environment (2.2.1.3.d)</li> <li>iv. Be implemented through a municipal comprehensive review (2.2.1.3.e)</li> </ul> <p>c. The <i>Growth Plan</i> will support the achievement of complete communities that</p> <ul style="list-style-type: none"> <li>i. Features a diverse mix of land uses</li> <li>ii. Improves social equity</li> <li>iii. Provides mix of housing options</li> <li>iv. Expands convenient access to transportation, public service facilities, open space, healthy food options</li> <li>v. Ensures high quality compact built form, attractive public realm, including</li> </ul>	<p>encouraged to support and take advantage of existing services.</p> <p>c. MOP includes policies to ensure high quality compact built form, attractive public realm, including open spaces, through site design and urban design (MOP section 9.1).</p> <p>Appropriate infill in Neighbourhoods will help revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures.</p>	

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/009 W1 Conformity</b>
<p>open spaces, through site design and urban design</p> <p>vi. Mitigates climate change</p> <p>vii. Integrates green infrastructure</p>		
<b>2.2.2 Delineated Built-up Areas</b>		
<p><b>Statement of Intent:</b> The majority of growth is directed to lands within the delineated built-up area (i.e. limits of the developed urban area identified by the Minister of Municipal Affairs and Housing).</p>	<p>MOP provides the framework for the City to achieve a sustainable urban form. While most of the City is included within the delineated built-up area, MOP contains policies how each character area is to development.</p> <p>Policies within MOP direct intensification in Neighbourhoods to be context sensitive and develop on corridors and commercial sites to take advantage of existing services. (MOP policy 5.3.5)</p>	<p>The subject property is located within a Neighbourhood which is considered to be within the built-up area. The proposal and how growth is accommodated will be further evaluated.</p>
<b>2.2.4 Transit Corridors and Station Areas</b>		
<p><b>Statement of Intent:</b> Given Provincial investment in higher order transit municipalities are to plan for “major transit station areas on priority transit corridors” as identified on Schedule 5 of the Growth Plan (2.2.4.1)</p>	<p>Lakeshore Road and Dixie Road are not identified in the Growth Plan as a transit priority corridor, and therefore MOP policies do not have to address this issue.</p> <p>However, MOP does identify Lakeshore Road and Dixie Road as corridors which are to accommodate growth in order to be transit supportive.</p> <p>MOP policies support intensification that is appropriate and requires high levels of transit use within corridors. (MOP policy 5.1).</p>	<p>The subject site is located on two corridors and is supportive of higher transit usage on the corridors.</p>
<b>2.2.6 Housing</b>		
<p><b>General Statement of Intent:</b> A range and mix of housing</p>	<p>Mississauga Council has recently approved a citywide affordable housing strategy</p>	<p>The proposal provides for a range and mix of units types within a neighbourhood that has</p>

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/009 W1 Conformity</b>
<p>is to be provided, including affordable housing. A housing strategy prepared by the Region is an important tool that can be used.</p> <p>Relevant Policies:</p> <ul style="list-style-type: none"> <li>a. The Region is responsible for preparing a housing strategy (2.2.6.1)</li> <li>b. Municipalities will support complete communities by accommodating growth forecasts, achieve minimum intensification targets, consider a range of housing options, and planning to diversify the housing stock. (2.2.6.2)</li> </ul>	<p>that is currently being implemented. The strategy can be accessed at: <a href="http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&amp;2-Web.pdf">http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&amp;2-Web.pdf</a></p>	<p>predominantly detached dwellings.</p> <p>How the proposal addresses this strategy will be further evaluated.</p>
<b>3.2.2 Transportation - General</b>		
<p>1. The transportation system within the GGH will be planned and managed to:</p> <ul style="list-style-type: none"> <li>a. provide connectivity among transportation modes for moving people and for moving goods;</li> <li>b. offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;</li> <li>c. be sustainable and reduce greenhouse gas emissions by</li> </ul>	<p>MOP contains policies that encourage the development of a multi-modal transportation system that includes all modes of travel. In addition, policies look to encourage redevelopment to support multi-modal transportation. (MOP Policy 8.1.1., 8.1.4., 8.1.7.)</p>	<p>The proposed development will provide for a more efficient use of land and aims to support the modes of traffic currently servicing the site. The site is serviced by 2 MiWay bus routes. Currently existing along the Dixie Road frontage of the site is a bike lane within the right-of-way. The proposal also incorporates both long term and short term bicycle parking.</p>

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/009 W1 Conformity</b>
<p>encouraging the most financially and environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles;</p> <p>d. offer multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services;</p> <p>e. accommodate agricultural vehicles and equipment, as appropriate; and</p> <p>f. provide for the safety of system users.</p>		
<b>4.0 Protecting What is Valuable</b>		
<p>The Province will map a Natural Heritage System for the GGH to support a comprehensive, integrated, and long-term approach to planning for the protection of the region's natural heritage and biodiversity. The Natural Heritage System mapping will exclude lands within settlement area boundaries that were approved and in effect as of July 1, 2017.</p> <p>4.2.2.3 Within the Natural Heritage System: new development or site alteration will demonstrate that:</p> <ol style="list-style-type: none"> <li>1. there are no negative impacts on key natural heritage features or key hydrologic features</li> </ol>	<p>A portion of the lands at the northwest corner of the site is identified as a Significant Natural Area (LV1) forms part of the Applewood Creek. MOP contains policies that require the protection, conservation and enhancement of the City's Natural Heritage System. (MOP Policies 6.3.24 – 6.3.38)</p>	<p>The applicant has submitted an Environmental Impact Study in support of the application. A portion of the subject property is located within the Natural Heritage System. The applicant is currently working with the Credit valley Conservation to determine the limits of development.</p>

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/009 W1 Conformity</b>
or their functions;		
<b>5.0 Implementation</b>		
<p><b>Statement of Intent:</b> Comprehensive municipal implementation is required to implement the <i>Growth Plan</i>. Where a municipality must decide on planning matters before its official plan has been updated it must still consider impact of decision as it relates to the policy of the plan.</p> <p>The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will implement, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.</p>	<p>MOP has been reviewed in the context of the Growth Plan and conforms to the applicable policies as demonstrated.</p>	<p>The proposed applications have regard for the applicable Growth Plan policies and Mississauga Official Plan policies.</p>

### **Region of Peel Official Plan**

The Region of Peel approved MOP on September 22, 2011. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meets the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the *Provincial Policy Statement* and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the *Planning Act* and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 9 of this report.



### Relevant Mississauga Official Plan Policies

There are other policies in Mississauga Official Plan (MOP) that are also applicable in the review of these applications, some of which are found below.

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 4 Vision</b>	Section 4.4.2 Section 4.4.5 Section 4.5	Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
<b>Section 5 Direct Growth</b>	Section 5.1.4 Section 5.1.6 Section 5.1.7 Section 5.1.9	<p>Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities.</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods.</p> <p>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 employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p>

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 5 Direct Growth Neighbourhoods</b>	Section 5.3.5.1 Section 5.3.5.2 Section 5.3.5.3 Section 5.3.5.4 Section 5.3.5.5 Section 5.3.5.6	<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 on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>Intensification of commercial sites that results in a significant loss of commercial floor space will be discouraged.</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p>
<b>Section 5 Direct Growth Corridors</b>	Section 5.4.2 Section 5.4.3 Section 5.4.4 Section 5.4.5 Section 5.4.6	<p>Where Corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.</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>

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 6 Value The Environment</b>	Section 6.1.1 Section 6.3.10 Section 6.3.12 Section 6.3.47 Section 6.3.48 Section 6.3.50 Section 6.4.2.4 Section 6.7.1	<p>Mississauga will:</p> <ol style="list-style-type: none"> <li>a. protect, enhance, restore and expand the Natural Heritage System;</li> <li>b. encourage the stewardship and enhancement of other areas within the Green System, particularly where it contributes to the function and linkage of the Natural Heritage System;</li> <li>c. protect life and property from natural and human made hazards;</li> <li>d. promote pollution prevention, reduction of natural resource consumption and increased use of renewable energy;</li> <li>e. ensure land use compatibility; and</li> <li>f. develop monitoring and information/education programs.</li> </ol> <p>The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study.</p> <p>6.3.12 Significant Natural Areas are areas that meet one or more of the following criteria:</p> <ol style="list-style-type: none"> <li>a. provincially or regional significant life science areas of natural and scientific interest (ANSI);</li> <li>b. environmentally sensitive or significant areas;</li> <li>c. habitat of threatened species or endangered species;</li> <li>d. fish habitat;</li> <li>e. significant wildlife habitat;</li> <li>f. significant woodlands are those that meet one or more of the following criteria:             <ul style="list-style-type: none"> <li>● woodlands, excluding cultural savannahs, greater than or equal to four hectares;</li> <li>● woodlands, excluding cultural woodlands and cultural savannahs, greater than or equal to two hectares and less than four hectares;</li> <li>● any woodland greater than 0.5 hectares that:                 <ul style="list-style-type: none"> <li>o supports old growth trees (greater than or equal to 100 years old);</li> <li>o supports a significant linkage function as determined through an Environmental</li> </ul> </li> </ul> </li> </ol>

	<b>Specific Policies</b>	<b>General Intent</b>
		<p>Impact Study approved by the City in consultation with the appropriate conservation authority;</p> <ul style="list-style-type: none"> <li>o is located within 100 metres of another Significant Natural Area supporting a significant ecological relationship between the two features;</li> <li>o is located within 30 metres of a watercourse or significant wetland; or</li> <li>o supports significant species or communities;</li> </ul> <p>g. significant wetlands are one of the following:</p> <ul style="list-style-type: none"> <li>• Provincially significant coastal wetlands;</li> <li>• Provincially significant wetlands;</li> <li>• Coastal wetlands;</li> <li>• other wetlands greater than 0.5 hectares;</li> </ul> <p>and</p> <p>h. significant valleylands are associated with the main branches, major tributaries and other tributaries and watercourse corridors draining directly to Lake Ontario including the Credit River, Etobicoke Creek, Mimico Creek and Sixteen Mile Creek.</p> <p>Development and site alteration will not be permitted within erosion hazards associated with valleyland and watercourse features. In addition, development and site alteration must provide appropriate buffer to erosion hazards, as established to the satisfaction of the City and appropriate conservation authority.</p> <p>Development adjacent to valleyland and watercourse features may be required to be supported by detailed slope stability and stream erosion studies, where appropriate.</p> <p>Development in flood plains will be subject to the one-zone concept, except where a special policy area or two-zone floodplain management concept has been approved.</p> <p>Surface drainage and stormwater management facilities will be installed for the safety of residents and to protect infrastructure and property.</p>

	<b>Specific Policies</b>	<b>General Intent</b>
		<p>To ensure that contaminated sites are identified and appropriately addressed by the proponent of development, the following will be required:</p> <p>a. the owners of lands proposed for development will submit information as required by the City to identify the potential for contamination;</p>
<b>Section 7 Complete Communities</b>	<p>Section 7.1.1 Section 7.1.3 Section 7.1.6 Section 7.2.2</p>	<p>Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.</p> <p>In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <p>a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;</p> <p>b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;</p> <p>c. encourage environments that foster incidental and recreational activity; and</p> <p>d. encourage land use planning practices conducive to good public health.</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p> <p>Mississauga will provide opportunities for:</p> <p>a. the development of a range of housing choices in terms of type, tenure and price;</p> <p>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and</p> <p>c. the production of housing for those with special needs, such as housing for the elderly and shelters.</p>
<b>Section 9 Building a Desirable Urban Form</b>	<p>Section 9.1.1 Section 9.1.3 Section 9.1.5 Section 9.1.6</p>	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p>

	<b>Specific Policies</b>	<b>General Intent</b>
		<p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.</p>
<b>Section 9 Intensification Areas</b>	<p>Section 9.2.2.1 Section 9.2.2.3 Section 9.2.2.6</p>	<p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> <li>a. respect existing lotting patterns;</li> <li>b. respect the continuity of front, rear and side yard setbacks;</li> <li>c. respect the scale and character of the surrounding area;</li> <li>d. minimize overshadowing and overlook on adjacent neighbours;</li> <li>e. incorporate stormwater best management practices;</li> <li>f. preserve mature high quality trees and ensure replacement of the tree canopy; and</li> <li>g. be designed to respect the existing scale, massing, character and grades of the surrounding area.</li> </ul> <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> <li>a. assemble small land parcels to create efficient development parcels;</li> <li>b. face the street, except where predominate development patterns dictate otherwise;</li> <li>c. not locate parking between the building and the street;</li> <li>d. site buildings to frame the street and where nonresidential uses are proposed to create a continuous street wall;</li> <li>e. provide entrances and transparent windows facing the street for non-residential uses;</li> <li>f. support transit and active transportation modes;</li> <li>g. consolidate access points and encourage shared parking, service areas and driveway entrances; and</li> <li>h. provide concept plans that show how the site can be developed with surrounding lands.</li> </ul>
<b>Section 9 Site Development Buildings</b>	<p>Section 9.5.1.5 Section 9.5.1.11</p>	<p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare.</p>

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 11 General Land Use Designation</b>	Section 11.2.6.2 Section 11.2.6.3	Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses.  Mixed Use development will be encouraged through infilling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas.
<b>Section 16 Neighbourhoods</b>	Section 16.1.1.2	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.
<b>Section 19 Implementation</b>	Section 19.5.1	This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:  <ul style="list-style-type: none"> <li>• the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>• a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.</li> </ul>

**Lakeview Local Area Plan**

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 5 Guiding Principles</b>	Section 5.1.2 Section 5.1.3 Section 5.2.2	<p>Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development.</p> <p>Support complete communities through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities.</p> <p>Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the corridor which are appropriate for intensification.</p>
<b>Section 6 Direct Growth</b>	Section 6.1.1 Section 6.1.2 Section 6.1.3 Section 6.2.1 Section 6.2.2 Section 6.2.3	<p>Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites.</p> <p>Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types.</p> <p>Intensification will be sensitive to the existing character of the residential areas and the planned context.</p> <p>Intensification will occur through infilling or redevelopment.</p> <p>Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses.</p> <p>Intensification will address matters such as:</p> <ul style="list-style-type: none"> <li>a. contribution to a complete community;</li> <li>b. contribution to the mainstreet character;</li> <li>c. respecting heritage; and</li> <li>d. protecting views to the waterfront</li> </ul>
<b>Section 7 Value The Environment</b>	Section 7.1.1 Section 7.1.2	<p>Mississauga will give priority to actions that protect, enhance, and restore the Green System in Lakeview.</p> <p>Opportunities to create an interconnected network of open spaces, including parks, trails, and bicycle facilities, with linkages to the surrounding areas will be encouraged.</p>



	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 8 Complete Communities</b>	Section 8.1.2	The Lakeshore Corridor is encouraged to develop using a range of housing choices in terms of type, tenure and price.
<b>Section 9 Multi Modal City</b>	Section 9.1.1 Section 9.1.2 Section 9.1.3	<p>Lakeshore Road East will be planned to accommodate, to the extent possible, all modes of transportation, including pedestrian facilities, cycling facilities, and higher order transit facilities.</p> <p>The City may acquire lands for a public transit right-of-way along Lakeshore Road East where the creation of a public transit right-of-way separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.</p> <p>The City will, through the review of development applications, eliminate and/or consolidate vehicular turning movements to and from Lakeshore Road East and direct traffic towards signalized intersections, where appropriate. Vehicle access to redevelopment opportunities should be considered from existing north-south side streets or existing or proposed laneways parallel to Lakeshore Road East.</p>

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 10 Desirable Urban Form</b>	Section 10.2.3 Section 10.2.4 Section 10.2.5 Section 10.2.6 Section 10.3.5	<p>Development will be encouraged to locate parking to the rear of buildings or underground.</p> <p>Development along Lakeshore Road East is encouraged to be two to four storeys in height; however, some sites will be permitted building heights greater than four storeys as shown on Map 3.</p> <p>Appropriate transition to adjacent low density residential will be required.</p> <p>To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items: a. maintaining an appropriate average lot depth for mainstreet commercial; b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage; c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.</p> <p>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>

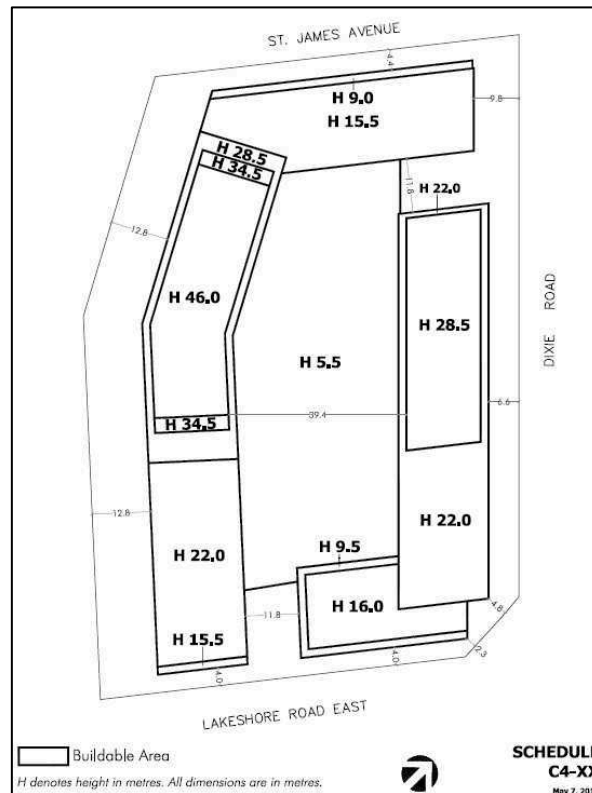
**Existing and Proposed Zoning**

**Existing Zone - C4** (Mainstreet Commercial) which permits apartment dwelling, dwelling units located above commercial, restaurants, medical office and office, among other retail, service, hospitality and entertainment uses.

**Proposed Zoning Regulations - C4 - Exception (Mainstreet Commercial)**

Zone Regulations	Current C4 Zone Regulations	Proposed C4 - Exception Zone Regulations
Maximum <b>Floor Space Index (FSI)</b>	-	2.9
Maximum <b>Height</b>	Flat Roof – 3 Storeys or 12.5 m (41.0 ft.)	Flat Roof – 12 Storeys or 46.0 m (151.0 ft.)
Total Number of <b>Loading Spaces</b>	Commercial – 3 spaces Residential – 1 space	3 spaces total
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

The applicant has provided a draft site exception schedule as follows:



**7. Section 37 Community Benefits (Bonus Zoning)**

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

**8. School Accommodation**

<b>The Peel District School Board</b>	<b>The Dufferin-Peel Catholic District School Board</b>																																																								
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## 9. Development Issues

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

Agency / Comment Date	Comment
<p>Region of Peel (August 14, 2018)</p>	<p><b>Water Service</b> There is an existing 600 mm (23.6 in.) and 300 mm (11.8 in.) diameter water main located on Lakeshore Road. There is also an existing 600 mm (23.6 in.) diameter water main located on Dixie Road.</p> <p><b>Sanitary Sewer</b> There is an existing 250 mm (9.8 in.) diameter sanitary sewer located on Dixie Road and an existing 1500 mm (59.0 in.) diameter sanitary sewer located on Lakeshore Road.</p> <p><b>Waste Collection</b> Front end collection of garbage and recyclable materials will be provided by the Region of Peel. At the Site Plan stage, a revised site plan or waste collection plan must be submitted to reflect the conditions of sections 2, 4, 5 and 6 of the Waste Collection Design Standards Manual.</p> <p>Access, property dedication and engineering details will be addressed prior to approval of the subject applications.</p>
<p>Dufferin-Peel Catholic District School Board (July 6, 2018) and the Peel District School Board (July 3, 2018)</p>	<p>Both School Boards 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 for these development applications.</p>
<p>City Community Services Department – Parks and Forestry Division/Park Planning Section (November 23, 2018)</p>	<p>The proposed development site is adjacent to City owned lands identified as Appledale Park (P-329), zoned G1 and classified as a Significant Natural Area in the Natural Area Survey (NAS). A top-of-bank staking was conducted on July 11, 2018 with the City and CVC staff to determine hazard and natural features and establish limits of development. The lands below the established top-of-bank, the Regional Storm floodplain, or within the stability and/or erosion component of the valley slope, including natural area dripline whichever is</p>

Agency / Comment Date	Comment
	<p>greater, is recommended to be deeded gratuitously to the City along with the 10 meters buffer as Greenlands, and shall be appropriately zoned.</p> <p>Orchard Hill Park (P-145) which contains a community play site is approximately 400 m (1312.3 ft.) from the proposed development. Furthermore, Douglas Kennedy Park (P-021) and Lakefront Promenade Park (P-323) are approximately 900 m (2,952.76 ft.) from the subject site and include a community play site, a spray pad, volleyball courts, and a lit baseball diamond.</p> <p>If the proposed development is approved and hazard lands including associated buffer lands are gratuitously dedicated to the City for long term conservation purposes, securities for fencing, hoarding and cleanup work for Greenlands will be required. Furthermore, prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and By-laws.</p>
<p>City Community Services Department – Heritage Planning (July 10, 2018)</p>	<p>The property at 1352 Lakeshore Road East is designated under the Ontario Heritage Act. Submission of a Heritage Impact Assessment is requested in order to ensure no negative impacts are imposed on the heritage resource.</p>
<p>Credit Valley Conservation (November 27, 2018)</p>	<p>CVC staff have received and reviewed the technical studies submitted in support of the proposed Zoning By-Law Amendment, in particular an FSR by Cole Engineering (July 2018), Slope Stability Study by Toronto Inspections Ltd. (May 2018) and an EIS by Aquafor Beech (May 2018). Staff have provided detailed technical comments on the studies and are working with the applicant to resolve the various matters related to flooding, erosion, stormwater management and limits of development. Staff anticipate the resubmission of these studies and will continue the dialogue with the applicant as necessary to work through any outstanding issues.</p>
<p>City Transportation and Works Department (November 27, 2018)</p>	<p>The owner has been requested to provide additional technical details and revisions in support of the application, as follows:</p>

Agency / Comment Date	Comment
	<ul style="list-style-type: none"> <li>• The initial Noise Study is to be updated to provide further analysis of noise levels impacting the “Outdoor Living Areas” and “private patios”. It is also to include original AADT data from the Region of Peel. Rail traffic information/report is to be updated as per Metrolinx comments/requirements and off-site stationary noise is to be included in the report to address any stationary noise impacts caused by existing commercial/industrial facilities.</li> <li>• The Storm Water Management report is to be updated to verify external drainage areas, overland flow, water balance and CVC flood mapping, among other related matters. It should be noted that currently there are improvement works being completed on the Applewood Creek culvert crossing.</li> <li>• The Urban Transportation Considerations Report will require additional coordinated comments with the Region of Peel with respect to the access as Dixie Road is under their jurisdiction. The report is to incorporate TDM measures (i.e. bicycle parking and storage facilities to the satisfaction of the City). In addition, there are truck loading and internal vehicle circulation concerns that are to be addressed.</li> <li>• The ‘Draft’ Phase 1 ESA must be finalized and resubmitted with a letter of reliance for review. Phase 2 ESA is required on the site.</li> </ul> <p>The above aspects are to be addressed prior to the Recommendation Report meeting.</p>
Metrolinx (June 25, 2018)	<p>The subject site is located within 300 m (984.2 ft.) of GO Transit’s Lakeshore West rail corridor.</p> <p>Based on a review of the information, Metrolinx requests the following:</p> <ul style="list-style-type: none"> <li>• Changes to the Noise Study are requested to reflect current rail traffic forecast.</li> <li>• Inclusion of a warning clause in the development agreement and offers to agreement of purchase and</li> </ul>

Agency / Comment Date	Comment
	<p>sale of each unit.</p> <ul style="list-style-type: none"> <li>• Environmental easement required.</li> </ul>
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> <p>Canada Post  City Planning Strategies  Economic Development  Rogers Cable  Greater Toronto Airport Authority  Alectra Utilities  Public Art</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Fire  Realty Services  Bell Canada  Enbridge Gas  Trillium Health Partners  Ratepayers Association</p>



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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- Resolution of environmental issues associated with Applewood Creek.
- Resolution of access issues to the site from Dixie Road.

### **Development Requirements**

There are engineering matters including: site clean up, grading, 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.

### **Other Information**

The applicant has submitted the following information in support of the applications:

- Planning Justification Report
- Concept Plan
- Elevations
- Shadow Study
- Environmental Impact Statement
- Noise Study
- Wind Study
- Survey
- Traffic Impact Study
- Draft Zoning By-law Amendment
- Draft Official Plan Amendment
- Slope Stability Study
- Urban Design Brief
- Phase 1 ESA
- Archaeological Assessment Letter
- Low Impact Development Letter

**Recommendation Report  
Detailed Planning Analysis**

**Owner: Vandyk Group of Companies**

**1345 Lakeshore Road East**

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## 1. Community Comments

Through the community and public meetings held comments from the public were generally directed towards parking, intensification and traffic. Below is a summary and response to the specific comments heard.

### Comment

There are always a lot of cars parked on St. James Avenue and the proposed development will exacerbate this issue.

### Response

The proposal exceeds city requirements. The Zoning By-law requires 642 spaces and the applicant is proposing 652 spaces. The site is serviced by transit which will be enhanced as part of Lakeshore Connects and future Bus Rapid Transit.

### Comment

The proposed density of the site will negatively impact the surrounding neighbourhood.

### Response

In 2016, Council adopted the Lakeview Local Area Plan which designated the property Mixed Use and permitted a height of 10 storeys. As part of the Local Area Plan exercise, a review of where intensification is to occur was conducted. The Local Area Plan encourages redevelopment to occur along the corridors of the character area and emphasizes infill development to make more efficient use of under-utilized lands.

Given the above, staff are of the opinion that the proposed density meets the intent of the Official Plan, as the built form and density has been found to appropriately respond to the surrounding context.

Further comments regarding the built form are found in section 7 of this appendix.

### Comment

The access point on St. James Avenue will negatively impact the existing traffic patterns surrounding the site.

### Response

The proposed development will have two access points, one on St. James Avenue and one on Dixie Road, with no access point on Lakeshore Road East. The Transportation and Works Department has reviewed the traffic impact study and found acceptable the conclusions which indicate that the access points will function satisfactorily and are situated in a location that will not impact any queuing that occurs at the Lakeshore Road East and Dixie Road intersection.

### Comment

There will be shadow impacts on the homes on the east side of Dixie Road.

### Response

A Shadow Study submitted for this application indicates that there will be some shadowing experienced on the homes on the east side of Dixie Road. However, these shadows are not generated by the additional two storey portion of the proposal and are within the typical City wide standards.

**Comment**

A concern was raised regarding the commercial space and the desire to have tenants that will contribute positively to the surrounding community.

**Response**

The applicant has increased the proposed amount of commercial space to 746 m<sup>2</sup> (8,030 ft<sup>2</sup>) fronting Lakeshore Road East and Dixie Road. While the City cannot control the tenants that will locate within the commercial space, MOP encourages the inclusion of commercial space within infill redevelopment and along corridors. The intent of this direction is to provide a more activated street front, to create a pedestrian environment and to provide services to the residents of the proposed development and surrounding community. The type of commercial uses permitted are retail, service, office and entertainment/recreation, among others.

## 2. Updated Agency and City Department Comments

### UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on June 13, 2018. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

#### Transportation and Works (T & W)

Should the Rezoning application be approved, the outstanding matters noted below are to form part of the conditions to lift the

"H" holding symbol as part of the Recommendation Report to Council.

#### *Development Agreement*

The applicant will be required to deliver and execute a Development Agreement in a form satisfactory to the City of Mississauga, Region or any other appropriate authority. The agreement may deal with matters including, but not limited to engineering matters and technical details such as grading, fencing, noise mitigation, environmental requirements (i.e. completion and filing of a Record of Site Condition on the Ministry of Environment, Conservation and Parks (MECP) Site Registry and provide all required supporting environment documents and letters of reliance) and any other additional provisions and warning clauses.

Site specific details will be addressed through a future Site Plan review and approval process on the subject lands.

#### *Engineering Plans/Reports*

The Department will require outstanding engineering matters to be addressed through the required lifting of the H application and Site Plan application, such as noise, traffic and storm water management. Grading and Servicing plans and associated reports are to be revised to include additional technical details.

#### *Traffic*

The Traffic Impact Study will require additional coordinated comments with the Region of Peel with respect to the access on Dixie Road and it will be updated through the lifting of the H application. All matters pertaining to Dixie Road including right-

of-way requirements are to be addressed to the satisfaction of the Region of Peel.

In addition, there are truck loading and internal vehicle circulation concerns that are to be addressed at the Site Plan stage.

#### *Environmental*

Complete and file a Record of Site Condition on the Ministry of Environment, Conservation and Parks (MECP) Site Registry including all supporting environmental documents. A dewatering plan/groundwater management plan is also required. These items will be addressed through the required lifting of the H application.

#### **Community Services – Parks Planning**

The proposed development site is adjacent to City owned lands identified as Appledale Park (P-329), zoned G1 and classified as a Significant Natural Area in the Natural Area Survey (NAS). A top-of-bank staking was conducted on July 11, 2018 with the City and CVC staff to determine hazard and natural features and establish limits of development.

The applicant is proposing to undertake cut and fill works as a part of Applewood Creek Channel Restoration. Due to the proposed works, the applicant is proposing variable buffers from the proposed stable slope as well as removal of existing woodland area. As such, if the proposed development is approved, proposed hazard lands which are to be designated Greenlands and zoned G1, including associated buffer lands, are to be gratuitously dedicated to the City for long term conservation purposes.

Furthermore, a satisfactory Environmental Impact Study, including securities for fencing, hoarding and cleanup work will be reviewed and processed through the required Holding Conditions.

Prior to the issuance of building permits for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the *Planning Act* (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.

#### **Credit Valley Conservation (CVC)**

Comments updated October 18, 2019, state that the applicant has committed to maintaining the proposed limits of development as shown and further, has agreed to address CVC comments as part of the required Lifting of the H application.

The applicant will be conducting channel restoration works to the Applewood Creek, which will be further refined through the H application, and will be dedicating the 10 m (32.8 ft.) buffer lands.

In this regard, CVC staff have no objection to the proposed Zoning By-Law Amendment with the Holding Provision. Staff note that the satisfactory submission of a Functional Servicing Report, Channel Design Brief, Environment Impact Statement, and detailed design drawings are conditions of the Holding Provision.

A CVC permit is required before any development can occur.

**School Accommodation**

In comments, dated October 18, 2019, the Peel District School Board and 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 for satisfactory arrangements regarding the adequate provision and distribution of educational facilities, need not be applied for this development application.

### **3. *Provincial Policy Statement, 2014 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019***

The *Provincial Policy Statement (PPS)* and the *Growth Plan for the Greater Golden Horseshoe (Growth Plan)* provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Section 2.1 of the PPS states that "natural features and areas shall be protected for the long term" and Section 3.1 requires

development to be located outside of hazardous lands. Section 3.2 stipulates that sites are remediated be remediated before development occurring should contaminants exist.

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

## **4. Consistency with PPS**

Section 1.1.3.2 of the PPS requires development to reflect "densities and a mix of land uses which efficiently use land and resources and appropriate for and efficiently use infrastructure and public service facilities and are transit supportive." Section 1.1.3.3 of the PPS states that "planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock" and Section 1.1.3.4 of the PPS states that "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety."

Chapter 5 – Direct Growth and Chapter 9 – Build A Desirable Urban Form of MOP indicate that intensification is to be directed to Community Nodes, provided that the design is appropriate and context sensitive and encourages a pedestrian oriented and compact form of development. In addition, Chapter 7 – Complete Communities contains policies that require developments to be compact in nature to support public health and be designed in a manner that is conducive to overall health and safety.

The Lakeview Local Area Plan identifies the Lakeshore Corridor – Outer Core Sub Area as an area that will receive intensification through infill and redevelopment. In addition, the Sub Area will have a concentration of street related commercial uses and will be mixed-use in nature and pedestrian friendly. The Local Area Plan also requires development to achieve appropriate design principles and provide adequate transition to surrounding low density areas.

MOP requires new development to be located out of floodplain areas and requires the protection of natural areas through appropriate buffers. Remediation is also required to be a condition of any development on lands identified to contain contaminants.

The relevant MOP policies in this report are consistent with the PPS.

## 5. Conformity with Growth Plan

Section 2.2.2.4 b) in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

Section 5.3.5 of MOP states that while Neighbourhood Character Areas will not be the focus of intensification, if

development is to occur, it will be in a form and density that complements the existing character that is compatible in built form and scale to the surrounding neighbourhood and includes appropriate transition.

Section 9.2.2 *Non-Intensification Areas* of MOP states that new development need not mirror existing development and that new development be designed to respect and relate to the surrounding area by minimizing impacts. Furthermore, this section requires development in excess in four storeys provide appropriate transition.

The Lakeview Local Area Plan goes on to further echo the above general policies in Mississauga Official Plan by requiring redevelopment in the Lakeshore Corridor – Outer Core Sub Area to contribute to complete communities and to the mainstreet character of the area.

The relevant MOP policies in this report conform with the *Growth Plan for the Greater Golden Horseshoe*.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

## 6. Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.5 and General Policies in Section 5.5 direct development and redevelopment to the Urban System to achieve development

that are efficient and achieve a form and density that are pedestrian friendly and transit supportive.

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. It addresses the natural and built environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. It envisions that growth will be directed to appropriate areas that will promote a desirable urban form that supports transit.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan.

## 7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Lakeview Neighbourhood Character Area to redesignate the subject lands to **Residential High Density** and **Greenlands**, in order to permit a 4-12 storey apartment building with ground floor commercial fronting Lakeshore Road East and Dixie Road. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***

- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

The subject site is located in the Lakeview Neighbourhood Character Area, and is currently designated **Mixed Use** and **Greenlands** and is subject to Special Site 7, which allows townhouses along St. James Avenue. In addition, Map 3 of the Lakeview Local Area Plan allows for a maximum height of 10 storeys on the subject site.

An Official Plan Amendment is required to change the designation to **Residential High Density** and **Greenlands**, which permits apartment buildings and at grade commercial uses, and protects the lands associated with Applewood Creek. Map 3 of the Lakeview Local Area Plan is required to be amended in order to allow for a height of 12 storeys.



When the applications were first submitted, the applicant had requested a **Mixed Use** Special Site designation and **C4** (Mainstreet) zoning to accommodate the subject proposal. Given the recent amendment to MOP through MOPA 95, which allows ground related commercial within an apartment building through the **Residential High Density** designation, staff have suggested an alternative designation and zoning, which accommodates the proposal more appropriately, and is described above.

The following is an analysis of the key policies and criteria:

#### *Directing Growth*

The Lakeview Local Area Plan describes intensification within the Lakeshore Corridor – Outer Core Sub Area to accommodate a mix of uses along the corridor and will have regard for the character of the area by providing transition in height, built form and density. Recognizing that the Local Area Plan already permits a height of 10 storeys for the site, and that the site is located at the intersection of two corridors, the resultant FSI of 2.8 in this instance is consistent with the Urban Hierarchy of Mississauga Official Plan. The building has been designed to appropriately transition to the surrounding neighbourhood by providing a step down to a range of 4 and 8 storeys at each of the site's street edges. The scale and design of the under-utilized site is in keeping with the goals and objectives of the Lakeview Local Area Plan.



Rendering of South Elevation along Lakeshore Road East

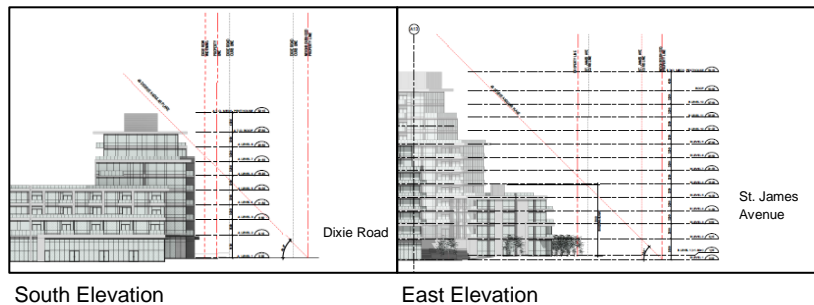
#### *Compatibility with the Neighbourhood*

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The site is surrounded by low rise development, mainly one to two storey detached dwellings, to the north and east. To the west is a 10 storey apartment building on the opposite side of the Applewood Creek and to the south is the Small Arms Building.

Currently, the Official Plan allows 10 storeys for the entire site. The request for 2 additional storeys above the maximum maintains an appropriate transition as the location of the 12 storey portion is in the middle of the site, away from the edges. This also mirrors the massing location of the 10 storey building on the adjacent site. The siting of the 12 storey portion allows for the building to step down to a range of 4-8 storeys along the site's edges and provides for a built form condition along St. James Avenue and Dixie Road that respects and relates to the existing low rise neighbourhood.

In addition, the Lakeview Built Form Guidelines, which provides direction on built form in the Lakeview Neighbourhood Character Area, requires tall buildings to be sited in a way that provides appropriate transition to adjacent low density built form by deploying the use of the 45 degree angular plane and providing for greater setbacks. The 45 degree angular plane is achieved at both the Dixie Road and St. James Avenue frontage. The St. James Avenue frontage has a greater setback to the property line, in order to provide for better transition to the low density properties on the north side of the street. The achievement of these criteria indicates that the building has been design to appropriately respond to the surrounding context.

Elevations showing 45 degree angular plane:



The applicant is also proposing commercial space fronting Lakeshore Road East and southern portion of Dixie Road. This is in keeping with the Local Area Plan's direction for redevelopment to provide at grade commercial space on the corridors in order to achieve a mixed-use and mainstreet condition.

As part of the required lifting of the "H" symbol application, the applicant has agreed to work with Heritage Planning staff to suitability commemorate the past use of a dormitory for the female workers at the former Small Arms Factory, located directly across the street on Lakeshore Road.

As such, staff are of the opinion that the proposal is compatible with the surrounding area and maintains the general intent and goals of the Lakeview Local Area Plan.

#### *Suitability of the Lands*

The redevelopment of the subject site requires environmental works in order to deal with floodplain issues on site and to improve the Applewood Creek condition. Through the processing of the applications, the lands that are subject to flooding have been identified and will be dedicated to the City, along with the approximately 10 m (32.8 ft.) buffer lands, and designated **Greenlands** to ensure their long term protection and maintenance. In support of policies in Mississauga Official Plan that encourage the enhancement of the City's Natural Areas System, the applicant has engaged with City staff and the Credit Valley Conservation to ensure that the appropriate works, such as channel and vegetative restoration, will be conducted to improve the floodplain issues associated with Applewood Creek. Details will be finalized through the required lifting of the H application.

The site is considered to be a brownfield site considering its previous use as a car dealership. In order to allow for residential uses, the site will be cleaned up in accordance with the Provincial environmental standards.

### *Services and Infrastructure*

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The site is currently serviced by the following MiWay Transit routes:

- Number 23 on Lakeshore Road East having direct access to the Long Branch GO Station.
- Number 5 on Dixie Road having direct access to the Dixie Outlet Mall.

There is a transit stop directly across the street at both the southwest and northeast corners of Lakeshore Road East and Dixie Road.

The Lakeshore Connecting Communities Transportation Master Plan study investigates the transit future of the Lakeshore Road corridor in order to connect the Clarkson, Port Credit and Lakeview communities and was endorsed by Council on June 5, 2019. The study identifies the portion of Lakeshore Road East, which the subject property fronts onto, as an area to be planned for future Bus Rapid Transit (BRT) and includes the improvement of cycling and pedestrian infrastructure. The Master Plan also identifies a Future Express Stop at the Lakeshore Road East and Dixie Road intersection.

The TTC Long Branch Loop and GO Long Branch Station is located approximately 1 000 m (3,280.8 ft.) east of the subject site which provides access to several TTC Street Car routes and all day GO Region Express Rail service and Bus Routes.

A signed cycling route exists on Dixie Road from south of the Queen Elizabeth Way to Lakeshore Road East. In addition, a Multi-Use Trail is on the south side of Lakeshore Road East that connects Lakefront Promenade Park to Marie Curtis Park

Approximately 500 m (1,640.4 ft.) east of the site is a neighbourhood park named Orchard Hill Park. Approximately 2 000 m (6,561.7 ft.) southeast of the site is Lakefront Promenade Park, which is a large waterfront park with trails, baseball diamonds, volleyball courts, spray pads and a marina. 1 300 m (4,265.1 ft.) east within the City of Toronto boundary is Marie Curtis Park, located at the mouth of the Etobicoke Creek.

Further north on Dixie Road, south of the Queen Elizabeth Way, is the Dixie Outlet Mall which is a large retail centre and contains a grocery store.

For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the *Growth Plan for the Greater Horseshoe* and the PPS.

## 8. Zoning

The proposed **H-RA2-Exception** (Apartments) is appropriate to accommodate the proposed 4-12 storey apartment building with ground floor commercial space and an FSI of 2.8. In addition, the lands associated with Applewood Creek, including buffer, will be zoned **G1** (Greenlands – Natural Hazards).

Below is an updated summary of the proposed site specific zoning provisions:

### Proposed Zoning Regulations

Zone Regulations	C4-13 Zone Regulations	General RA2 Zone Regulations	Proposed H-RA2-Exception Zone Regulations
Maximum Floor Space Index (FSI)	-	0.5 – 1.0	2.8
Maximum Dwelling Height – Flat Roof	Flat Roof – 3 storeys and 12.5 m (41.0 ft.)	Flat Roof – 8 storeys and 26.0 m (85.3 ft.)	Flat Roof – 12 storeys and 46.0 m (151 ft.)
Minimum gross floor area – non residential	No restrictions	10% of total gross floor area for accessory uses	740 m <sup>2</sup> (7,965.3 ft <sup>2</sup> ) for all uses permitted in a C4 zone
Maximum gross floor area –	No restrictions	No restrictions	26 950 m <sup>2</sup> (290,087.4 ft <sup>2</sup> )

Zone Regulations	C4-13 Zone Regulations	General RA2 Zone Regulations	Proposed H-RA2-Exception Zone Regulations
residential			
Minimum width of condominium road/aisle	-	-	6.0 m (19.7 ft.)
Setback to a G1 zone	5.0 m (16.4 ft.)	5.0 m (16.4 ft.)	3.0 m (9.8 ft.)

## 9. Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application.

The subject lands are currently zoned **C4-13** (Mainstreet Commercial) which permits commercial and residential uses at 4 storeys. The proposed **RA2-57** (Apartments) zone allows 12 storeys, an FSI of 2.8 and total residential gross floor area of 26 950 m<sup>2</sup> (290,087 ft<sup>2</sup>). As the project is larger than 5 000 m<sup>2</sup> (53,819.6 ft<sup>2</sup>) in size, it meets the minimum threshold for a Section 37 contribution.

## 10. "H" Holding Symbol

Should this application be approved by Council staff will request an "H" Holding Symbol which can be lifted upon:

- The execution of a Section 37 (Community Benefits) Agreement to the satisfaction of the City
- Receipt of a satisfactory grading plan and servicing plan
- Receipt of a signed Development Agreement
- Submission of updated and satisfactory studies
- Submission of satisfactory Phase I and II Environmental Site Assessment Reports and a Record of Site Condition for the lands to be dedicated to the City of Mississauga
- A letter from the Transportation and Works Department regarding outstanding environmental items
- Credit Valley Conservation Permit
- Dedication of the G1 lands
- A letter from Heritage Planning Division indicating satisfactory arrangements have been made with respect to heritage commemoration

## 11. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to

address matters such as the streetscape, landscaping and site design. Through the site plan process, further refinements are anticipated for the design of the proposed apartment building.

## 12. Affordable Housing

In October 2017, City Council approved Making Room for the Middle – A Housing Strategy for Mississauga which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019), *Provincial Policy Statement* (2014), Regional Official Plan and Mississauga Official Plan (MOP), the applicant has provided a range of unit types as part of the proposal.

The proposal is subject to a Section 37 – Community Benefits contribution. Affordable housing is an item that could be considered as part of this contribution.

## 13. Conclusions

In conclusion, City staff has evaluated the application to permit a 4-12 storey apartment building with ground floor commercial space against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

Mississauga Official Plan and the Lakeview Local Area Plan are consistent with the *Provincial Policy Statement* and the Growth Plan. The property is located within the Lakeshore Corridor – Outer Core Sub Area, which encourages

redevelopment through existing infill sites. The policies also encourage the provision of commercial space along the Lakeshore Road East corridor, which is provided in the applicant's proposal.

The proposed 4-12 storey apartment building has been designed to incorporate the increase in height within the middle of the site and steps down to a range of 4 and 8 storeys along the site edges, whereas the current provisions allow 10 storeys throughout the site.

The proposal will result in a clean up of a brownfield site and will improve the condition of the Applewood Creek and ensure its long term protection. It will contribute housing options in an area that is served with transit and community amenities.

As the applicant has addressed relevant provincial and city policies and the technical requirements of the City, staff recommends approval of the proposal.

Updated Site Plan

